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August 30, 2019

Mr. Bruce De Terra  
California Department of Transportation  
Division of Transportation Programming, MS-82  
1120 N Street, Room 4400  
Sacramento, CA 94274  
Attn: Abhijit Bagde

**Subject: Submittal of the Tulare County Association of Government's Final 2019 FTIP Amendment No. 9, Final 2018 RTP Amendment No. 1, and Final 2019 Conformity Analysis**

Dear Mr. De Terra:

Enclosed for your review are the Final 2019 FTIP Amendment No. 9, Final 2018 RTP Amendment No. 1, and Final 2019 Conformity Analysis. The final adopted documents meet all applicable transportation planning requirements per 23 CFR Part 450 and 40 CFR Part 93.

A 30-day public review and interagency consultation period for the draft documents began on July 30, 2019 and was completed on August 29, 2019.

The public hearing on these documents was held at our regularly scheduled Board meeting on August 19, 2019. The final documents have been updated to address public comments received. The public participation process for the 2019 FTIP Amendment No. 9, 2018 RTP Amendment No. 1, and 2019 Conformity Analysis is consistent with TCAG's board adopted public participation plan. On August 30, 2019 the TCAG Executive Director (via delegated authority granted by the TCAG Board of Directors on August 19, 2019) approved the 2019 FTIP Amendment No. 9, 2018 RTP Amendment No. 1, and 2019 Conformity Analysis. State and federal approval is requested.

Included with this letter are three hard copies of the 2019 FTIP Amendment No. 9, 2018 RTP Amendment No. 1, and the corresponding Conformity Analysis. An electronic copy of the four year financial plan will be sent via email. The final documents are also available online on TCAG's website at [www.tularecog.org](http://www.tularecog.org).

If you have any questions regarding these documents, please contact Gabriel Gutierrez at (559) 623-0465 or [ggutierrez@tularecog.org](mailto:ggutierrez@tularecog.org).

Sincerely,



Ted Smalley, Executive Director  
Tulare County Association of Governments

cc:

San Joaquin Valley COG Directors  
Muhaned Aljabiry, Caltrans Division of Programming  
Lima Huy, Caltrans Division of Programming  
Scott, Carson, Federal Highway Administration  
Joseph Vaughn, Federal Highway Administration  
Tashia Clemons, Federal Highway Administration  
Antonio Johnson, Federal Highway Administration  
Ted Matley, Federal Transit Administration  
Karina O'Connor, U.S. Environmental Protection Agency  
Alex Marcucci, Trinity Consultants

**ATTACHMENT 1**

**PROJECT LIST**

**Summary of Changes**  
**TCAG 2019 FTIP Amendment No. 9 (Type 5 - Formal Amendment)**  
(Dollars rounded to thousands)

Existing / New	CTIPS ID	Implementing Agency	Project Title	Phase	Prior CTIPS Amt.	Current CTIPS Amt.	FFY	Financial Table Fund Source Category	Net Change	Prior Total Project Cost	Current Total Project Cost	Total Project Cost Change	% Change	Comments
Existing	115-0000-0309	Caltrans	Commercial Avenue Interchange Project	CON	\$45,000,000	\$0	Beyond	LTF	(\$45,000,000)	\$65,000,000	\$65,000,000	\$0	0%	Amendment deletes beyond year funding and adds Measure R Bonding Capacity for this project to the four-year element of the 2019 FTIP (in FY 21/22). Schedule change results in an earlier open to traffic year (2025), which requires a Type 5 FTIP Amendment. Also being prepared is a RTP Amendment and new Conformity Analysis.
					\$8,000,000	\$0	Beyond	Future Funds	(\$8,000,000)					
					\$0	\$53,000,000	21/22	Regional Measure	\$53,000,000					

Note: Prior and Beyond year amounts shown for information purposes only.

Summary of Net Increases and Decreases by FY					
Fund Type	18/19	19/20	20/21	21/22	Total
Regional Measure	\$0	\$0	\$0	\$53,000,000	\$53,000,000
<b>Total</b>	\$0	\$0	\$0	\$53,000,000	<b>\$53,000,000</b>

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

DIST: 06	PPNO: 6940	EA: 0U880	CTIPS ID: 115-0000-0309	TITLE (DESCRIPTION): Commercial Avenue Interchange Project (In Tulare County near City of Tulare at Commercial Avenue and State Route 99 between 0.9 mile north of Avenue 200 OC and Paige Avenue OC; Construct new interchange and construct north and south bound auxiliary lanes. (2018 RTP, Table A-13, page B-73))	MPO Aprv: State Aprv: Federal Aprv:  EPA TABLE II or III EXEMPT CATEGORY
CT PROJECT ID: 0616000074			MPO ID.:		
COUNTY: Tulare County	ROUTE: 99		PM: 26.3 / 27.6		

IMPLEMENTING AGENCY: Caltrans  
PROJECT MANAGER: Neil Bretz

PHONE: (559) 243-3465

EMAIL: neil.bretz@dot.ca.gov

*PROJECT VERSION HISTORY (Printed Version is Shaded)*

*(Dollars in whole)*

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
3	Active	07/23/2019	GGUTIERR	Amendment - Cost/Scope/Sch. Change	9	53,000,000	5,500,000	6,500,000
2	Official	06/10/2019	GGUTIERR	Amendment - Other (Explain ==>)	4	53,000,000	5,500,000	6,500,000
1	Official	08/20/2018	GGUTIERR	Adoption - Carry Over	0	53,000,000	5,500,000	4,000,000

* RIP - Regional Improvement Program		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 1 of 3	PE			4,000,000						4,000,000
* Fund Type: STIP Advance Construction	RW					5,500,000				5,500,000
* Funding Agency: Tulare County Association of Governments	CON									
	Total:			4,000,000		5,500,000				9,500,000

* Regional -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 2 of 3	PE	1,000,000								1,000,000
* Fund Type: Regional Sales Tax	RW									
* Funding Agency: Tulare County Association of Governments	CON					53,000,000				53,000,000
	Total:	1,000,000				53,000,000				54,000,000

* Local Funds -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 3 of 3	PE	1,500,000								1,500,000
* Fund Type: Private Funds	RW									
* Funding Agency:	CON									
	Total:	1,500,000								1,500,000

Project Total:		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
	PE	2,500,000		4,000,000						6,500,000
	RW					5,500,000				5,500,000
	CON					53,000,000				53,000,000
	Total:	2,500,000		4,000,000		58,500,000				65,000,000

**Comments:**

\*\*\*\*\* Version 3 - 07/23/2019 \*\*\*\*\*Amendment No. 9. Amendment deletes beyond year funding and adds Measure R Bonding Capacity for this project to the four-year element of the 2019 FTIP (in FY 21/22). Schedule change results in an earlier open to traffic year (2025), which requires a Type 5 FTIP Amendment. Also being prepared is a RTP Amendment and new Conformity Analysis/gg

\*\*\*\*\* Version 2 - 06/05/2019 \*\*\*\*\*Amendment No. 4. Splitting project: Project split into Commercial Avenue Interchange Project and Paige Avenue Overcrossing Improvements Project. Original project cost was \$65.5 mil which included \$3 mil for PA&ED which was shown in the Grouped Projects for Engineering Group List. \$500k of the PA&ED funds moved to the Paige Avenue Overcrossing Improvements Project and the Paige Avenue project is added to the Grouped Projects for Engineering List (CTIPS ID 215-0000-0753). The overall scope for both projects does not change/gg

\*\*\*\*\* Version 1 - 04/10/18 \*\*\*\*\*Project data transferred from 2018 STIP. PE funds are shown in Group Projects for Engineering group list (CTIPS ID 215-0000-0753).

\*\*\*\*\* VERSION 1 - 04/05/2018 \*\*\*\*\*

~~~~~ Version 1 - 02/15/2018 ~~~~~

Adoption new project per PPR 11/22/17. - ad

**CURRENT VERSION**

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

|                              |               |              |                            |                                                                                                                                                                                                                                                                                                                            |                                                                                                                       |
|------------------------------|---------------|--------------|----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|
| DIST:<br>06                  | PPNO:<br>6940 | EA:<br>0U880 | CTIPS ID:<br>115-0000-0309 | TITLE (DESCRIPTION):<br>Commercial Avenue Interchange Project (In Tulare County near City of Tulare at Commercial Avenue and State Route 99 between 0.9 mile north of Avenue 200 OC and Paige Avenue OC; Construct new interchange and construct north and south bound auxillary lanes. (2018 RTP, Table A-13, page B-73)) | MPO Aprv: 06/10/2019<br>State Aprv: 06/10/2019<br>Federal Aprv: 06/10/2019<br><br>EPA TABLE II or III EXEMPT CATEGORY |
| CT PROJECT ID:<br>0616000074 |               |              | MPO ID.:                   |                                                                                                                                                                                                                                                                                                                            |                                                                                                                       |
| COUNTY:<br>Tulare County     | ROUTE:<br>99  |              | PM:<br>26.3 / 27.6         |                                                                                                                                                                                                                                                                                                                            |                                                                                                                       |

IMPLEMENTING AGENCY: Caltrans  
PROJECT MANAGER: Neil Bretz

PHONE: (559) 243-3465

EMAIL: neil.bretz@dot.ca.gov

*PROJECT VERSION HISTORY (Printed Version is Shaded)*

*(Dollars in whole)*

| Version | Status   | Date       | Updated By | Change Reason                   | Amend No. | Prog Con   | Prog RW   | PE        |
|---------|----------|------------|------------|---------------------------------|-----------|------------|-----------|-----------|
| 2       | Official | 06/10/2019 | GGUTIERR   | Amendment - Other (Explain ==>) | 4         | 53,000,000 | 5,500,000 | 6,500,000 |
| 1       | Official | 08/20/2018 | GGUTIERR   | Adoption - Carry Over           | 0         | 53,000,000 | 5,500,000 | 4,000,000 |

| * RIP - Regional Improvement Program                       |        | PRIOR | 18-19 | 19-20     | 20-21 | 21-22     | 22-23 | 23-24 | BEYOND | TOTAL     |
|------------------------------------------------------------|--------|-------|-------|-----------|-------|-----------|-------|-------|--------|-----------|
| * Fund Source 1 of 5                                       | PE     |       |       | 4,000,000 |       |           |       |       |        | 4,000,000 |
| * Fund Type: STIP Advance Construction                     | RW     |       |       |           |       | 5,500,000 |       |       |        | 5,500,000 |
| * Funding Agency: Tulare County Association of Governments | CON    |       |       |           |       |           |       |       |        |           |
|                                                            | Total: |       |       | 4,000,000 |       | 5,500,000 |       |       |        | 9,500,000 |

| * Local Funds - Locally Generated Funds |        | PRIOR | 18-19 | 19-20 | 20-21 | 21-22 | 22-23 | 23-24 | BEYOND     | TOTAL      |
|-----------------------------------------|--------|-------|-------|-------|-------|-------|-------|-------|------------|------------|
| * Fund Source 2 of 5                    | PE     |       |       |       |       |       |       |       |            |            |
| * Fund Type: Local Transportation Funds | RW     |       |       |       |       |       |       |       |            |            |
| * Funding Agency:                       | CON    |       |       |       |       |       |       |       | 45,000,000 | 45,000,000 |
|                                         | Total: |       |       |       |       |       |       |       | 45,000,000 | 45,000,000 |

| * Future Need -           |        | PRIOR | 18-19 | 19-20 | 20-21 | 21-22 | 22-23 | 23-24 | BEYOND    | TOTAL     |
|---------------------------|--------|-------|-------|-------|-------|-------|-------|-------|-----------|-----------|
| * Fund Source 3 of 5      | PE     |       |       |       |       |       |       |       |           |           |
| * Fund Type: Future Funds | RW     |       |       |       |       |       |       |       |           |           |
| * Funding Agency:         | CON    |       |       |       |       |       |       |       | 8,000,000 | 8,000,000 |
|                           | Total: |       |       |       |       |       |       |       | 8,000,000 | 8,000,000 |

| * Regional -                                               |        | PRIOR     | 18-19 | 19-20 | 20-21 | 21-22 | 22-23 | 23-24 | BEYOND | TOTAL     |
|------------------------------------------------------------|--------|-----------|-------|-------|-------|-------|-------|-------|--------|-----------|
| * Fund Source 4 of 5                                       | PE     | 1,000,000 |       |       |       |       |       |       |        | 1,000,000 |
| * Fund Type: Regional Sales Tax                            | RW     |           |       |       |       |       |       |       |        |           |
| * Funding Agency: Tulare County Association of Governments | CON    |           |       |       |       |       |       |       |        |           |
|                                                            | Total: | 1,000,000 |       |       |       |       |       |       |        | 1,000,000 |

| * Local Funds -            |        | PRIOR     | 18-19 | 19-20 | 20-21 | 21-22 | 22-23 | 23-24 | BEYOND | TOTAL     |
|----------------------------|--------|-----------|-------|-------|-------|-------|-------|-------|--------|-----------|
| * Fund Source 5 of 5       | PE     | 1,500,000 |       |       |       |       |       |       |        | 1,500,000 |
| * Fund Type: Private Funds | RW     |           |       |       |       |       |       |       |        |           |
| * Funding Agency:          | CON    |           |       |       |       |       |       |       |        |           |
|                            | Total: | 1,500,000 |       |       |       |       |       |       |        | 1,500,000 |

| Project Total: |        | PRIOR     | 18-19 | 19-20     | 20-21 | 21-22     | 22-23 | 23-24 | BEYOND     | TOTAL      |
|----------------|--------|-----------|-------|-----------|-------|-----------|-------|-------|------------|------------|
|                | PE     | 2,500,000 |       | 4,000,000 |       |           |       |       |            | 6,500,000  |
|                | RW     |           |       |           |       | 5,500,000 |       |       |            | 5,500,000  |
|                | CON    |           |       |           |       |           |       |       | 53,000,000 | 53,000,000 |
|                | Total: | 2,500,000 |       | 4,000,000 |       | 5,500,000 |       |       | 53,000,000 | 65,000,000 |

**Comments:**

\*\*\*\*\* Version 2 - 06/05/2019 \*\*\*\*\* Amendment No. 4. Splitting project: Project split into Commercial Avenue Interchange Project and Paige Avenue Overcrossing Improvements Project. Original project cost was \$65.5 mil which included \$3 mil for PA&ED which was shown in the Grouped Projects for Engineering Group List. \$500k of the PA&ED funds moved to the Paige Avenue Overcrossing Improvements Project and the Paige Avenue project is added to the Grouped Projects for Engineering List (CTIPS ID 215-0000-0753). The overall scope for both projects does not change/gg

\*\*\*\*\* Version 1 - 04/10/18 \*\*\*\*\* Project data transferred from 2018 STIP. PE funds are shown in Group Projects for Engineering group list (CTIPS ID 215-0000-0753).

\*\*\*\*\* VERSION 1 - 04/05/2018 \*\*\*\*\*

\*\*\*\*\* Version 1 - 02/15/2018 \*\*\*\*\*

Adoption new project per PPR 11/22/17. - ad

**PRIOR VERSION**

**ATTACHMENT 2**  
**UPDATED FINANCIAL PLAN**

TABLE 1: REVENUE

TULARE COUNTY ASSOCIATION OF GOVERNMENTS  
 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM  
 Amendment No. 9  
 (\$'s in 1,000)

| Funding Source                                                          | NOTES                                                                                               | 4 YEAR (FTIP Period) |                 |                 |                  |                  |                  |                 |                  | TOTAL CURRENT    |
|-------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|----------------------|-----------------|-----------------|------------------|------------------|------------------|-----------------|------------------|------------------|
|                                                                         |                                                                                                     | FY 2019              |                 | FY 2020         |                  | FY 2021          |                  | FY 2022         |                  |                  |
|                                                                         |                                                                                                     | Amendment            |                 | Amendment       |                  | Amendment        |                  | Amendment       |                  |                  |
|                                                                         |                                                                                                     | Prior No. 8          | Current No. 9   | Prior No. 8     | Current No. 9    | Prior No. 8      | Current No. 9    | Prior No. 8     | Current No. 9    |                  |
| LOCAL                                                                   | Sales Tax                                                                                           | \$315                | \$315           | \$943           | \$943            | \$539            | \$539            | \$5,423         | \$5,423          | \$7,220          |
|                                                                         | City                                                                                                | \$312                | \$312           | \$519           | \$519            | \$249            | \$249            | \$5,298         | \$5,298          | \$6,378          |
|                                                                         | County                                                                                              | \$3                  | \$3             | \$424           | \$424            | \$290            | \$290            | \$125           | \$125            | \$842            |
|                                                                         | Gas Tax                                                                                             |                      |                 |                 |                  |                  |                  |                 |                  |                  |
|                                                                         | Gas Tax (Subventions to Cities)                                                                     |                      |                 |                 |                  |                  |                  |                 |                  |                  |
|                                                                         | Gas Tax (Subventions to Counties)                                                                   |                      |                 |                 |                  |                  |                  |                 |                  |                  |
|                                                                         | Other Local Funds                                                                                   |                      |                 |                 |                  |                  |                  |                 |                  |                  |
|                                                                         | County General Funds                                                                                |                      |                 |                 |                  |                  |                  |                 |                  |                  |
|                                                                         | City General Funds                                                                                  |                      |                 |                 |                  |                  |                  |                 |                  |                  |
|                                                                         | Street Taxes and Developer Fees                                                                     |                      |                 |                 |                  |                  |                  |                 |                  |                  |
|                                                                         | RSTP Exchange funds                                                                                 |                      |                 |                 |                  |                  |                  |                 |                  |                  |
|                                                                         | Transit                                                                                             |                      |                 |                 |                  |                  |                  |                 |                  |                  |
| Transit Fares                                                           |                                                                                                     |                      |                 |                 |                  |                  |                  |                 |                  |                  |
| Other (See Appendix 1)                                                  | \$9,262                                                                                             | \$9,262              | \$5,749         | \$5,749         | \$9,415          | \$9,415          | \$8,499          | \$8,499         | \$32,925         |                  |
| <b>Local Total</b>                                                      | <b>\$9,577</b>                                                                                      | <b>\$9,577</b>       | <b>\$6,692</b>  | <b>\$6,692</b>  | <b>\$9,954</b>   | <b>\$9,954</b>   | <b>\$13,922</b>  | <b>\$13,922</b> | <b>\$40,145</b>  |                  |
| REGIONAL                                                                | Tolls                                                                                               |                      |                 |                 |                  |                  |                  |                 |                  |                  |
|                                                                         | Bridge Corridor                                                                                     |                      |                 |                 |                  |                  |                  |                 |                  |                  |
|                                                                         | Regional Sales Tax                                                                                  | \$9,443              | \$9,443         | \$16,914        | \$16,914         | \$2,975          | \$2,975          | \$40,635        | \$39,635         | \$122,967        |
|                                                                         | Other (See Appendix 2)                                                                              |                      |                 |                 |                  |                  |                  |                 |                  |                  |
| <b>Regional Total</b>                                                   | <b>\$9,443</b>                                                                                      | <b>\$9,443</b>       | <b>\$16,914</b> | <b>\$16,914</b> | <b>\$2,975</b>   | <b>\$2,975</b>   | <b>\$40,635</b>  | <b>\$39,635</b> | <b>\$122,967</b> |                  |
| STATE                                                                   | State Highway Operations and Protection Program (SHOPP) <sup>1</sup>                                | \$29,324             | \$29,324        | \$36,281        | \$36,281         | \$42,369         | \$42,369         |                 |                  | \$107,974        |
|                                                                         | SHOPP                                                                                               | \$29,324             | \$29,324        | \$36,281        | \$36,281         | \$42,369         | \$42,369         |                 |                  | \$107,974        |
|                                                                         | SHOPP Prior                                                                                         |                      |                 |                 |                  |                  |                  |                 |                  |                  |
|                                                                         | State Minor Program                                                                                 |                      |                 |                 |                  |                  |                  |                 |                  |                  |
|                                                                         | State Transportation Improvement Program (STIP) <sup>1</sup>                                        | \$14,763             | \$14,763        | \$8,000         | \$8,000          | \$83,150         | \$83,150         | \$10,500        | \$10,500         | \$116,413        |
|                                                                         | STIP                                                                                                | \$14,763             | \$14,763        | \$8,000         | \$8,000          | \$83,150         | \$83,150         | \$10,500        | \$10,500         | \$116,413        |
|                                                                         | STIP Prior                                                                                          |                      |                 |                 |                  |                  |                  |                 |                  |                  |
|                                                                         | State Bond                                                                                          |                      |                 |                 |                  |                  |                  |                 |                  |                  |
|                                                                         | Proposition 1A (High Speed Passenger Train Bond Program)                                            |                      |                 |                 |                  |                  |                  |                 |                  |                  |
|                                                                         | Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006) |                      |                 |                 |                  |                  |                  |                 |                  |                  |
|                                                                         | Active Transportation Program (ATP) <sup>1</sup>                                                    | \$5,905              | \$5,905         |                 |                  | \$1,000          | \$1,000          |                 |                  | \$6,905          |
|                                                                         | Highway Maintenance (HM) Program <sup>1</sup>                                                       |                      |                 | \$5,696         | \$5,696          |                  |                  |                 |                  | \$5,696          |
| Highway Bridge Program (HBP) <sup>1</sup>                               | \$5,247                                                                                             | \$5,247              | \$6,243         | \$6,243         |                  |                  | \$887            | \$887           | \$12,377         |                  |
| Road Repair and Accountability Act of 2017 (SB1)                        | \$2,435                                                                                             | \$2,435              |                 |                 | \$1,387          | \$1,387          |                  |                 | \$3,822          |                  |
| Traffic Congestion Relief Program (TCRP)                                |                                                                                                     |                      |                 |                 |                  |                  |                  |                 |                  |                  |
| State Transit Assistance (STA)(e.g., population/revenue based, Prop 42) |                                                                                                     |                      |                 |                 |                  |                  |                  |                 |                  |                  |
| Other (See Appendix 3)                                                  |                                                                                                     |                      |                 |                 |                  |                  |                  |                 |                  |                  |
| <b>State Total</b>                                                      | <b>\$57,674</b>                                                                                     | <b>\$57,674</b>      | <b>\$56,220</b> | <b>\$56,220</b> | <b>\$127,906</b> | <b>\$127,906</b> | <b>\$11,387</b>  | <b>\$11,387</b> | <b>\$253,187</b> |                  |
| FEDERAL TRANSIT                                                         | 5307 - Urbanized Area Formula Grants                                                                | \$7,269              | \$7,269         | \$7,269         | \$7,269          | \$9,479          | \$9,479          | \$7,269         | \$7,269          | \$31,286         |
|                                                                         | 5309 - Fixed Guideway Capital Investment Grants                                                     |                      |                 |                 |                  |                  |                  |                 |                  |                  |
|                                                                         | 5309b - New and Small Starts (Capital Investment Grants)                                            |                      |                 |                 |                  |                  |                  |                 |                  |                  |
|                                                                         | 5309c - Bus and Bus Related Grants                                                                  |                      |                 |                 |                  |                  |                  |                 |                  |                  |
|                                                                         | 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities                               | \$452                | \$452           |                 |                  |                  |                  |                 |                  | \$452            |
|                                                                         | 5311 - Formula Grants for Rural Areas                                                               | \$874                | \$874           | \$730           | \$730            | \$730            | \$730            | \$730           | \$730            | \$3,064          |
|                                                                         | 5311f - Intercity Bus                                                                               |                      |                 |                 |                  |                  |                  |                 |                  |                  |
|                                                                         | 5337 - State of Good Repair Grants                                                                  |                      |                 |                 |                  |                  |                  |                 |                  |                  |
|                                                                         | 5339 - Bus and Bus Facilities Formula Grants                                                        | \$1,338              | \$1,338         | \$768           | \$768            | \$1,422          | \$1,422          | \$1,901         | \$1,901          | \$5,429          |
|                                                                         | FTA Transfer from Prior FTIP                                                                        |                      |                 |                 |                  |                  |                  |                 |                  |                  |
|                                                                         | Other (See Appendix 4)                                                                              |                      |                 |                 |                  |                  |                  |                 |                  |                  |
|                                                                         | <b>Federal Transit Total</b>                                                                        | <b>\$9,933</b>       | <b>\$9,933</b>  | <b>\$8,767</b>  | <b>\$8,767</b>   | <b>\$11,631</b>  | <b>\$11,631</b>  | <b>\$9,900</b>  | <b>\$9,900</b>   | <b>\$40,231</b>  |
| FEDERAL HIGHWAY                                                         | Congestion Mitigation and Air Quality (CMAQ) Improvement Program                                    | 2 \$5,316            | \$5,316         | \$6,137         | \$6,137          | \$6,134          | \$6,134          | \$6,132         | \$6,132          | \$23,719         |
|                                                                         | Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)                      |                      |                 |                 |                  |                  |                  |                 |                  |                  |
|                                                                         | Coordinated Border Infrastructure Program                                                           |                      |                 |                 |                  |                  |                  |                 |                  |                  |
|                                                                         | Federal Lands Access Program                                                                        |                      |                 |                 |                  |                  |                  |                 |                  |                  |
|                                                                         | Federal Lands Transportation Program                                                                |                      |                 |                 |                  |                  |                  |                 |                  |                  |
|                                                                         | GARVEE Bonds Debt Service Payments                                                                  |                      |                 |                 |                  |                  |                  |                 |                  |                  |
|                                                                         | Highway Infrastructure Program (HIP)                                                                |                      |                 |                 |                  | \$2,783          | \$2,783          |                 |                  | \$2,783          |
|                                                                         | Highway Infrastructure Program (HIP) - PRIOR                                                        |                      |                 |                 |                  |                  |                  |                 |                  |                  |
|                                                                         | High Priority Projects (HPP) and Demo                                                               |                      |                 |                 |                  |                  |                  |                 |                  |                  |
|                                                                         | Highway Safety Improvement Program (HSIP)                                                           | \$555                | \$555           |                 |                  | \$2,345          | \$2,345          | \$2,717         | \$2,717          | \$5,617          |
|                                                                         | National Highway Freight Program (NHFP)                                                             |                      |                 |                 |                  |                  |                  |                 |                  |                  |
|                                                                         | Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)                         |                      |                 |                 |                  |                  |                  |                 |                  |                  |
| Railway-Highway Crossings Program                                       |                                                                                                     |                      | \$1,969         | \$1,969         |                  |                  |                  |                 | \$1,969          |                  |
| Recreational Trails Program                                             |                                                                                                     |                      |                 |                 |                  |                  |                  |                 |                  |                  |
| SAFETEA-LU Safe Routes to School (SRTS)                                 |                                                                                                     |                      |                 |                 |                  |                  |                  |                 |                  |                  |
| Surface Transportation Block Grant Program (STBGP/RSTP)                 | \$2,992                                                                                             | \$2,992              | \$2,992         | \$2,992         | \$2,992          | \$2,992          | \$2,992          | \$2,992         | \$11,968         |                  |
| Other (see Appendix 5)                                                  |                                                                                                     |                      |                 |                 |                  |                  |                  |                 |                  |                  |
| <b>Federal Highway Total</b>                                            | <b>\$8,863</b>                                                                                      | <b>\$8,863</b>       | <b>\$11,098</b> | <b>\$11,098</b> | <b>\$14,254</b>  | <b>\$14,254</b>  | <b>\$11,841</b>  | <b>\$11,841</b> | <b>\$46,056</b>  |                  |
| FEDERAL RAIL                                                            | Other Federal Railroad Administration (see Appendix 6)                                              |                      |                 |                 |                  |                  |                  |                 |                  |                  |
|                                                                         | <b>Federal Railroad Administration Total</b>                                                        |                      |                 |                 |                  |                  |                  |                 |                  |                  |
| <b>Federal Total</b>                                                    | <b>\$18,796</b>                                                                                     | <b>\$18,796</b>      | <b>\$19,865</b> | <b>\$19,865</b> | <b>\$25,885</b>  | <b>\$25,885</b>  | <b>\$21,741</b>  | <b>\$21,741</b> | <b>\$86,287</b>  |                  |
| INNOVATIVE FINANCE                                                      | TIFIA (Transportation Infrastructure Finance and Innovation Act)                                    |                      |                 |                 |                  |                  |                  |                 |                  |                  |
|                                                                         | Other (See Appendix 7)                                                                              |                      |                 |                 |                  |                  |                  |                 |                  |                  |
| <b>Innovative Financing Total</b>                                       |                                                                                                     |                      |                 |                 |                  |                  |                  |                 |                  |                  |
| <b>REVENUE TOTAL</b>                                                    |                                                                                                     | <b>\$95,490</b>      | <b>\$95,490</b> | <b>\$99,691</b> | <b>\$99,691</b>  | <b>\$166,720</b> | <b>\$166,720</b> | <b>\$87,685</b> | <b>\$140,685</b> | <b>\$502,586</b> |

Financial Summary Notes:

<sup>1</sup> State Programs that include both state and federal funds

<sup>2</sup> CMAQ Revenue in FFY 2018/19 are inconsistent with apportionment estimates dated 5/22/2018 due to CMAQ loan repayment to Madera CTC in FFY 2018/19 in the amount of \$700,000



**TABLE 1: REVENUE - APPENDICES**

**TULARE COUNTY ASSOCIATION OF GOVERNMENTS**  
**2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM**  
**Amendment No. 9**  
**(\$'s in 1,000)**

**Appendix 1 - Local Other**

| Local Other                                       | FY 2019        |                | FY 2020        |                | FY 2021        |                | FY 2022        |                | CURRENT TOTAL   |
|---------------------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|
|                                                   | Prior          | Current        | Prior          | Current        | Prior          | Current        | Prior          | Current        |                 |
| Local Transportation Funds (LTF)                  | \$10,064       | \$10,064       | \$8,248        | \$8,248        | \$9,164        | \$9,164        | \$8,248        | \$8,248        | \$35,724        |
| Transportation Development Act (TDA)              | \$251          | \$251          | \$251          | \$251          | \$251          | \$251          | \$251          | \$251          | \$1,004         |
| Local Transportation Funds - Advance Construction | -\$1,053       | -\$1,053       | -\$2,750       | -\$2,750       |                |                |                |                | -\$3,803        |
|                                                   |                |                |                |                |                |                |                |                |                 |
|                                                   |                |                |                |                |                |                |                |                |                 |
|                                                   |                |                |                |                |                |                |                |                |                 |
|                                                   |                |                |                |                |                |                |                |                |                 |
| <b>Local Other Total</b>                          | <b>\$9,262</b> | <b>\$9,262</b> | <b>\$5,749</b> | <b>\$5,749</b> | <b>\$9,415</b> | <b>\$9,415</b> | <b>\$8,499</b> | <b>\$8,499</b> | <b>\$32,925</b> |

**Appendix 2 - Regional Other**

| Regional Other              | FY 2019 |         | FY 2020 |         | FY 2021 |         | FY 2022 |         | CURRENT TOTAL |
|-----------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------------|
|                             | Prior   | Current | Prior   | Current | Prior   | Current | Prior   | Current |               |
|                             |         |         |         |         |         |         |         |         |               |
|                             |         |         |         |         |         |         |         |         |               |
|                             |         |         |         |         |         |         |         |         |               |
|                             |         |         |         |         |         |         |         |         |               |
|                             |         |         |         |         |         |         |         |         |               |
|                             |         |         |         |         |         |         |         |         |               |
|                             |         |         |         |         |         |         |         |         |               |
|                             |         |         |         |         |         |         |         |         |               |
| <b>Regional Other Total</b> |         |         |         |         |         |         |         |         |               |

**Appendix 3 - State Other**

| State Other              | FY 2019 |         | FY 2020 |         | FY 2021 |         | FY 2022 |         | CURRENT TOTAL |
|--------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------------|
|                          | Prior   | Current | Prior   | Current | Prior   | Current | Prior   | Current |               |
|                          |         |         |         |         |         |         |         |         |               |
|                          |         |         |         |         |         |         |         |         |               |
|                          |         |         |         |         |         |         |         |         |               |
|                          |         |         |         |         |         |         |         |         |               |
|                          |         |         |         |         |         |         |         |         |               |
|                          |         |         |         |         |         |         |         |         |               |
|                          |         |         |         |         |         |         |         |         |               |
| <b>State Other Total</b> |         |         |         |         |         |         |         |         |               |

**Appendix 4 - Federal Transit Other**

| Federal Transit Other              | FY 2019 |         | FY 2020 |         | FY 2021 |         | FY 2022 |         | CURRENT TOTAL |
|------------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------------|
|                                    | Prior   | Current | Prior   | Current | Prior   | Current | Prior   | Current |               |
|                                    |         |         |         |         |         |         |         |         |               |
|                                    |         |         |         |         |         |         |         |         |               |
|                                    |         |         |         |         |         |         |         |         |               |
|                                    |         |         |         |         |         |         |         |         |               |
|                                    |         |         |         |         |         |         |         |         |               |
|                                    |         |         |         |         |         |         |         |         |               |
|                                    |         |         |         |         |         |         |         |         |               |
| <b>Federal Transit Other Total</b> |         |         |         |         |         |         |         |         |               |

**Appendix 5 - Federal Highway Other**

| Federal Highway Other              | FY 2019 |         | FY 2020 |         | FY 2021 |         | FY 2022 |         | CURRENT TOTAL |
|------------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------------|
|                                    | Prior   | Current | Prior   | Current | Prior   | Current | Prior   | Current |               |
|                                    |         |         |         |         |         |         |         |         |               |
|                                    |         |         |         |         |         |         |         |         |               |
|                                    |         |         |         |         |         |         |         |         |               |
|                                    |         |         |         |         |         |         |         |         |               |
|                                    |         |         |         |         |         |         |         |         |               |
|                                    |         |         |         |         |         |         |         |         |               |
| <b>Federal Highway Other Total</b> |         |         |         |         |         |         |         |         |               |

**Appendix 6 - Federal Railroad Administration Other**

| Federal Railroad Administration Other              | FY 2019 |         | FY 2020 |         | FY 2021 |         | FY 2022 |         | CURRENT TOTAL |
|----------------------------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------------|
|                                                    | Prior   | Current | Prior   | Current | Prior   | Current | Prior   | Current |               |
|                                                    |         |         |         |         |         |         |         |         |               |
|                                                    |         |         |         |         |         |         |         |         |               |
|                                                    |         |         |         |         |         |         |         |         |               |
|                                                    |         |         |         |         |         |         |         |         |               |
|                                                    |         |         |         |         |         |         |         |         |               |
|                                                    |         |         |         |         |         |         |         |         |               |
| <b>Federal Railroad Administration Other Total</b> |         |         |         |         |         |         |         |         |               |

**Appendix 7 - Innovative Other**

| Innovative Other              | FY 2019 |         | FY 2020 |         | FY 2021 |         | FY 2022 |         | CURRENT TOTAL |
|-------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------------|
|                               | Prior   | Current | Prior   | Current | Prior   | Current | Prior   | Current |               |
|                               |         |         |         |         |         |         |         |         |               |
|                               |         |         |         |         |         |         |         |         |               |
|                               |         |         |         |         |         |         |         |         |               |
|                               |         |         |         |         |         |         |         |         |               |
|                               |         |         |         |         |         |         |         |         |               |
| <b>Innovative Other Total</b> |         |         |         |         |         |         |         |         |               |

**TABLE 2: PROGRAMMED**

**TULARE COUNTY ASSOCIATION OF GOVERNMENTS**  
**2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM**  
**Amendment No. 9**  
**(\$'s in 1,000)**

| FUNDING SOURCES                                                         |                                                                                                     | NOTES   | 4 YEAR (FTIP Period) |                 |                 |                 |                  |                  |                 |                  | TOTAL CURRENT    |
|-------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|---------|----------------------|-----------------|-----------------|-----------------|------------------|------------------|-----------------|------------------|------------------|
|                                                                         |                                                                                                     |         | FY 2019              |                 | FY 2020         |                 | FY 2021          |                  | FY 2022         |                  |                  |
|                                                                         |                                                                                                     |         | Amendment            |                 | Amendment       |                 | Amendment        |                  | Amendment       |                  |                  |
|                                                                         |                                                                                                     |         | Prior No. 8          | Current No. 9   | Prior No. 8     | Current No. 9   | Prior No. 8      | Current No. 9    | Prior No. 8     | Current No. 9    |                  |
| LOCAL                                                                   | <b>Local Total</b>                                                                                  |         | \$9,577              | \$9,577         | \$6,692         | \$6,692         | \$9,954          | \$9,954          | \$13,922        | \$13,922         | \$40,145         |
| REGIONAL                                                                | Tolls                                                                                               |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
|                                                                         | Bridge                                                                                              |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
|                                                                         | Corridor                                                                                            |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
|                                                                         | Regional Sales Tax                                                                                  |         | \$9,443              | \$9,443         | \$16,914        | \$16,914        | \$2,975          | \$2,975          | \$40,635        | \$93,635         | \$122,967        |
|                                                                         | Other (See Appendix A)                                                                              |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
|                                                                         | <b>Regional Total</b>                                                                               |         | <b>\$9,443</b>       | <b>\$9,443</b>  | <b>\$16,914</b> | <b>\$16,914</b> | <b>\$2,975</b>   | <b>\$2,975</b>   | <b>\$40,635</b> | <b>\$93,635</b>  | <b>\$122,967</b> |
| STATE                                                                   | State Highway Operations and Protection Program (SHOPP) <sup>1</sup>                                |         | \$29,324             | \$29,324        | \$36,281        | \$36,281        | \$42,369         | \$42,369         |                 |                  | \$107,974        |
|                                                                         | SHOPP                                                                                               |         | \$29,324             | \$29,324        | \$36,281        | \$36,281        | \$42,369         | \$42,369         |                 |                  | \$107,974        |
|                                                                         | SHOPP Prior                                                                                         |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
|                                                                         | State Minor Program                                                                                 |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
|                                                                         | State Transportation Improvement Program (STIP) <sup>1</sup>                                        |         | \$14,763             | \$14,763        | \$8,000         | \$8,000         | \$83,150         | \$83,150         | \$10,500        | \$10,500         | \$116,413        |
|                                                                         | STIP                                                                                                |         | \$14,763             | \$14,763        | \$8,000         | \$8,000         | \$83,150         | \$83,150         | \$10,500        | \$10,500         | \$116,413        |
|                                                                         | STIP Prior                                                                                          |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
|                                                                         | State Bond                                                                                          |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
|                                                                         | Proposition 1A (High Speed Passenger Train Bond Program)                                            |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
|                                                                         | Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006) |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
|                                                                         | Active Transportation Program <sup>1</sup>                                                          |         | \$5,905              | \$5,905         |                 |                 | \$1,000          | \$1,000          |                 |                  | \$6,905          |
|                                                                         | Highway Maintenance (HM) Program <sup>1</sup>                                                       |         |                      |                 | \$5,696         | \$5,696         |                  |                  |                 |                  | \$5,696          |
|                                                                         | Highway Bridge Program (HBP) <sup>1</sup>                                                           |         | \$5,247              | \$5,247         | \$6,243         | \$6,243         |                  |                  | \$887           | \$887            | \$12,377         |
| Road Repair and Accountability Act of 2017 (SB1)                        |                                                                                                     | \$2,435 | \$2,435              |                 |                 | \$1,387         | \$1,387          |                  |                 | \$3,822          |                  |
| Traffic Congestion Relief Program (TCRP)                                |                                                                                                     |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
| State Transit Assistance (STA)(e.g., population/revenue based, Prop 42) |                                                                                                     |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
| Other (See Appendix B)                                                  |                                                                                                     |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
|                                                                         | <b>State Total</b>                                                                                  |         | <b>\$57,674</b>      | <b>\$57,674</b> | <b>\$56,220</b> | <b>\$56,220</b> | <b>\$127,906</b> | <b>\$127,906</b> | <b>\$11,387</b> | <b>\$11,387</b>  | <b>\$253,187</b> |
| FEDERAL TRANSIT                                                         | 5307 - Urbanized Area Formula Grants                                                                |         | \$7,269              | \$7,269         | \$7,269         | \$7,269         | \$9,479          | \$9,479          | \$7,269         | \$7,269          | \$31,286         |
|                                                                         | 5309 - Fixed Guideway Capital Investment Grants                                                     |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
|                                                                         | 5309b - New and Small Starts (Capital Investment Grants)                                            |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
|                                                                         | 5309c - Bus and Bus Related Grants                                                                  |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
|                                                                         | 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities                               |         | \$452                | \$452           |                 |                 |                  |                  |                 |                  | \$452            |
|                                                                         | 5311 - Formula Grants for Rural Areas                                                               |         | \$874                | \$874           | \$730           | \$730           | \$730            | \$730            | \$730           | \$730            | \$3,064          |
|                                                                         | 5311f - Intercity Bus                                                                               |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
|                                                                         | 5337 - State of Good Repair Grants                                                                  |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
|                                                                         | 5339 - Bus and Bus Facilities Formula Grants                                                        |         | \$1,338              | \$1,338         | \$768           | \$768           | \$1,422          | \$1,422          | \$1,901         | \$1,901          | \$5,429          |
|                                                                         | FTA Transfer from Prior FTIP                                                                        |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
| Other (See Appendix C)                                                  |                                                                                                     |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
|                                                                         | <b>Federal Transit Total</b>                                                                        |         | <b>\$9,933</b>       | <b>\$9,933</b>  | <b>\$8,767</b>  | <b>\$8,767</b>  | <b>\$11,631</b>  | <b>\$11,631</b>  | <b>\$9,900</b>  | <b>\$9,900</b>   | <b>\$40,231</b>  |
| FEDERAL HIGHWAY                                                         | Congestion Mitigation and Air Quality (CMAQ) Improvement Program                                    |         | \$5,073              | \$5,073         | \$4,696         | \$4,696         | \$800            | \$800            | \$5,574         | \$5,574          | \$16,143         |
|                                                                         | Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)                      |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
|                                                                         | Coordinated Border Infrastructure Program                                                           |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
|                                                                         | Federal Lands Access Program                                                                        |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
|                                                                         | Federal Lands Transportation Program                                                                |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
|                                                                         | GARVEE Bonds Debt Service Payments                                                                  |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
|                                                                         | Highway Infrastructure Program (HIP)                                                                |         |                      |                 |                 |                 | \$2,783          | \$2,783          |                 |                  | \$2,783          |
|                                                                         | Highway Infrastructure Program (HIP) - PRIOR                                                        |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
|                                                                         | High Priority Projects (HPP) and Demo                                                               |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
|                                                                         | Highway Safety Improvement Program (HSIP)                                                           |         | \$555                | \$555           |                 |                 | \$2,345          | \$2,345          | \$2,717         | \$2,717          | \$5,617          |
|                                                                         | National Highway Freight Program (NHFP)                                                             |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
|                                                                         | Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)                         |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
|                                                                         | Railway-Highway Crossings Program                                                                   |         |                      |                 | \$1,969         | \$1,969         |                  |                  |                 |                  | \$1,969          |
|                                                                         | Recreational Trails Program                                                                         |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
| SAFETEA-LU Safe Routes to School (SRTS)                                 |                                                                                                     |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
| Surface Transportation Block Grant Program (STBGP/RSTP)                 |                                                                                                     | \$2,992 | \$2,992              | \$2,992         | \$2,992         | \$2,992         | \$2,992          | \$2,992          | \$2,992         | \$11,968         |                  |
| Other (see Appendix D)                                                  |                                                                                                     |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
|                                                                         | <b>Federal Highway Total</b>                                                                        |         | <b>\$8,620</b>       | <b>\$8,620</b>  | <b>\$9,657</b>  | <b>\$9,657</b>  | <b>\$8,920</b>   | <b>\$8,920</b>   | <b>\$11,283</b> | <b>\$11,283</b>  | <b>\$38,480</b>  |
| FEDERAL RAIL                                                            | Other Federal Railroad Administration (see Appendix E)                                              |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
|                                                                         | <b>Federal Railroad Administration Total</b>                                                        |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
|                                                                         | <b>Federal Total</b>                                                                                |         | <b>\$18,553</b>      | <b>\$18,553</b> | <b>\$18,424</b> | <b>\$18,424</b> | <b>\$20,551</b>  | <b>\$20,551</b>  | <b>\$21,183</b> | <b>\$21,183</b>  | <b>\$78,711</b>  |
| INNOVATIVE FINANCE                                                      | TIFIA (Transportation Infrastructure Finance and Innovation Act)                                    |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
|                                                                         | Other (See Appendix F)                                                                              |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
|                                                                         | <b>Innovative Financing Total</b>                                                                   |         |                      |                 |                 |                 |                  |                  |                 |                  |                  |
| <b>PROGRAMMED TOTAL</b>                                                 |                                                                                                     |         | <b>\$95,247</b>      | <b>\$95,247</b> | <b>\$98,250</b> | <b>\$98,250</b> | <b>\$161,386</b> | <b>\$161,386</b> | <b>\$87,127</b> | <b>\$140,127</b> | <b>\$495,010</b> |

MPO Financial Summary Notes:  
<sup>1</sup> State Programs that include both state and federal funds.

TABLE 2: PROGRAMMED - APPENDICES

**TULARE COUNTY ASSOCIATION OF GOVERNMENTS**  
**2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM**  
**Amendment No. 9**  
**(\$'s in 1,000)**

**Appendix A - Regional Other**

| Regional Other              | FY 2019 |         | FY 2020 |         | FY 2021 |         | FY 2022 |         | CURRENT TOTAL |
|-----------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------------|
|                             | Prior   | Current | Prior   | Current | Prior   | Current | Prior   | Current |               |
|                             |         |         |         |         |         |         |         |         |               |
|                             |         |         |         |         |         |         |         |         |               |
|                             |         |         |         |         |         |         |         |         |               |
|                             |         |         |         |         |         |         |         |         |               |
|                             |         |         |         |         |         |         |         |         |               |
|                             |         |         |         |         |         |         |         |         |               |
|                             |         |         |         |         |         |         |         |         |               |
|                             |         |         |         |         |         |         |         |         |               |
|                             |         |         |         |         |         |         |         |         |               |
|                             |         |         |         |         |         |         |         |         |               |
| <b>Regional Other Total</b> |         |         |         |         |         |         |         |         |               |

**Appendix B - State Other**

| State Other              | FY 2019 |         | FY 2020 |         | FY 2021 |         | FY 2022 |         | CURRENT TOTAL |
|--------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------------|
|                          | Prior   | Current | Prior   | Current | Prior   | Current | Prior   | Current |               |
|                          |         |         |         |         |         |         |         |         |               |
|                          |         |         |         |         |         |         |         |         |               |
|                          |         |         |         |         |         |         |         |         |               |
|                          |         |         |         |         |         |         |         |         |               |
|                          |         |         |         |         |         |         |         |         |               |
|                          |         |         |         |         |         |         |         |         |               |
|                          |         |         |         |         |         |         |         |         |               |
|                          |         |         |         |         |         |         |         |         |               |
|                          |         |         |         |         |         |         |         |         |               |
|                          |         |         |         |         |         |         |         |         |               |
|                          |         |         |         |         |         |         |         |         |               |
| <b>State Other Total</b> |         |         |         |         |         |         |         |         |               |

**Appendix C - Federal Transit Other**

| Federal Transit Other              | FY 2019 |         | FY 2020 |         | FY 2021 |         | FY 2022 |         | CURRENT TOTAL |
|------------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------------|
|                                    | Prior   | Current | Prior   | Current | Prior   | Current | Prior   | Current |               |
|                                    |         |         |         |         |         |         |         |         |               |
|                                    |         |         |         |         |         |         |         |         |               |
|                                    |         |         |         |         |         |         |         |         |               |
|                                    |         |         |         |         |         |         |         |         |               |
|                                    |         |         |         |         |         |         |         |         |               |
|                                    |         |         |         |         |         |         |         |         |               |
|                                    |         |         |         |         |         |         |         |         |               |
|                                    |         |         |         |         |         |         |         |         |               |
|                                    |         |         |         |         |         |         |         |         |               |
|                                    |         |         |         |         |         |         |         |         |               |
| <b>Federal Transit Other Total</b> |         |         |         |         |         |         |         |         |               |

**Appendix D - Federal Highway Other**

| Federal Highway Other              | FY 2019 |         | FY 2020 |         | FY 2021 |         | FY 2022 |         | CURRENT TOTAL |
|------------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------------|
|                                    | Prior   | Current | Prior   | Current | Prior   | Current | Prior   | Current |               |
|                                    |         |         |         |         |         |         |         |         |               |
|                                    |         |         |         |         |         |         |         |         |               |
|                                    |         |         |         |         |         |         |         |         |               |
|                                    |         |         |         |         |         |         |         |         |               |
|                                    |         |         |         |         |         |         |         |         |               |
|                                    |         |         |         |         |         |         |         |         |               |
|                                    |         |         |         |         |         |         |         |         |               |
|                                    |         |         |         |         |         |         |         |         |               |
|                                    |         |         |         |         |         |         |         |         |               |
|                                    |         |         |         |         |         |         |         |         |               |
|                                    |         |         |         |         |         |         |         |         |               |
| <b>Federal Highway Other Total</b> |         |         |         |         |         |         |         |         |               |

**Appendix E - Federal Railroad Administration Other**

| Federal Railroad Administration Other              | FY 2019 |         | FY 2020 |         | FY 2021 |         | FY 2022 |         | CURRENT TOTAL |
|----------------------------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------------|
|                                                    | Prior   | Current | Prior   | Current | Prior   | Current | Prior   | Current |               |
|                                                    |         |         |         |         |         |         |         |         |               |
|                                                    |         |         |         |         |         |         |         |         |               |
|                                                    |         |         |         |         |         |         |         |         |               |
|                                                    |         |         |         |         |         |         |         |         |               |
|                                                    |         |         |         |         |         |         |         |         |               |
|                                                    |         |         |         |         |         |         |         |         |               |
|                                                    |         |         |         |         |         |         |         |         |               |
|                                                    |         |         |         |         |         |         |         |         |               |
|                                                    |         |         |         |         |         |         |         |         |               |
|                                                    |         |         |         |         |         |         |         |         |               |
| <b>Federal Railroad Administration Other Total</b> |         |         |         |         |         |         |         |         |               |

**Appendix F - Innovative Finance Other**

| Innovative Other              | FY 2019 |         | FY 2020 |         | FY 2021 |         | FY 2022 |         | CURRENT TOTAL |
|-------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------------|
|                               | Prior   | Current | Prior   | Current | Prior   | Current | Prior   | Current |               |
|                               |         |         |         |         |         |         |         |         |               |
|                               |         |         |         |         |         |         |         |         |               |
|                               |         |         |         |         |         |         |         |         |               |
|                               |         |         |         |         |         |         |         |         |               |
|                               |         |         |         |         |         |         |         |         |               |
|                               |         |         |         |         |         |         |         |         |               |
|                               |         |         |         |         |         |         |         |         |               |
|                               |         |         |         |         |         |         |         |         |               |
|                               |         |         |         |         |         |         |         |         |               |
|                               |         |         |         |         |         |         |         |         |               |
| <b>Innovative Other Total</b> |         |         |         |         |         |         |         |         |               |

**TABLE 3: REVENUE-PROGRAMMED**

**TULARE COUNTY ASSOCIATION OF GOVERNMENTS**  
**2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM**  
**Amendment No. 9**  
**(\$'s in 1,000)**

| FUNDING SOURCES                                         |                                                                                                     | 4 YEAR (FTIP Period)         |         |           |         |           |         |           |         | TOTAL CURRENT |
|---------------------------------------------------------|-----------------------------------------------------------------------------------------------------|------------------------------|---------|-----------|---------|-----------|---------|-----------|---------|---------------|
|                                                         |                                                                                                     | FY 2019                      |         | FY 2020   |         | FY 2021   |         | FY 2022   |         |               |
|                                                         |                                                                                                     | Amendment                    |         | Amendment |         | Amendment |         | Amendment |         |               |
|                                                         |                                                                                                     | Prior                        | Current | Prior     | Current | Prior     | Current | Prior     | Current |               |
|                                                         |                                                                                                     | No. 8                        | No. 9   | No. 8     | No. 9   | No. 8     | No. 9   | No. 8     | No. 9   |               |
| LOCAL                                                   | <b>Local Total</b>                                                                                  |                              |         |           |         |           |         |           |         |               |
|                                                         |                                                                                                     |                              |         |           |         |           |         |           |         |               |
| REGIONAL                                                | <b>Tolls</b>                                                                                        |                              |         |           |         |           |         |           |         |               |
|                                                         | <i>Bridge</i>                                                                                       |                              |         |           |         |           |         |           |         |               |
|                                                         | <i>Corridor</i>                                                                                     |                              |         |           |         |           |         |           |         |               |
|                                                         | Regional Sales Tax                                                                                  |                              |         |           |         |           |         |           |         |               |
|                                                         | Other                                                                                               |                              |         |           |         |           |         |           |         |               |
|                                                         | <b>Regional Total</b>                                                                               |                              |         |           |         |           |         |           |         |               |
| STATE                                                   | <b>State Highway Operations and Protection Program (SHOPP) <sup>1</sup></b>                         |                              |         |           |         |           |         |           |         |               |
|                                                         | SHOPP                                                                                               |                              |         |           |         |           |         |           |         |               |
|                                                         | SHOPP Prior                                                                                         |                              |         |           |         |           |         |           |         |               |
|                                                         | State Minor Program                                                                                 |                              |         |           |         |           |         |           |         |               |
|                                                         | <b>State Transportation Improvement Program (STIP) <sup>1</sup></b>                                 |                              |         |           |         |           |         |           |         |               |
|                                                         | STIP                                                                                                |                              |         |           |         |           |         |           |         |               |
|                                                         | STIP Prior                                                                                          |                              |         |           |         |           |         |           |         |               |
|                                                         | <b>State Bond</b>                                                                                   |                              |         |           |         |           |         |           |         |               |
|                                                         | Proposition 1A (High Speed Passenger Train Bond Program)                                            |                              |         |           |         |           |         |           |         |               |
|                                                         | Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006) |                              |         |           |         |           |         |           |         |               |
|                                                         | Active Transportation Program <sup>1</sup>                                                          |                              |         |           |         |           |         |           |         |               |
|                                                         | Highway Maintenance (HM) Program <sup>1</sup>                                                       |                              |         |           |         |           |         |           |         |               |
|                                                         | Highway Bridge Program (HBP) <sup>1</sup>                                                           |                              |         |           |         |           |         |           |         |               |
|                                                         | Road Repair and Accountability Act of 2017 (SB1)                                                    |                              |         |           |         |           |         |           |         |               |
|                                                         | Traffic Congestion Relief Program (TCRP)                                                            |                              |         |           |         |           |         |           |         |               |
|                                                         | State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)                             |                              |         |           |         |           |         |           |         |               |
|                                                         | Other                                                                                               |                              |         |           |         |           |         |           |         |               |
|                                                         | <b>State Total</b>                                                                                  |                              |         |           |         |           |         |           |         |               |
| FEDERAL TRANSIT                                         | 5307 - Urbanized Area Formula Grants                                                                |                              |         |           |         |           |         |           |         |               |
|                                                         | 5309 - Fixed Guideway Capital Investment Grants                                                     |                              |         |           |         |           |         |           |         |               |
|                                                         | 5309b - New and Small Starts (Capital Investment Grants)                                            |                              |         |           |         |           |         |           |         |               |
|                                                         | 5309c - Bus and Bus Related Grants                                                                  |                              |         |           |         |           |         |           |         |               |
|                                                         | 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities                               |                              |         |           |         |           |         |           |         |               |
|                                                         | 5311 - Formula Grants for Rural Areas                                                               |                              |         |           |         |           |         |           |         |               |
|                                                         | 5311f - Intercity Bus                                                                               |                              |         |           |         |           |         |           |         |               |
|                                                         | 5337 - State of Good Repair Grants                                                                  |                              |         |           |         |           |         |           |         |               |
|                                                         | 5339 - Bus and Bus Facilities Formula Grants                                                        |                              |         |           |         |           |         |           |         |               |
|                                                         | FTA Transfer from Prior FTIP                                                                        |                              |         |           |         |           |         |           |         |               |
|                                                         | Other                                                                                               |                              |         |           |         |           |         |           |         |               |
|                                                         |                                                                                                     | <b>Federal Transit Total</b> |         |           |         |           |         |           |         |               |
| FEDERAL HIGHWAY                                         | Congestion Mitigation and Air Quality (CMAQ) Improvement Program                                    | \$243                        | \$243   | \$1,441   | \$1,441 | \$5,334   | \$5,334 | \$558     | \$558   | \$7,576       |
|                                                         | Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)                      |                              |         |           |         |           |         |           |         |               |
|                                                         | Coordinated Border Infrastructure Program                                                           |                              |         |           |         |           |         |           |         |               |
|                                                         | Federal Lands Access Program                                                                        |                              |         |           |         |           |         |           |         |               |
|                                                         | Federal Lands Transportation Program                                                                |                              |         |           |         |           |         |           |         |               |
|                                                         | GARVEE Bonds Debt Service Payments                                                                  |                              |         |           |         |           |         |           |         |               |
|                                                         | Highway Infrastructure Program (HIP)                                                                |                              |         |           |         |           |         |           |         |               |
|                                                         | Highway Infrastructure Program (HIP) - PRIOR                                                        |                              |         |           |         |           |         |           |         |               |
|                                                         | High Priority Projects (HPP) and Demo                                                               |                              |         |           |         |           |         |           |         |               |
|                                                         | Highway Safety Improvement Program (HSIP)                                                           |                              |         |           |         |           |         |           |         |               |
|                                                         | National Highway Freight Program (NHFP)                                                             |                              |         |           |         |           |         |           |         |               |
|                                                         | Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)                         |                              |         |           |         |           |         |           |         |               |
|                                                         | Railway-Highway Crossings Program                                                                   |                              |         |           |         |           |         |           |         |               |
|                                                         | Recreational Trails Program                                                                         |                              |         |           |         |           |         |           |         |               |
|                                                         | SAFETEA-LU Safe Routes to School (SRTS)                                                             |                              |         |           |         |           |         |           |         |               |
| Surface Transportation Block Grant Program (STBGP/RSTP) |                                                                                                     |                              |         |           |         |           |         |           |         |               |
| Other                                                   |                                                                                                     |                              |         |           |         |           |         |           |         |               |
|                                                         | <b>Federal Highway Total</b>                                                                        | \$243                        | \$243   | \$1,441   | \$1,441 | \$5,334   | \$5,334 | \$558     | \$558   | \$7,576       |
| FEDERAL RAIL                                            | Other Federal Railroad Administration                                                               |                              |         |           |         |           |         |           |         |               |
|                                                         | <b>Federal Railroad Administration Total</b>                                                        |                              |         |           |         |           |         |           |         |               |
|                                                         | <b>Federal Total</b>                                                                                | \$243                        | \$243   | \$1,441   | \$1,441 | \$5,334   | \$5,334 | \$558     | \$558   | \$7,576       |
| INNOVATIVE FINANCE                                      | TIFIA (Transportation Infrastructure Finance and Innovation Act)                                    |                              |         |           |         |           |         |           |         |               |
|                                                         | Other                                                                                               |                              |         |           |         |           |         |           |         |               |
|                                                         | <b>Innovative Financing Total</b>                                                                   |                              |         |           |         |           |         |           |         |               |
| <b>REVENUE - PROGRAM TOTAL</b>                          |                                                                                                     | \$243                        | \$243   | \$1,441   | \$1,441 | \$5,334   | \$5,334 | \$558     | \$558   | \$7,576       |

**TCAG**  
**2018 Metropolitan Transportation Improvement Program**  
**By Fund Type**

Tulare County

|                                         | Total            | Prior           | 18/19           | 19/20           | 20/21            | 21/22            | Future           | PE              | RW              | CON              |
|-----------------------------------------|------------------|-----------------|-----------------|-----------------|------------------|------------------|------------------|-----------------|-----------------|------------------|
| Active Transportation Program (ATP) F   | \$8,183          | \$1,278         | \$5,905         |                 | \$1,000          |                  |                  |                 |                 | \$8,183          |
| Bus and Bus Facilities Program - FTA 5  | \$5,429          | \$0             | \$1,338         | \$768           | \$1,422          | \$1,901          |                  |                 |                 | \$5,429          |
| City Funds Fund Total                   | \$6,631          | \$253           | \$312           | \$519           | \$249            | \$5,298          |                  | \$44            | \$16            | \$6,571          |
| Congestion Mitigation Fund Total        | \$17,260         | \$1,117         | \$5,073         | \$4,696         | \$800            | \$5,574          |                  | \$531           | \$120           | \$16,609         |
| County Funds Fund Total                 | \$4,955          | \$1,586         | \$3             | \$424           | \$290            | \$125            | \$2,527          | \$1,500         |                 | \$3,455          |
| FTA 5310 Elderly & Disabilities Fund To | \$452            | \$0             | \$452           |                 |                  |                  |                  |                 |                 | \$452            |
| FTA 5311 - Non Urbanized Fund Total     | \$3,064          | \$0             | \$874           | \$730           | \$730            | \$730            |                  |                 |                 | \$3,064          |
| FTA5307 - Urbanized Area Formula Pro    | \$31,286         | \$0             | \$7,269         | \$7,269         | \$9,479          | \$7,269          |                  |                 |                 | \$31,286         |
| Future Funds Fund Total                 | \$190,000        | \$0             |                 |                 |                  |                  | \$190,000        |                 | \$53,000        | \$137,000        |
| Highway Bridge Program Fund Total       | \$70,279         | \$9,465         | \$5,247         | \$6,243         |                  | \$887            | \$48,437         | \$1,600         | \$100           | \$68,579         |
| Highway Infrastructure Program (HIP) F  | \$2,783          | \$0             |                 |                 | \$2,783          |                  |                  |                 |                 | \$2,783          |
| Highway Safety Improvement Program F    | \$5,954          | \$337           | \$555           |                 | \$2,345          | \$2,717          |                  |                 |                 | \$5,954          |
| Local Transportation Funds Fund Total   | \$35,917         | \$193           | \$10,064        | \$8,248         | \$9,164          | \$8,248          |                  |                 |                 | \$35,917         |
| Local Transportation Funds - Advance C  | \$0              | \$3,803         | \$-1,053        | \$-2,750        |                  |                  |                  |                 |                 |                  |
| Private Funds Fund Total                | \$1,500          | \$1,500         |                 |                 |                  |                  |                  | \$1,500         |                 |                  |
| RAILWAY-HIGHWAY CROSSINGS Fun           | \$1,969          | \$0             |                 | \$1,969         |                  |                  |                  |                 |                 | \$1,969          |
| Regional Sales Tax Fund Total           | \$180,089        | \$13,722        | \$9,443         | \$16,914        | \$2,975          | \$93,635         | \$43,400         | \$10,372        | \$10,767        | \$158,950        |
| Road Repair and Accountability Act of 2 | \$4,081          | \$259           | \$2,435         |                 | \$1,387          |                  |                  |                 | \$259           | \$3,822          |
| SHOPP Advance Construction (AC) Fu      | \$122,014        | \$14,040        | \$29,324        | \$36,281        | \$42,369         |                  |                  |                 |                 | \$122,014        |
| STIP Advance Construction Fund Total    | \$138,013        | \$9,100         | \$14,763        | \$8,000         | \$83,150         | \$10,500         | \$12,500         | \$29,750        | \$22,763        | \$85,500         |
| STP Local Fund Total                    | \$12,168         | \$0             | \$2,992         | \$2,992         | \$2,992          | \$2,992          | \$200            |                 |                 | \$12,168         |
| State Cash Fund Total                   | \$1,323          | \$0             |                 | \$1,323         |                  |                  |                  |                 |                 | \$1,323          |
| Surface Transportation Program Fund T   | \$4,373          | \$0             |                 | \$4,373         |                  |                  |                  |                 |                 | \$4,373          |
| TDA Fund Total                          | \$1,004          | \$0             | \$251           | \$251           | \$251            | \$251            |                  |                 |                 | \$1,004          |
| <b>Total Programmed for all Funds:</b>  | <b>\$848,727</b> | <b>\$56,653</b> | <b>\$95,247</b> | <b>\$98,250</b> | <b>\$161,386</b> | <b>\$140,127</b> | <b>\$297,064</b> | <b>\$45,297</b> | <b>\$87,025</b> | <b>\$716,405</b> |

**ATTACHMENT 3**

**2018 RTP AMENDMENT NO. 1**

## Summary of Changes

### 2018 Regional Transportation Plan Amendment No. 1

The 2018 Tulare County Regional Transportation Plan (2018 RTP) as amended conforms to the applicable State Implementation Plans (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 (new regional emissions analysis). These changes are necessary to change the cost and schedule for the project listed below. There is no impact to the 2018 RTP fiscal constraint.

2018 RTP Amendment No. 1 makes the following open to traffic date and total project cost changes to the 2018 RTP.

| RTP Project ID# | Jurisdiction | Facility | Project Scope             | Project Limits                    | Open to Traffic                | Total Project Cost                             |
|-----------------|--------------|----------|---------------------------|-----------------------------------|--------------------------------|------------------------------------------------|
| CT-RTP07-013    | Caltrans     | SR-99    | Construct new interchange | SR-99 at Agri Center (Commercial) | <del>2030</del><br><u>2025</u> | <del>\$73,250,000</del><br><u>\$64,903,000</u> |

**Table A-16  
REGIONALLY FUNDED ROADS  
Constrained Capacity Increasing Projects for Inclusion in the  
Tulare County 2018 Regional Transportation Plan**

| RTP Project ID#                           | CTIPS Project ID# | Jurisdiction | NA  | Facility           | Project Scope              | Length                                                       | Type of Improvement                     | Exempt Status | RS | OT           | Year(s) Modeled |      |      |      |      |          |           |           |      |      |      | Fund Type | Cost Constant | Cost Year of Expend. |          |             |             |           |                      |
|-------------------------------------------|-------------------|--------------|-----|--------------------|----------------------------|--------------------------------------------------------------|-----------------------------------------|---------------|----|--------------|-----------------|------|------|------|------|----------|-----------|-----------|------|------|------|-----------|---------------|----------------------|----------|-------------|-------------|-----------|----------------------|
|                                           |                   |              |     |                    |                            |                                                              |                                         |               |    |              | 2018            | 2019 | 2020 | 2021 | 2022 | 2023     | 2024      | 2025      | 2026 | 2027 | 2028 |           |               |                      | 2029     | 2030        | 2031        | 2032      | 2033                 |
| 1                                         | 2                 | 3            | 4   | 5                  | 6                          | 7                                                            | 8                                       | 9             | 10 | 11           |                 |      |      |      |      |          |           |           |      |      |      | 13        | 14            | 15                   |          |             |             |           |                      |
| <b>CALTRANS INTERREGIONAL PROJECTS</b>    |                   |              |     |                    |                            |                                                              |                                         |               |    |              |                 |      |      |      |      |          |           |           |      |      |      |           |               |                      |          |             |             |           |                      |
| TUL12-111                                 | 1150000269        | Caltrans     | SVJ | SR 99              | Widen existing roadway     | 30.6/35.2 Tulare/Tagus - Prosperity Ave to 1.2m S of Ave 280 | Widen from 4 to 6 lanes                 | 0             | Y  | 2022         |                 |      |      |      | x    | x        | x         | x         | x    | x    | x    | x         | x             |                      | IIP, RIP | \$95,863    | \$95,863    |           |                      |
| CT-RTP07-004                              | NA                | Caltrans     | SVJ | SR 99              | Widen existing roadway     | 25.5/30.6 Tulare - Avenue 200 to Prosperity Ave              | Widen from 4 to 6 lanes                 | 0             | Y  | 2029         |                 |      |      |      |      |          |           |           |      |      | x    | x         | x             | x                    |          | IIP, RIP    | \$200,150   | \$263,420 |                      |
| CT-RTP07-005                              | NA                | Caltrans     | SVJ | SR 99              | Widen existing roadway     | 16.0/25.5 South of Tipton to Avenue 200                      | Widen from 4 to 6 lanes                 | 0             | Y  | 2038         |                 |      |      |      |      |          |           |           |      |      |      |           |               | x                    |          | IIP, RIP    | \$110,700   | \$192,623 |                      |
|                                           |                   |              |     |                    |                            |                                                              |                                         |               |    |              |                 |      |      |      |      | Subtotal | \$406,713 | \$551,905 |      |      |      |           |               |                      |          |             |             |           |                      |
| <b>STATE HIGHWAY WIDENING PROJECTS</b>    |                   |              |     |                    |                            |                                                              |                                         |               |    |              |                 |      |      |      |      |          |           |           |      |      |      |           |               |                      |          |             |             |           |                      |
| TUL12-122                                 | 1150000251        | Caltrans     | SVJ | SR 65              | Widen existing roadway     | 10.9/15.6 Terra Bella - Ave 88 to Ave 124                    | Widen from 2 to 4 lanes                 | 0             | Y  | 2029         |                 |      |      |      |      |          |           |           |      | x    | x    | x         | x             | x                    |          | RIP/R       | \$39,337    | \$52,318  |                      |
| TUL12-123                                 | 1150000252        | Caltrans     | SVJ | SR 65              | Widen existing roadway     | 6.1/11.4 Ducor - Orris UP to Ave 92                          | Widen from 2 to 4 lanes                 | 0             | Y  | 2034         |                 |      |      |      |      |          |           |           |      |      |      |           | x             | x                    |          | RIP/R       | \$49,097    | \$75,680  |                      |
| TUL12-124                                 | 1150000253        | Caltrans     | SVJ | SR 65              | Widen existing roadway     | 0.0/.6.6 County Line to Ave 56                               | Widen from 2 to 4 lanes                 | 0             | Y  | 2040         |                 |      |      |      |      |          |           |           |      |      |      |           |               | x                    |          | RIP/R       | \$58,856    | \$108,309 |                      |
| CT-RTP11-001                              | 1150000075        | Caltrans     | SVJ | SR 65              | Widen existing roadway     | 29.5/32.3 Near Lindsay-from Hermosa Rd to Ave 244            | Realignment and widen from 2 to 4 lanes | 0             | Y  | 2030         |                 |      |      |      |      |          |           |           |      |      | x    | x         | x             | x                    |          | RIP/R       | \$29,360    | \$39,978  |                      |
| CT-RTP07-008                              | NA                | Caltrans     | SVJ | SR 190             | Widen existing roadway     | 8.5/15.0 Poplar/Porterville - Rte 65 to Road 184             | Widen from 2 to 4 lanes                 | 0             | Y  | 2042         |                 |      |      |      |      |          |           |           |      |      |      |           |               | x                    | x        |             | RIP/R       | \$68,640  | \$133,532            |
| CT-RTP11-002                              | NA                | Caltrans     | SVJ | SR 216 (Houston)   | Widen existing roadway     | Rd 144 to Rd 148; 0.5 mi.                                    | Widen from 2 to 4 lanes                 | 0             | Y  | 2030         |                 |      |      |      |      |          |           |           |      |      | x    | x         | x             | x                    |          | RIP/R       | \$5,200     | \$7,103   |                      |
| CT-RTP11-003                              | NA                | Caltrans     | SVJ | SR 216 (Houston)   | Widen existing roadway     | Rd 148 to Rd 152; 0.5 mi.                                    | Widen from 2 to 4 lanes                 | 0             | Y  | 2035         |                 |      |      |      |      |          |           |           |      |      |      |           |               | x                    | x        |             | RIP/R       | \$5,200   | \$8,234              |
|                                           |                   |              |     |                    |                            |                                                              |                                         |               |    |              |                 |      |      |      |      | Subtotal | \$255,690 | \$425,155 |      |      |      |           |               |                      |          |             |             |           |                      |
| <b>STATE HIGHWAY INTERCHANGE PROJECTS</b> |                   |              |     |                    |                            |                                                              |                                         |               |    |              |                 |      |      |      |      |          |           |           |      |      |      |           |               |                      |          |             |             |           |                      |
| CT-RTP07-011                              | NA                | Caltrans     | SVJ | SR 99              | Major I/C improvements     | SR-99 at Caldwell Avenue                                     | Widen on/off ramps and bridge structure | 0             | Y  | 2026         |                 |      |      |      |      | x        | x         | x         | x    | x    | x    | x         | x             | x                    |          | R/Local     | \$48,362    | \$56,721  |                      |
| CT-RTP07-013                              | NA                | Caltrans     | SVJ | SR 99              | Construct new I/C          | SR-99 at AgriCenter (Commercial)                             | Construct new Interchange               | 0             | Y  | 2030<br>2025 |                 |      |      |      |      |          |           |           |      |      | x    | x         | x             | x                    | x        |             | RIP/R,Local | \$56,387  | \$73,250<br>\$64,903 |
| CT-RTP07-014                              | NA                | Caltrans     | SVJ | SR 99              | Major I/C improvements     | SR-99 at Paige Ave.                                          | Widen on/off ramps and bridge structure | 0             | Y  | 2030         |                 |      |      |      |      |          |           |           |      |      | x    | x         | x             | x                    |          | RIP/R,Local | \$61,848    | \$83,360  |                      |
| CT-RTP07-021                              | NA                | Caltrans     | SVJ | SR 198             | Construct new I/C          | SR-198 at Road 148                                           | Construct new interchange               | 0             | Y  | 2032         |                 |      |      |      |      |          |           |           |      |      |      |           | x             | x                    |          | RIP/R       | \$52,000    | \$75,439  |                      |
| CT-RTP07-022                              | NA                | Caltrans     | SVJ | SR 190             | Major I/C improvements     | SR-190 at Main Street                                        | Widen bridge structure, new ramps       | 0             | Y  | 2040         |                 |      |      |      |      |          |           |           |      |      |      |           |               |                      | x        |             | RIP/R       | \$43,505  | \$80,056             |
|                                           |                   |              |     |                    |                            |                                                              |                                         |               |    |              |                 |      |      |      |      | Subtotal | \$262,102 | \$360,478 |      |      |      |           |               |                      |          |             |             |           |                      |
| <b>OTHER REGIONAL PROJECTS</b>            |                   |              |     |                    |                            |                                                              |                                         |               |    |              |                 |      |      |      |      |          |           |           |      |      |      |           |               |                      |          |             |             |           |                      |
| DI-RTP07-015                              | NA                | Dinuba       | SVJ | Alta Avenue        | Widen existing roadway     | Sequoia to Avenue 432                                        | Widen from 2 to 4 lanes                 | 0             | Y  | 2031         |                 |      |      |      |      |          |           |           |      |      | x    | x         | x             | x                    |          | RIP/R       | \$6,000     | \$8,416   |                      |
| TUL00-106                                 | 1150000078        | Dinuba       | SVJ | Ave 416 (El Monte) | Widen existing roadway     | Road 80 to Road 92*                                          | Widen from 2 to 4 lanes                 | 0             | Y  | 2042         |                 |      |      |      |      |          |           |           |      |      |      |           |               | x                    |          | R/Local     | \$15,471    | \$30,114  |                      |
| FA-RTP07-001                              | NA                | Farmersville | SVJ | Farmersville Blvd. | Farmersville Blvd.         | Walnut Ave to Noble Ave. - 1 mi                              | Widen from 2 to 4 lanes                 | 0             | Y  | 2022         |                 |      |      |      |      | x        | x         | x         | x    | x    | x    | x         | x             | x                    |          | Measure R   | \$9,230     | \$22,195  |                      |
| PO-RTP14-001                              | NA                | Porterville  | SVJ | Westwood St        | Widen existing road/bridge | South of Orange Ave to South of Tule River                   | Widen from 2 to 4 lanes                 | 0             | Y  | 2040         |                 |      |      |      |      |          |           |           |      |      |      |           |               | x                    |          | Local/HBR   | \$6,100     | \$11,220  |                      |
| PO-RTP18-002                              | NA                | Porterville  | SVJ | Newcomb St         | New crossing over SR190    | North of Tule River to south of Poplar Ditch                 | New 4 lane overcrossing                 | 0             | Y  | 2035         |                 |      |      |      |      |          |           |           |      |      |      |           | x             | x                    |          | R/Local     | \$43,468    | \$68,982  |                      |
| VI-RTP07-029                              | NA                | Visalia      | SVJ | Riggin Avenue      | Widen existing roadway     | Road 80 to SR-63 (various sections)                          | Widen from 2 to 4 lanes                 | 0             | Y  | 2024         |                 |      |      |      |      |          |           |           |      |      | x    | x         | x             | x                    | x        | R/Local     | \$24,375    | \$31,840  |                      |
| TUL00-010a                                | 1150000154        | Tulare Co.   | SVJ | Avenue 280         | Widen existing roadway     | Santa Fe (Visalia) to Lovers Ln (Visalia)                    | Widen from 2 to 4 lanes                 | 0             | Y  | 2022         |                 |      |      |      |      | x        | x         | x         | x    | x    | x    | x         | x             | x                    |          | RIP/R*      | \$21,173    | \$26,304  |                      |
| TUL00-010b                                | 1150000154        | Tulare Co.   | SVJ | Avenue 280         | Widen existing roadway     | Lovers Ln (Visalia) to Virginia (Farmersville)               | Widen from 2 to 4 lanes                 | 0             | Y  | 2024         |                 |      |      |      |      |          |           |           |      |      | x    | x         | x             | x                    | x        | RIP/R*      | \$23,673    | \$31,167  |                      |
| TUL00-010c                                | 1150000154        | Tulare Co.   | SVJ | Avenue 280         | Widen existing roadway     | Brundage (Farmersville) to Elberta (Exeter)                  | Widen from 2 to 4 lanes                 | 0             | Y  | 2024         |                 |      |      |      |      |          |           |           |      |      | x    | x         | x             | x                    | x        | RIP/R*      | \$18,673    | \$24,501  |                      |
|                                           |                   |              |     |                    |                            |                                                              |                                         |               |    |              |                 |      |      |      |      | Subtotal | \$168,163 | \$254,738 |      |      |      |           |               |                      |          |             |             |           |                      |

|              |                    |                    |
|--------------|--------------------|--------------------|
| <b>Total</b> | <b>\$1,092,668</b> | <b>\$1,592,276</b> |
|--------------|--------------------|--------------------|

4 Non-attainment Area  
9 Not exempt = 0  
11 Open to Traffic  
13 Source(s) of funding Please Note: the fund type(s) shown are potential sources  
14 Project cost in today's \$ except for projects already programmed in the FTIP

\* Ave 416 - Rd 88 to Rd 92 already 4 lanes (non-capacity increasing improvements will be made for this section)

Costs prior to FY18/19: \$58,731



**ATTACHMENT 4**  
**2019 CONFORMITY ANALYSIS**

**FINAL 2019 CONFORMITY ANALYSIS  
FOR THE 2019 FEDERAL TRANSPORTATION IMPROVEMENT  
PROGRAM AMENDMENT NO. 9 AND THE 2018 REGIONAL  
TRANSPORTATION PLAN AMENDMENT NO. 1**

AUGUST 30, 2019

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

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## **EXECUTIVE SUMMARY**

This report presents the Conformity Analysis for the 2019 Federal Transportation Improvement Program Amendment No. 9 and 2018 Regional Transportation Plan Amendment No. 1. The Tulare County Association of Governments (TCAG) is the designated Metropolitan Planning Organization (MPO) in Tulare County, California, and is responsible for regional transportation planning.

This analysis demonstrates that the criteria specified in the transportation conformity regulations for a conformity determination are satisfied by the 2019 FTIP Amendment No. 9 and the 2018 RTP Amendment No. 1; a finding of conformity is therefore supported. The 2019 FTIP Amendment No. 9, 2018 RTP Amendment No. 1, and the 2019 Conformity Analysis were approved by the TCAG Executive Director on August 30, 2019. Federal approval is anticipated on or before October 30, 2019. FHWA/FTA last issued a finding of conformity for the 2019 FTIP, as amended, and the 2018 RTP, on May 9, 2019.

The 2019 FTIP Amendment No. 9 and the 2018 RTP Amendment No. 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 (PM<sub>2.5</sub>); and has a maintenance plan for

particulate matter under 10 microns in diameter (PM-10). Therefore, transportation plans and programs for the nonattainment areas for the Tulare County area must satisfy the requirements of the Federal transportation conformity regulation. Note that the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties have attained the CO standard and maintained attainment for 20 years. In accordance with Section 93.102(b)(4), conformity requirements for the CO standard stop applying 20 years after EPA approves an attainment redesignation request or as of June 1, 2018. Therefore, future conformity analysis for the TIP and RTP no longer include a CO conformity demonstration.

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 ozone, PM-10, and PM2.5.

## **RESULTS OF THE CONFORMITY ANALYSIS**

A regional emissions analysis was conducted for the years 2019, 2020, 2021, 2023, 2026, 2029, 2031, 2037 and 2042 for each applicable pollutant. All analyses were conducted using the latest planning assumptions and emissions models. The major conclusions of the TCAG 2019 Conformity Analysis are:

- For 2008 and 2015 8-hour ozone, the total regional on-road vehicle-related emissions (ROG and NO<sub>x</sub>) associated with implementation of the 2019 FTIP Amendment No. 9 and the 2018 RTP Amendment No. 1 for all years tested are projected to be less than the approved emissions budgets specified in the *2018 Updates to the California State Implementation Plan for the San Joaquin Valley* (2018 SIP Update). The conformity tests for ozone are therefore satisfied.
- For PM-10, the total regional vehicle-related emissions (PM-10 and NO<sub>x</sub>) associated with implementation of the 2019 FTIP Amendment No. 9 and the 2018 RTP Amendment No. 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<sub>x</sub> trading mechanism for transportation conformity purposes from the *2007 PM-10 Maintenance Plan (as revised in 2015)*. The conformity tests for PM-10 are therefore satisfied.
- For the 1997 annual and 24-hour and 2012 annual PM<sub>2.5</sub> standards, the total regional on-road vehicle-related emissions associated with implementation of the 2019 FTIP Amendment No. 9 and the 2018 RTP Amendment No. 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<sub>2.5</sub> and NO<sub>x</sub> trading mechanism for transportation conformity purposes from the *2008 PM<sub>2.5</sub> Plan (as revised in 2011)*. The conformity tests for PM<sub>2.5</sub> for the 1997 and 2012 standards are therefore satisfied.
- For the 2006 24-hour PM<sub>2.5</sub> standard, the total regional on-road vehicle-related emissions associated with implementation of the 2019 FTIP Amendment No. 9 and the 2018 RTP Amendment No. 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<sub>2.5</sub> and NO<sub>x</sub> trading mechanism for transportation conformity purposes from the *2012 PM<sub>2.5</sub> Plan (as revised in 2015)*. The conformity tests for PM<sub>2.5</sub> for the 2006 standard are therefore satisfied.
- The 2019 FTIP Amendment No. 9 and the 2018 RTP Amendment No. 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 2019 FTIP Amendment No. 9, 2018 RTP Amendment No. 1 and the 2019 Conformity Analysis on August 19, 2019. 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 2019 Conformity Analysis for and the 2019 FTIP Amendment No. 9 and 2018 RTP Amendment No. 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.

TCAG is the designated Metropolitan Planning Organization (MPO) for Tulare County in the San Joaquin Valley. As a result of this designation, TCAG prepares the TIP, RTP, and associated conformity analyses. The TIP serves as a detailed four year (FY 2018/19 – 2021/22) programming document for the preservation, expansion, and management of the transportation system. The 2018 RTP has a 2042 horizon that provides the long term direction for the continued implementation of the freeway/expressway plan, as well as improvements to arterial streets, transit, and travel demand management programs. The TIP and RTP include capacity enhancements to the freeway/expressway system commensurate with available funding.

### **A. FEDERAL AND STATE CONFORMITY REGULATIONS**

#### **CLEAN AIR ACT AMENDMENTS**

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

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

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

## **FEDERAL RULE**

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

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

On March 14, 2012, EPA published the *Transportation Conformity Rule Restructuring Amendments*, effective April 13, 2012 (EPA, 2012a). The amendments restructure several sections of the rule so that they apply to any new or revised NAAQS. In addition, several clarifications to improve implementation of the rule were 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, 2015). EPA's March 2015 ozone implementation rule also revoked the 1997 Ozone Standard for transportation conformity purposes. On February 16, 2018, the U.S. Court of Appeals ruled against parts of the EPA's 2015 Ozone Implementation Rule related to the revocation of the 1997 ozone standard and the relevant "anti-backsliding" requirements. However, according to *Transportation Conformity Guidance for the South Coast II Court Decision*, nonattainment areas with existing 2008 ozone conformity budgets are not required to address the 1997 ozone standards for conformity purposes.

On December 6, 2018, EPA published the *Implementation of the 2015 National Ambient Air Quality Standards for Ozone: Nonattainment Area State Implementation Plan Requirements* final rule, effective February 4, 2019 (EPA, 2018). The rule clarified that nonattainment areas must continue to demonstrate conformity to the 2008 ozone standards.

On August 24, 2016, EPA published its Final Rule titled *Implementing National Ambient Air Quality Standards for Fine Particles: State Implementation Plan Requirements*. According to the implementation rule, areas designated as nonattainment for the 1997 PM2.5 standards, must continue to demonstrate conformity to these standards until attainment (EPA, 2016).

## **MULTI-JURISDICTIONAL GUIDANCE**

EPA reissued Guidance for Transportation Conformity Implementation in Multi-Jurisdictional Nonattainment and Maintenance Areas in July 2012 (EPA, 2012c). 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. The Transportation Conformity Guidance for 2015 Ozone NAAQS Nonattainment Areas released in June, 2018 incorporates the 2012 Multi-Jurisdictional Guidance by reference.

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 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. In May 2015, the San Joaquin Valley Unified Air Pollution Control District requested ARB to withdraw Rule 9120 from California State Implementation Plan consideration.

In July of 2015, ARB sent a letter to EPA withdrawing Rule 9120 from the California State Implementation Plan. Therefore EPA can no longer act on the Rule. 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 cannot be approved for the San Joaquin Valley, the Federal transportation conformity rule 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 July 2019 (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. EPA has approved EMFAC2017 for conformity use on August 15, 2019 and the final rule started the two-year grace period to transition to the new emissions model for use in conformity demonstrations. Therefore, EMFAC2014 continued to be used in the 2019 Conformity Analysis as documented in Chapter 3. EPA issued a federal register notice on December 14, 2015 formally approving EMFAC2014 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 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. The conformity analysis is required to be publicly available and an opportunity for public review and comment is provided. TCAG's adopted consultation process and policy for conformity analysis includes a 30-day comment period with a hearing held during the period for public comments at the TCAG Policy Board meeting.

## **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.

TCAG 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 2019 Conformity analysis for the 2019 FTIP Amendment No. 9 and 2018 RTP Amendment No. 1 includes analyses 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 (revoked 1997, 2008 and 2015 standards), particulate matter under 2.5 microns in diameter (PM<sub>2.5</sub>) (1997, 2006 and 2012 standards); and has a maintenance plan for particulate matter under 10 microns in diameter (PM-10). Note that the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties have attained the CO standard and maintained attainment for 20 years. In accordance with Section 93.102(b)(4), conformity requirements for the CO standard stop applying 20 years after EPA approves an attainment redesignation request or as of June 1, 2018. Therefore, future conformity analyses no longer include a CO conformity demonstration.

State Implementation Plans have been prepared to address ozone, PM-10 and PM<sub>2.5</sub>:

- The 2016 Ozone Plan (2008 standard) was adopted by the Air District on June 16, 2016 and subsequently adopted by ARB on July 21, 2016. EPA found the new ozone budgets adequate on June 29, 2017 (effective July 14, 2017). In response to recent court decisions regarding the baseline RFP year, ARB adopted the revised 2008 ozone conformity budgets as part of the *2018 Updates to the California State Implementation Plan* (2018 SIP Update) on October 25, 2018. EPA approved the 2016 Ozone Plan and the budgets on March 25, 2019.
- The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016).
- The 2008 PM<sub>2.5</sub> Plan (1997 Standard), as revised in 2011, was approved by EPA on November 9, 2011 (effective January 9, 2012).
- The 2012 PM<sub>2.5</sub> Plan (as revised in 2015) was approved by EPA on August 16, 2016 (effective September 30, 2016).

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 February 16, 2018, the U.S. Court of Appeals ruled against parts of the EPA's 2015 Ozone Implementation Rule related to the revocation of the 1997 ozone standard and the relevant "anti-backsliding" requirements. However, according to the *Transportation Conformity Guidance for the South Coast II Court Decision*, nonattainment areas with existing 2008 ozone conformity budgets are not required to address the 1997 ozone standards for conformity purposes.

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.

On June 4, 2018 EPA published final designations classifying the San Joaquin Valley as "extreme" nonattainment for 2015 ozone with an attainment deadline of 2038, effective August 3, 2018. Transportation conformity applies one year after the effective date or August 3, 2019. It is important to note that the 2015 ozone standard nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 2008 ozone standard.

On November 13, 2009, EPA published Air Quality Designations for the 2006 24-hour PM<sub>2.5</sub> standard, effective December 14, 2009. Nonattainment areas are required to meet the standard by 2014; transportation conformity began to apply on December 14, 2010. On January 20, 2016 EPA published *Designation of Areas for Air Quality Planning Purposes; California; San Joaquin Valley; Reclassification as Serious Nonattainment for the 2006 PM<sub>2.5</sub> NAAQS* finalizing SJV reclassification to Serious nonattainment effective February 19, 2016. Nonattainment areas are required to meet the standard as expeditiously as practicable, but no later than December 31, 2019. It is important to note that the 2006 24-hour PM<sub>2.5</sub> nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 annual PM<sub>2.5</sub> standard.

EPA's nonattainment area designations for the new 2012 PM<sub>2.5</sub> 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<sub>2.5</sub> standards nonattainment area boundary for the San Joaquin Valley are exactly the same as the nonattainment area boundary for the 1997 annual PM<sub>2.5</sub> standard.

On July 29, 2016, EPA released its *Final Rule for Implementing National Ambient Air Quality Standards for Fine Particles*. According to the implementation rule, areas designated as nonattainment for the 1997 PM 2.5 standards, must continue to demonstrate conformity to these standards until attainment. 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 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.

### **OZONE (2008 AND 2015 STANDARDS)**

The San Joaquin Valley currently violates both the 2008 and 2015 ozone standards; thus the conformity determination includes all corresponding analyses (see discussion under Air Quality Designations Applicable to the San Joaquin Valley above). Under the existing conformity regulations, regional emissions analyses for ozone areas must address nitrogen oxides (NO<sub>x</sub>) 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's final rule implementing the 2008 ozone standard also revoked the 1997 ozone standard for transportation conformity purposes. This revocation became effective April 6, 2015. Current federal guidance does not require 2008 ozone nonattainment areas to address the 1997 ozone standard for conformity purposes.

On March 25, 2019, EPA published a final rule approving the 2008 ozone conformity budgets and the *2018 Updates to the California State Implementation Plan*. The EPA final rule identified both reactive organic gases (ROG) and nitrogen oxides (NO<sub>x</sub>) subarea budgets in tons per average summer day for each MPO in the nonattainment area.

In accordance with Section 93.109(c)(2) of the conformity rule and the 2015 Ozone Transportation Conformity Guidance, if a 2015 ozone nonattainment area has adequate or approved SIP budgets that address the 2008 ozone standard, it must use the budget test until new 2015 ozone standard budgets are found adequate or approved. It is important to note that the boundaries for the 2015 ozone standard and 2008 ozone standard are identical. In addition, the 2015 Ozone Implementation Rule did not revoke 2008 standard requirements. Consequently, for



this conformity analysis, the SJV MPOs will conduct demonstrations for both 2008 and 2015 ozone standards using subarea emissions budgets as established in the *2018 Updates to the California State Implementation Plan*.

The conformity budgets from Table 1 of the March 25, 2019 Federal Register are provided in Table 1-1 below. These budgets will be used to compare to emissions resulting from the 2019 FTIP Amendment No. 9 and the 2018 RTP Amendment No. 1.

**Table 1-1:  
 On-Road Motor Vehicle 2008 and 2015 Ozone Standard Emissions Budgets**  
 (summer tons/day)

| County      | 2020 |      | 2023 |      | 2026 |      | 2029 |      | 2031 |      |
|-------------|------|------|------|------|------|------|------|------|------|------|
|             | ROG  | NOx  | ROG  | NOx  | ROG  | NOx  | ROG  | NOx  | ROG  | NOx  |
| Fresno      | 6.7  | 23.9 | 5.5  | 14.1 | 4.9  | 13.2 | 4.5  | 12.4 | 4.2  | 12.1 |
| Kern (SJV)  | 5.4  | 20.9 | 4.5  | 14.5 | 4.2  | 14.4 | 4.0  | 14.3 | 3.9  | 14.3 |
| Kings       | 1.2  | 4.5  | 1.0  | 2.7  | 0.9  | 2.6  | 0.8  | 2.6  | 0.8  | 2.6  |
| Madera      | 1.5  | 4.3  | 1.1  | 2.7  | 1.0  | 2.5  | 0.9  | 2.4  | 0.8  | 2.3  |
| Merced      | 2.2  | 8.8  | 1.7  | 6.0  | 1.5  | 5.9  | 1.3  | 5.6  | 1.2  | 5.4  |
| San Joaquin | 4.7  | 11.2 | 3.9  | 7.4  | 3.5  | 7.0  | 3.1  | 6.6  | 2.8  | 6.3  |
| Stanislaus  | 3.1  | 8.8  | 2.6  | 5.6  | 2.2  | 4.9  | 2.0  | 4.5  | 1.8  | 4.3  |
| Tulare      | 3.0  | 7.6  | 2.4  | 4.6  | 2.1  | 4.0  | 1.8  | 3.7  | 1.7  | 3.5  |

<sup>(a)</sup>Note that 2008 ozone budgets were established by rounding up each county's emissions totals to the nearest tenth of a ton.

## PM-10

The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016), 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 Table 2 of the August 12, 2016 Federal Register are provided below and will be used to compare emissions for each analysis year.

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 July 8, 2016, 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 1-2:  
 On-Road Motor Vehicle PM-10 Emissions Budgets**  
 (tons per average annual day)

| County              | 2020 <sup>(b)</sup> |      |
|---------------------|---------------------|------|
|                     | PM-10               | NOx  |
| Fresno              | 7.0                 | 25.4 |
| Kern <sup>(a)</sup> | 7.4                 | 23.3 |
| Kings               | 1.8                 | 4.8  |
| Madera              | 2.5                 | 4.7  |
| Merced              | 3.8                 | 8.9  |
| San Joaquin         | 4.6                 | 11.9 |
| Stanislaus          | 3.7                 | 9.6  |
| Tulare              | 3.4                 | 8.4  |

<sup>(a)</sup>Kern County subarea includes only the portion of Kern County within the San Joaquin Valley Air Basin.

<sup>(b)</sup>Note that EPA did not take action on the 2005 budgets of the 2007 PM10 Maintenance Plan (as revised in 2015). These budgets are not in the timeframe of this conformity analysis.

## **PM2.5**

EPA and FHWA have indicated that areas violating both the annual and 24-hour standards for PM2.5 must address all standards in the conformity determination. The San Joaquin Valley currently violates both the 1997 annual and 24-hour and 2012 annual PM2.5 standards and the 2006 24-hour PM2.5 standards; thus the conformity determination includes all corresponding analyses (see discussion under Air Quality Designations Applicable to the San Joaquin Valley above).

The 2018 PM2.5 Plan addressing 1997, 2006 and 2012 PM2.5 standards was adopted by the San Joaquin Valley Air District on November 15, 2018 and California Air Resources Board on January 24, 2019 and subsequently submitted for EPA review. Since no new PM2.5 budgets are available at this time, existing budgets in the approved PM2.5 plans will continue to be used as described below.

*1997 (24-hour and annual) and 2012 (annual) PM2.5 Standards*

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 1-3 below and will be used to compare emissions resulting from the 2019 FTIP Amendment No. 9 and the 2018 RTP Amendment No. 1.

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. The attainment year of 2021 will be modeled. For this Conformity Analysis, the SJV will conduct determinations for subarea emission budgets as established in the 2008 PM2.5 (1997 Standard) Plan.

In addition, the final PM2.5 Implementation Rule requires areas designated as nonattainment for the 1997 PM2.5 standards to continue demonstrate conformity to these standards until attainment. In the San Joaquin Valley, the 1997 standards (both 24-hour and annual) continue to apply.

**Table 1-3:  
 On-Road Motor Vehicle 1997 (24-hour and annual) and  
 2012 (annual) PM2.5 Standard Emissions Budgets**  
 (tons per average annual day)

| County      | 2012 <sup>(a)</sup> |      | 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 |

<sup>(a)</sup> 2012 budgets are not in the timeframe of this conformity analysis.

The 2008 PM<sub>2.5</sub> SIP includes a trading mechanism that allows trading from the motor vehicle emissions budget for the PM-2.5 precursor NO<sub>x</sub> 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 applicable budget for PM-2.5 with a portion of the applicable corresponding budget for NO<sub>x</sub>, and use these adjusted motor vehicle emissions budgets for PM-2.5 and NO<sub>x</sub> to demonstrate transportation conformity with the PM-2.5 SIP for analysis years after 2014. As noted above, EPA approved the 2008 PM<sub>2.5</sub> Plan (as revised in 2011) on November 9, 2011, which includes 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 NO<sub>x</sub> budget, the NO<sub>x</sub> emission reductions available to supplement the PM-2.5 budget shall only be those remaining after the NO<sub>x</sub> budget has been met.

As noted above, in accordance with the EPA Transportation Conformity Rule Restructuring Amendments Nonattainment areas allows 2012 PM<sub>2.5</sub> areas with adequate or approved 1997 PM<sub>2.5</sub> budgets to determine conformity for both NAAQS at the same time, using the budget test.

#### *2006 24-Hour PM<sub>2.5</sub> Standard*

The 2012 (2006 Standard) PM<sub>2.5</sub> Plan was first approved by ARB on January 24, 2013 and the Plan Supplement requesting reclassification to Serious and including revised budgets was approved by ARB on October 24, 2014. EPA proposed approval of the plan on January 13, 2015.

On January 20, 2016, EPA finalized reclassification of the San Joaquin Valley to Serious nonattainment for the 2006 24-hour PM<sub>2.5</sub> Standard. On May 18, 2016 EPA published proposed approval of the revised 2012 Plan PM<sub>2.5</sub> budgets. Then on August 16, 2016, the 2012 PM<sub>2.5</sub> Plan was approved by EPA including the revised conformity budgets and a trading mechanism (effective September 30, 2016).

The 2012 PM<sub>2.5</sub> Plan for the 2006 PM<sub>2.5</sub> standard (as revised in 2015) contains motor vehicle emission budgets for PM<sub>2.5</sub> and NO<sub>x</sub> established based on average winter daily emissions, as well as a trading mechanism. The motor vehicle emissions budget for PM<sub>2.5</sub> includes directly emitted PM<sub>2.5</sub> motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SO<sub>x</sub>, 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 the 2012 PM<sub>2.5</sub> Plan (as revised in 2015) are provided in Table 1-4 below and will be used to compare emissions resulting from the 2019 FTIP Amendment No. 9 and the 2018 RTP Amendment No. 2.

**Table 1-4:  
 On-Road Motor Vehicle 2006 24-Hour PM2.5 Standard Emissions Budgets**  
 (tons per average winter day)

| County      | 2017  |      |
|-------------|-------|------|
|             | PM2.5 | NOx  |
| Fresno      | 1.0   | 32.1 |
| Kern (SJV)  | 0.8   | 28.8 |
| Kings       | 0.2   | 5.9  |
| Madera      | 0.2   | 6.0  |
| Merced      | 0.3   | 11.0 |
| San Joaquin | 0.6   | 15.5 |
| Stanislaus  | 0.4   | 12.3 |
| Tulare      | 0.4   | 11.2 |

<sup>(a)</sup> Note that EPA did not take action on the 2014 budgets of the 2012 PM2.5 Plan (as revised in 2015). These budgets are not in the timeframe of this conformity analysis.

The 2012 PM2.5 SIP includes a trading mechanism that allows trading from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary PM-2.5 using an 8 to 1 ratio. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM-2.5 with a portion of the applicable corresponding budget for NOx, and use these adjusted motor vehicle emissions budgets for PM2.5 and NOx to demonstrate transportation conformity with the PM2.5 SIP for analysis years after 2014. As noted above, EPA approved the 2012 PM2.5 Plan budgets (as revised in 2015) on August 16, 2016 (effective September 30, 2016) and the trading mechanism.

## **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.

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. Table 1-5 below provides a summary of conformity analysis years that apply to this conformity analysis.

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

| <b>Pollutant</b>       | <b>Budget Years<sup>1</sup></b>   | <b>Attainment/<br/>Maintenance<br/>Year</b> | <b>Intermediate<br/>Years</b> | <b>RTP<br/>Horizon<br/>Year</b> |
|------------------------|-----------------------------------|---------------------------------------------|-------------------------------|---------------------------------|
| 2008 and<br>2015 Ozone | 2011/2017/2020/2023/2026<br>/2029 | 2031/2037 <sup>2</sup>                      | NA                            | 2042                            |
| PM-10                  | NA                                | 2020                                        | 2029/2037                     | 2042                            |
| 1997 and<br>2012 PM2.5 | NA                                | 2014/2021 <sup>3</sup>                      | 2029/2037                     | 2042                            |
| 2006 24-hour<br>PM2.5  | 2014/2017                         | 2019 <sup>4</sup>                           | 2029/2037                     | 2042                            |

<sup>1</sup>Budget years that are not in the time frame of the transportation plan/conformity analysis are not included as analysis years (e.g., 2011, 2014, 2017), although they may be used to demonstrate conformity.

<sup>2</sup>2031 is the attainment year for the 2008 ozone standard. 2037 is the attainment year for the 2015 ozone standard.

<sup>3</sup> 2014 is the attainment year for the 1997 PM2.5 standards. 2021 is the attainment year for the 2012 PM2.5 standards.

<sup>4</sup>The 2006 PM2.5 standard must be met as expeditiously as practicable, but no later than December 31, 2019.

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 attainment year of 2031 must be modeled. When using the budget test, the attainment year of the 2008 ozone standard must be analyzed (i.e. 2031).

For the 2015 ozone standard, the San Joaquin Valley has been classified as an extreme nonattainment area with an attainment date of August 3, 2038. In accordance with the December 2018 final rule, *Implementation of the 2015 National Ambient Air Quality Standards for Ozone: Nonattainment Area State Implementation Plan Requirements*, the attainment year of 2037 must be modeled. When using the budget test, the attainment year of the 2015 ozone standard must be analyzed (i.e. 2037).

The Clean Air Act requires all states to attain the 1997 PM<sub>2.5</sub> standards as expeditiously as practicable beginning in 2010, but by no later than April 5, 2010 unless EPA approves an attainment date extension. States must identify their attainment dates based on the rate of reductions from their control strategies and the severity of the PM<sub>2.5</sub> problem. On February 9, 2016 EPA released its proposed *Approval and Disapproval of California Air Plan; San Joaquin Valley Serious Area Plan and Attainment Date Extension for the 1997 PM<sub>2.5</sub> NAAQS*. 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<sub>2.5</sub> Plan conformity budgets are the only budgets applicable at this time for the 1997 PM<sub>2.5</sub> standard.

On January 20, 2016, EPA finalized reclassification of the San Joaquin Valley to Serious nonattainment for the 2006 24-hour PM<sub>2.5</sub> Standard. On May 18, 2016 EPA published proposed approval of the revised 2012 Plan PM<sub>2.5</sub> budgets. Then on August 16, 2016, the 2012 PM<sub>2.5</sub> Plan was approved by EPA, effective September 30, 2016, inclusive of the revised conformity budgets and trading mechanism for the 2006 24-hour PM<sub>2.5</sub> standard. The attainment year of 2019 must be modeled.

On April 15, 2015, EPA classified the San Joaquin Valley as Moderate nonattainment for the 2012 PM<sub>2.5</sub> Standards. In accordance with Section 93.109(i)(3) of the conformity rule, if a 2012 PM<sub>2.5</sub> nonattainment area has adequate or approved SIP budgets that address the annual 1997 PM<sub>2.5</sub> standards, it must use the budget test until new 2012 PM<sub>2.5</sub> 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<sub>2.5</sub> 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 July 2019.

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.

TCAG uses the CUBE/VOYAGER (VMIP2) transportation model. The model was validated in 2017 for the 2015 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 TCAG Conformity Analysis**

| <b>Assumption</b>       | <b>Year and Source of Data (MPO action)</b>                                                                                                                                                    | <b>Modeling</b>                                                                                               | <b>Next Scheduled Update</b>                                                                                                                                     |
|-------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Population              | Base Year: Department of Finance (2015)<br><br>Projections: Department of Finance (2017)<br><br>Approved by TCAG Governing Board in August 2018 (anticipated).                                 | This data is disaggregated to the TAZ level for input into CUBE/Voyager (VMIP2) for the base year validation. | New data from the Department of Finance is expected to be adopted by TCAG in 2022.                                                                               |
| Employment              | Base Year: Employment Development Department (2015), InfoUSA (2015), and Woods and Poole (2017)<br><br>Projections:<br><br>Employment Development Department (2015) and Woods and Poole (2017) | This data is disaggregated to the TAZ level for input into CUBE/Voyager (VMIP2) for the base year validation. | New data from the Employment Development Department, InfoUSA, and Woods and Poole is anticipated to be included in the next transportation model update in 2022. |
| Traffic Counts          | Approximately 150 traffic counts were collected annually.                                                                                                                                      | CUBE/Voyager (VMIP2) was validated using these traffic counts.                                                | Traffic counts are updated continuously, if funds are available.                                                                                                 |
| Vehicle Miles of Travel | The 2017 transportation model validation for the 2015 base year was approved by the TCAG Board in August 2018 (anticipated).                                                                   | Cube/Voyager (VMIP2) is the transportation model used to estimate VMT in Tulare 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 2017 transportation model validation was based on Caltrans Performance Measurement System (PeMS), in addition to TCAG survey data of peak and off-peak speeds, and a TCAG Travel Time Study for SR 198 &amp; 190.</p> <p>Speed distributions were updated in EMFAC2014, using methodology approved by ARB and with information from the transportation model.</p> | <p>Cube/Voyager (VMIP2) includes a feedback loop that assures congested speeds are consistent with travel speeds.</p> <p>EMFAC2014</p> | <p>A speed study will be conducted every five years, if adequate funds are available.</p> |

## 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:*

| MPO  | Transportation Model | Base Year Validation    | Year Completed | Population           | Employment                          | Traffic Counts | Speeds                       | Periods     | Feedback Loop |
|------|----------------------|-------------------------|----------------|----------------------|-------------------------------------|----------------|------------------------------|-------------|---------------|
| TCAG | CUBE (VMIP2)         | 2015<br>Projections --> | 2017           | DOF 2015<br>DOF 2017 | EDD 2015 / InfoUSA 2015<br>DOF 2017 | 2015-2016      | Caltrans PeMS/TCAG 2014-2016 | AM/ND/PM/OP | Yes           |

**Population:** TCAG utilized the California Department of Finance (DOF) as the primary county-level forecasting reference for a base population and future projections, to be within 3% of the latest DOF projections required by SB375. A linear growth rate with the population interpolated for each year was applied using the DOF forecasts through the planning horizon year of 2042.

**Employment:** Employment estimates and projections used included the California Employment Development Department (EDD), InfoUSA, and Woods & Poole. Control totals were derived

from these projections and used in the development of Envision Tomorrow scenarios and travel demand model socio-economic detail inputs.

The EDD data established control totals for the base and future years of employment and employment categories. Next, the InfoUSA data provided geocoded information to distribute the information graphically. InfoUSA data was adjusted to EDD's control totals and reclassified to fit the categories of the model. This allowed for the distribution of employees to the Traffic Analysis Zones (TAZ). To test proportions and make adjustments where needed between EDD and InfoUSA, Woods & Poole was used, which provides historical employment data. Woods & Poole also helped complete the InfoUSA dataset, as InfoUSA has some gaps in its data in regards to employers not required to pay taxes (schools, fire stations, post offices, etc.)

**Land Use:** Land use and socioeconomic data was derived from the above sources and joined to the TAZ level for determining trip generation, vehicle availability, and mode choice. The housing forecasts are based on DOF data for the base year, and projected using a Planning Center Study from 2012 conducted for the San Joaquin Valley, which included population, birth rates, net migration, housing, construction, and school enrollment. A linear growth rate for households was then determined by adjusting to a persons per household ratio that was reasonable based on Planning Center study projections.

Future land use patterns were created using a GIS plugin called Envision Tomorrow, a suite of scenario planning tools that tests different land use and transportation options. Utilizing input and coordination with local agencies, parcel data information, city and county general plans, zoning maps, projected outputs in housing and population from the DOF and the Planning Center, and projected employment from the EDD, InfoUSA, and Woods & Poole, scenarios were built to graphically represent the world that would look like. This allowed for a deeper analysis into the study area, allowing the user to measure the scenario's influence on density, land use, housing, sustainability, transportation, and economic conditions. Although Envision tomorrow was not yet used to measure VMT, it was consistent with population and employment projections, and produced richer metrics for comparison amongst scenarios.

## **B. TRANSPORTATION MODELING**

The San Joaquin Valley Metropolitan Planning Organizations (MPOs) utilize the TP+/CUBE traffic modeling software. The Valley MPO 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 MPO 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 TCAG transportation modeling methodology meets those requirements.

**Trip Generation:** this first step calculates person or truck trip ends using trip generation rates established during model calibration. This step also uses demographics to determine household passenger vehicle availability.

**Trip Distribution:** this step estimates how many trips travel from one zone to any other zone. The distribution is based on the number of trip ends generated in each of the two zones, and on factors that relate the likelihood of travel between any two zones to the impedance between the two zones such as distance, cost, time, and varies by accessibility to passenger vehicles, transit, and non-vehicular modes.

**Mode Choice:** this step uses demographics and the comparison of distance, time, cost, and access to between modes to estimate the proportions of the total person trips using drive-alone or shared-ride passenger auto, transit, walk, or bike for travel between zones.

**Trip Assignment:** in the final step, vehicle trips or transit trips from one zone to another zone are assigned to specific travel routes between the zones on the network.

## **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 model was estimated and calibrated to reflect the base year travel conditions of 2015 and validated to the year of 2017, with 232 directional counts collected regionally between 2014 and 2016. Weekday traffic counts were compared to the model assigned volume for total vehicle trips. The overall Daily model/count ratio landed at .99.

| Daily Model/Count by Functional Class |      |             |
|---------------------------------------|------|-------------|
| Functional Class                      | M/C  | # Locations |
| Freeway                               | 1.01 | 4           |
| Highway/Expressway                    | 0.99 | 3           |
| Arterial                              | 0.77 | 224         |
| Collector                             | NA   | 0           |

| RMSE by Daily Volume Groups |           |       |
|-----------------------------|-----------|-------|
| Count Volume                | Guideline | Model |
| > 50,000                    | < 21%     | 14%   |
| 25,000 - 49,999             | < 22%     | 27%   |
| 10,000 - 24,999             | < 25%     | 31%   |
| 5,000 - 9,999               | < 29%     | 46%   |
| 2,500 - 4,999               | < 36%     | 55%   |
| 1,000 - 2,499               | < 47%     | 72%   |
| < 1,000                     | < 60%     | 182%  |

| Daily Model/Count by Functional Class |      |             |
|---------------------------------------|------|-------------|
| Functional Class                      | M/C  | # Locations |
| Freeway                               | 1.01 | 4           |
| Highway/Expressway                    | 0.99 | 3           |
| Arterial                              | 0.77 | 224         |
| Collector                             | NA   | 0           |

| RMSE by Daily Volume Groups |           |       |
|-----------------------------|-----------|-------|
| Count Volume                | Guideline | Model |
| > 50,000                    | < 21%     | 14%   |
| 25,000 - 49,999             | < 22%     | 27%   |
| 10,000 - 24,999             | < 25%     | 31%   |
| 5,000 - 9,999               | < 29%     | 46%   |
| 2,500 - 4,999               | < 36%     | 55%   |
| 1,000 - 2,499               | < 47%     | 72%   |
| < 1,000                     | < 60%     | 182%  |

**Trip Making and Travel Patterns:** Available 2010 Census Journey-to-Work data, 2010-2012 California Household Travel Survey (CHTS) data, and National Cooperative Highway Research Program (NCHRP) recommended trip rates were used to verify, and as needed, modify the TCAG model trip generation rates. The table below shows the resultant trips by purpose compared with the Caltrans survey data:

| Purpose              | Total (All Modes) |       |
|----------------------|-------------------|-------|
|                      | CHTS              | Model |
| HBW                  | 16%               | 14%   |
| HBO                  | 59%               | 61%   |
| NHB                  | 26%               | 24%   |
| Total (All Purposes) | 100%              | 100%  |

## 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 2017 transportation model validation was based on Caltrans Performance Measurement System (PeMS), in addition to TCAG survey data of peak and off-peak speeds, and a TCAG Travel Time Study for SR 198 & 190.

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 travel model is validated to counts using input average free flow speeds and common practice speed flow curves which are used to estimate congested speeds and travel times. Then, a feedback loop is implemented with the intent to ensure that the congested travel impedances (times) used for final traffic assignment and as input to the air quality analysis are consistent with the travel impedances used throughout the model process. The feedback loop is considered to converge when the travel times that result from the congested travel speeds after traffic assignment compare closely with the travel times used as input to the trip distribution process. Travel impedances from zone to zone are used to distribute trips to model mode split.

Speed limits, free flow speed, historical average speeds, and percentage of free flow, along with a time series report and confidence rate score on selected corridors through Iteris' iPems web based software using "Big Data" from Here, are recently available to TCAG which may be used to determine free flow speeds and common practice speed flow curves in the future.

## **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:*

As part of VMIP 2, the highway network was based on a true shape centerline file in a geodatabase and updated variables to reflect the master network from the RTP/SCS. The transit lines were also updated to match the more detailed highway network and are contained in the geodatabase. The benefits of this are more accurate mapping and distances, easy linkage and comparisons to speed data, and inclusion of local streets for sub-TAZ level analysis. In addition, the GIS network contains many variables to complement those already part of the travel model network, including auto, HOV, transit, truck, bike, and walk accessibility designations. The transit assignment includes the following variables: transit networks, transit attributes (mode, operator, vehicle type), transit access links, fares, user classes, and transfer and wait rules. Higher frequency transit and infill developments lead to increased transit ridership in the future. The mode choice model reflects the household travel survey, as shown in the table below.

| Drove Alone |       | Shared Ride 2 |       | Shared Ride 3+ |       | Transit |       | Walk |       | Bike |       | Other |       |
|-------------|-------|---------------|-------|----------------|-------|---------|-------|------|-------|------|-------|-------|-------|
| CHTS        | Model | CHTS          | Model | CHTS           | Model | CHTS    | Model | CHTS | Model | CHTS | Model | CHTS  | Model |
| 80%         | 81%   | 9%            | 8%    | 5%             | 7%    | 0.3%    | 0.8%  | 5%   | 3%    | 1%   | 1%    | 0%    | 0%    |
| 24%         | 25%   | 28%           | 30%   | 31%            | 30%   | 0.5%    | 1.5%  | 13%  | 8%    | 1%   | 1%    | 3%    | 4%    |
| 42%         | 40%   | 27%           | 26%   | 18%            | 17%   | 0.3%    | 0.9%  | 12%  | 13%   | 0%   | 2%    | 1%    | 0%    |
| 37%         | 37%   | 25%           | 26%   | 24%            | 23%   | 0.4%    | 1.2%  | 11%  | 9%    | 1%   | 2%    | 2%    | 2%    |

## VALIDATION/CALIBRATION

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

### *Supporting Documentation:*

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

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

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

As shown in the table below, the TCAG regional model forecasts of VMT for the 2015 base year validation were within 3% of the relevant year of Caltrans Highway Performance Monitoring System (HPMS) data as tabulated in the Assembly of Statistical Reports for the selected base year.

| Evaluation Criterion | HPMS       | Model      | % Deviation |
|----------------------|------------|------------|-------------|
| +3%                  | 10,062,200 | 10,336,790 | 2.7%        |

**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 2019 FTIP and the 2018 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 MPO 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 TCAG 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**

| <b>Horizon Year</b> | <b>Total Population</b> | <b>Employment</b> | <b>Average Weekday VMT (Millions)</b> | <b>Total Lane Miles</b> |
|---------------------|-------------------------|-------------------|---------------------------------------|-------------------------|
| 2019                | 483,293                 | 179,803           | 10.7                                  | N/A                     |
| 2020                | 488,293                 | 181,560           | 10.7                                  | 4,192                   |
| 2021                | 493,455                 | 183,317           | 10.8                                  | N/A                     |
| 2023                | 503,778                 | 186,830           | 11.0                                  | N/A                     |
| 2026                | 519,509                 | 192,101           | 11.3                                  | N/A                     |
| 2029                | 535,732                 | 197,371           | 11.6                                  | 4,302                   |
| 2031                | 546,549                 | 200,885           | 11.8                                  | N/A                     |
| 2037                | 578,651                 | 211,426           | 12.2                                  | 4,394                   |
| 2042                | 603,775                 | 220,210           | 12.7                                  | 4,461                   |

**D. VEHICLE REGISTRATIONS**

TCAG 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 EMFAC2014 model ([http://www.arb.ca.gov/msei/onroad/latest\\_version.htm](http://www.arb.ca.gov/msei/onroad/latest_version.htm)). EMFAC2014 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. While EPA issued final approval for EMFAC2017 use in conformity demonstrations on August 15, 2019, the 2019 Conformity Analysis relies on EMFAC2014 in line with the grace period established in the Final Rule. EPA issued a federal register notice on December 14, 2015 formally approving EMFAC2014 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.

**OZONE**

No committed control measures are included in the 2008 ozone standard conformity demonstration as part of the 2016 Ozone Plan.

**PM-10**

Committed control measures in the EPA approved 2007 PM-10 Maintenance Plan that reduce mobile source emissions are shown in Table 2-3. However, reductions from these control measures were not applied to this conformity analysis because they were not needed to demonstrate conformity.

**Table 2-3:  
2007 PM-10 Maintenance Plan Measures Assumed in the Conformity Analysis**

| <b>Measure Description</b>                                                                                      | <b>Pollutants</b>                                |
|-----------------------------------------------------------------------------------------------------------------|--------------------------------------------------|
| ARB existing Reflash, Idling, and Moyer                                                                         | PM-10 annual exhaust<br>NOx annual exhaust       |
| District Rule 8061: Paved and Unpaved Roads                                                                     | PM-10 paved road dust<br>PM-10 unpaved road dust |
| District Rule 8021 Controls: Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities | PM-10 road construction dust                     |

NOTE: State reductions from the Carl Moyer, Reflash and Idling have been included in EMFAC2014.

**PM2.5**

Committed control measures in the 2008 PM2.5 Plan (as revised) and 2012 PM2.5 Plan (as revised in 2015) that reduce mobile source emissions are shown in Table 2-4 and 2-5, respectively. However, reductions from these control measures were not applied to this conformity analysis because they were not needed to demonstrate conformity.

**Table 2-4:  
 2008 PM2.5 (1997 Standard) Plan Measures Assumed in the Conformity Analysis**

| <b>Measure Description</b>                                                        | <b>Pollutants</b>          |
|-----------------------------------------------------------------------------------|----------------------------|
| Existing Local Reductions: District Rule 9310 (School Bus Fleets)                 | Annual PM2.5<br>Annual NOx |
| Existing State Reductions: Carl Moyer Program & AB 1493 GHG Standards             | Annual PM2.5<br>Annual NOx |
| New/Proposed Local Reductions: District Rule 9410 (Employer Based Trip Reduction) | Annual PM2.5<br>Annual NOx |
| New/Proposed State Reductions: Smog Check                                         | Annual PM2.5<br>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). State reductions from the Carl Moyer, AB1493, and Smog Check have been included in EMFAC2014.

**Table 2-5:  
 2012 PM2.5 (2006 Standard) Plan Measures Assumed in the Conformity Analysis**

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

NOTE: This table is consistent with the 2012 PM2.5 Plan (as revised in 2015) approved by EPA on August 16, 2016 (effective September 30, 2016). State reductions from the Carl Moyer, AB1493 and Smog Check have been included in EMFAC2014.

## **CHAPTER 3: AIR QUALITY MODELING**

The model used to estimate vehicle exhaust emissions for ozone precursors and particulate matter is EMFAC2014. CARB emission factors for PM10 have been used to calculate re-entrained paved and unpaved road dust, and fugitive dust associated with road construction. For this conformity analysis, model inputs not dependent on the TIP or RTP are consistent with the applicable SIPs, which include:

- The 2016 Ozone Plan (2008 standard) was adopted by the Air District on June 16, 2016 and subsequently adopted by the ARB on July 21, 2016. EPA found the new ozone budgets adequate on June 29, 2017 (effective July 14, 2017). In response to recent court decisions regarding the baseline RFP year, ARB adopted the revised 2008 ozone conformity budgets as part of the 2018 Updates to the California State Implementation Plan Update on October 25, 2018. EPA approved the budgets and the plan on March 25, 2019.
- The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016).
- The 2008 PM2.5 Plan (1997 Standards), as revised in 2011, was approved by EPA on November 9, 2011 (effective January 9, 2012).
- The 2012 PM2.5 Plan was approved by EPA on August 16, 2016 (effective September 30, 2016) inclusive of the revised conformity budgets and PM2.5 trading mechanism.

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 1-7.

### **A. EMFAC2014**

The EMFAC model (short for EMISSION FACTOR) is a computer emissions modeling software that estimates emission rates for motor vehicles for calendar years from 2000 to 2050 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, 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 MPO level. EMFAC contains default vehicle activity data that

can be used to estimate a motor vehicle emissions inventory in tons/day for a specific year and season, and as a function of ambient temperature, relative humidity, vehicle population, mileage accrual, miles of travel, and vehicle speeds.

Section 93.111 of the conformity regulation requires the use of the latest emission estimation model in the development of conformity determinations. On December 30, 2014, ARB released EMFAC2014, which is the latest update to the EMFAC model for use by California State and local governments to meet Clean Air Act (CAA, 1990) requirements. Nearly a year later, on December 14, 2015, EPA announced the availability of this latest version of the California EMFAC model for use in SIP development in California. EMFAC2014 was required for conformity analysis on or after December 14, 2017.

On March 1, 2018 ARB released the latest update to the EMFAC model – EMFAC2017v1.0.2. The model was submitted for EPA review in the fall of 2018 and EPA published final approval of EMFAC for conformity use on August 15, 2019. The federal register notice set a grace period of two years before EMFAC2017 is required for use in new regional emissions analyses, therefore this analysis still relies on EMFAC2014 for all conformity tests.

A transportation data template has been prepared to summarize the transportation model output for use in EMFAC 2014. The template includes allocating VMT by speed bin by hour of the day. EMFAC2014 was used to estimate exhaust emissions for CO, ozone, PM-10, and PM2.5 conformity demonstrations consistent with the applicable air quality plan. Note that the statewide SIP measures documented in Chapter 2 are already incorporated in the EMFAC2014 model as appropriate.

## **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<sub>x</sub> 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 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 1997 and 2006 24-hour PM2.5 standards; thus the conformity determination includes analyses to all PM2.5 standards.

The following PM2.5 approach addresses the 1997 (annual and 24-hour), the 2012 (annual), and the 2006 24-hour standards:

EMFAC2014 incorporates data for temperature and relative humidity that vary by geographic area, calendar year and season. The annual average represents an average of all the monthly inventories. A winter average represents an average of the California winter season (October through February). EMFAC will be run to estimate direct PM2.5 and NOx emissions from motor vehicles for an annual or winter average day as described below.

EPA guidance indicates that State and local agencies need to consider whether VMT varies during the year enough to affect PM2.5 annual emission estimates. The availability of seasonal or monthly VMT data and the corresponding variability of that data need to be evaluated.

PM2.5 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 PM2.5 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 EMFAC2014 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.

The regional emissions analyses in PM<sub>2.5</sub> nonattainment areas must consider directly emitted PM<sub>2.5</sub> motor vehicle emissions from tailpipe, brake wear, and tire wear. In California, areas will use EMFAC2014. 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<sub>x</sub> emissions are included; however, VOC, SO<sub>x</sub>, and ammonia emissions are not.

*1997 Standard* – Since EPA did not take action on the 2018 PM<sub>2.5</sub> Plan, the 2008 PM<sub>2.5</sub> Plan budgets will continue to be used in this conformity analysis. The 2008 PM<sub>2.5</sub> Plan (as revised in 2011) was approved by EPA on November 9, 2011 (effective January 9, 2012) and contains motor vehicle emission budgets for PM<sub>2.5</sub> and NO<sub>x</sub> established based on average annual daily emissions. The annual inventory methodology contained in the 2008 PM<sub>2.5</sub> Plan (as revised in 2011) and used to establish emissions budgets is consistent with the methodology used herein. The motor vehicle emissions budget for PM<sub>2.5</sub> includes directly emitted PM<sub>2.5</sub> motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SO<sub>x</sub>, 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* – Since EPA did not take action on the 2018 PM<sub>2.5</sub> Plan, the 2012 PM<sub>2.5</sub> Plan (as revised in 2015) budgets will continue to be used in this conformity analysis. On January 20, 2016, EPA finalized reclassification of the San Joaquin Valley to Serious nonattainment for the 2006 24-hour PM<sub>2.5</sub> Standard. On August 16, 2016, the 2012 PM<sub>2.5</sub> Plan was approved by EPA including the revised conformity budgets and a trading mechanism (effective September 30, 2016). The 2012 PM<sub>2.5</sub> Plan (as revised in 2015) contains motor vehicle emission budgets for PM<sub>2.5</sub> and NO<sub>x</sub> established based on average winter daily emissions. The winter inventory methodology contained in the 2012 Plan and used to establish emissions budgets is consistent with the methodology used herein. The motor vehicle emissions budget for PM<sub>2.5</sub> include directly emitted PM<sub>2.5</sub> motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SO<sub>x</sub>, 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. It is important to note that the 2006 24-hour PM<sub>2.5</sub> nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 PM<sub>2.5</sub> standards.

*2012 Standard* – EPA's nonattainment area designations for the 2012 PM<sub>2.5</sub> 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<sub>2.5</sub> area has adequate or approved SIP budgets that address the annual 1997 standards, it must use the budget test until new 2012 PM<sub>2.5</sub> standard budgets are found adequate or approved. It is important to note that the 2012 annual PM<sub>2.5</sub> nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 and 2006 PM<sub>2.5</sub>



standards. Since EPA has not did not take action on the 2018 PM2.5 Plan, the 2008 PM2.5 Plan (as revised in 2011) budgets will continue to be used in this conformity analysis.

### **1997 and 2012 PM2.5 TRADING MECHANISM**

Since EPA did not take action on the 2018 PM2.5 Plan, consistent with the PM2.5 implementation rule, the 2008 PM2.5 Plan budgets and trading mechanism will continue to be used in this conformity analysis.

The 2008 PM2.5 SIP (as revised in 2011) allows trading from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary PM2.5 using a 1 to 9 ratio. This trading mechanism will be used for the 1997 annual and 24-hour hour and 2012 PM2.5 standard conformity analyses for analysis years after 2014.

### **2006 PM2.5 TRADING MECHANISM**

Since EPA did not take action on the 2018 PM2.5 Plan, consistent with the PM2.5 implementation rule, the 2012 PM2.5 Plan budgets and trading mechanism will continue to be used in this conformity analysis.

On August 16, 2016 EPA approved the 2012 PM2.5 SIP including the PM2.5 trading mechanism that allows trading from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary PM-2.5 using an 8 to 1 ratio. This trading mechanism will be used for the 2006 24-hour PM2.5 standard conformity analysis 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 EMFAC2014. These instructions were originally provided for interagency consultation in May 2016. EPA, FHWA, and ARB concurred.

Documentation of the conformity analysis for the 2019 FTIP Amendment No. 9 and 2018 RTP Amendment No. 1 is provided in Appendix C, including:

- 2019 Conformity EMFAC Spreadsheet
- 2019 Conformity Conformity Paved Road Spreadsheet
- 2019 Conformity Unpaved Road Dust Spreadsheet
- 2019 Conformity Construction Spreadsheet

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*Tulare County Association of Governments  
Final 2019 Conformity Analysis for 2019 FTIP Amendment No. 9  
and 2018 RTP Amendment No. 1*

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- 2019 Conformity Totals Spreadsheet
- 2019 Conformity PM10 Trading 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 this conformity analysis, the applicable implementation plans, according to the definition provided at the start of this chapter, are summarized below.

### **APPLICABLE IMPLEMENTATION PLAN FOR OZONE**

The 2016 Ozone Plan does not include new TCMs for the San Joaquin Valley.

### **APPLICABLE IMPLEMENTATION PLAN FOR PM-10**

The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016). 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 2012 PM2.5 Plan was approved by EPA on August 16, 2016 (effective September 30, 2016). The 2008 PM2.5 Plan (as revised in 2011) was approved by EPA on November 9, 2011 (effective January 9, 2012). However, the Plans do not include any additional 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. 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. 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, TCAG undertook a process to identify and evaluate potential control measures that could be included in the 2018 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 2018 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.



TCAG 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 approved since 2012. New PM-10 plans that have been reviewed include:

- A. West Pinal County, AZ Moderate PM-10 Nonattainment Area SIP, submitted December 21, 2015 (EPA approval effective May 31, 2017). Contingency measures include paving or chemically stabilizing unpaved roads.
- B. Owens Valley, CA Serious PM-10 Nonattainment Area SIP, submitted June 9, 2016 (EPA approval effective April 12, 2017). Road dust was determined to be below de minimis thresholds and no mobile source control measures were adopted.
- C. Mammoth Lake, CA PM-10 Redesignation Request and Maintenance Plan, submitted October 21, 2014 (EPA approval effective November 4, 2015). The Mammoth Lake general plan places a cap on the growth of VMT. Contingency measures include improved street sweeping procedures and reduced use of volcanic cinders on roadways.
- D. Las Vegas, NV Serious PM-10 Redesignation Request and Maintenance Plan, submitted September 7, 2012 (EPA approval effective November 5, 2014). Most stringent measures were introduced in 2001. Stabilization of unpaved roads including paving roads with volumes over 150 vehicles per day. Paved road sweeping and mitigation measures.
- E. Payson, AZ PM-10 Limited Maintenance Plan submitted January 23, 2012 (EPA approval effective May 19, 2014). Contingency measures include paving or chemically stabilizing unpaved roads.
- F. South Coast, CA PM-10 Redesignation Request and Maintenance Plan submitted April 28, 2010 (EPA approval effective July 26, 2013). No PM-10 specific dust control measures cited for mobile sources.
- G. Juneau's Mendenhall Valley, AK PM-10 Limited Maintenance Plan submitted February 20, 2009 (EPA approval effective July 8, 2013). The attainment plan control measures included optimizing sanding and de-icing materials to minimize entrainment, spring street sweeping, and paving of dirt roads. No additional measures were identified for the LMP to continue attainment of the NAAQS. Contingency measures include paving of dirt roads and stabilization of unpaved shoulders.
- H. Eugene-Springfield, OR PM-10 Redesignation Request and Limited Maintenance Plan submitted January 13, 2012 (EPA approval effective June 10, 2013). Motor vehicles were not identified as a significant source and no control measures were included for on-road mobile sources.
- I. Sandpoint, ID PM-10 Limited Maintenance Plan submitted December 12, 2011 (EPA approval effective May 23, 2013). Ordinances require the application of certain types of sand in the winter along with increased street 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, TCAG considered priority funding allocations in the 2018 RTP for PM-10 and NOx emission reduction projects in the post-attainment year timeframe that go beyond the emission reduction commitments made for the attainment year 2010 for the following four measures:

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

Congestion Mitigation and Air Quality (CMAQ) funding has been utilized by TCAG to fund numerous projects for implementation of Measures 1 through 3 above. The use of rubberized asphalt is at the discretion of the agencies responsible for specific overlay projects; various funding sources, including state, federal, and local measure money, have been and will continue to be utilized for implementation of Measure 4 so long as those funds are available. Requests for funding Measure 1 types of projects have not been brought to TCAG and presumably most, if not all, unpaved road needs have been met. On new or relatively small projects, agencies will likely use local and/or measure funds for these projects.

## **CHAPTER 5: INTERAGENCY CONSULTATION**

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

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

### **A. INTERAGENCY CONSULTATION**

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

The draft boilerplate conformity document was distributed for interagency consultation on July 19, 2019. Comments received have been addressed and incorporated into this version of the analysis.

The 2019 Conformity Analysis was developed in consultation with TCAG local partner agencies, including member jurisdictions, Caltrans, and local transit agencies.

The 2019 Conformity Analysis for the 2019 FTIP Amendment No. 9 and 2018 RTP Amendment No. 1 was released July 30, 2019 for a 30-day public comment period, followed by approval on August 30, 2019. Federal approval is anticipated on or before October 30, 2019.

## **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. TCAG has an adopted consultation process and policy for conformity analysis which includes a 30-day public notice and comment period with a public hearing held during the comment period. A public meeting is also conducted prior to adoption and all public comments are responded to in writing. The Appendices contain corresponding documentation supporting the public involvement procedures.

## **CHAPTER 6: TIP AND RTP CONFORMITY**

The principal requirements of the transportation conformity regulation for TIP/RTP assessments are: (1) the TIP and RTP must pass an emissions budget test with a budget that has been found to be adequate by EPA for transportation conformity purposes, or an interim emission test; (2) the latest planning assumptions and emission models must be employed; (3) the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and (4) consultation. The final determination of conformity for the TIP/RTP is the responsibility of the Federal Highway Administration and the Federal Transit Administration.

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

This chapter presents the results of the conformity tests, satisfying the remaining requirement of the transportation conformity regulation. Separate tests were conducted for ozone, PM-10 and PM2.5 (1997 and 2012 PM2.5 standards, and 2006 24-hour PM2.5 standards). The applicable conformity tests were reviewed in Chapter 1. For each test, the required emissions estimates were developed using the transportation and emission modeling approaches required under the transportation conformity regulation and summarized in Chapters 2 and 3. The results are summarized below, followed by a more detailed discussion of the findings for each pollutant. Table 6-1 presents results for ozone (ROG/NO<sub>x</sub>), PM-10 (PM-10/NO<sub>x</sub>), and PM2.5 (PM2.5/NO<sub>x</sub>) respectively, in tons per day for each of the horizon years tested.

### **Ozone:**

For 2008 and 2015 8-hour ozone, the applicable conformity test is the emissions budget test, using the *2018 Updates to the California State Implementation Plan* budgets for the San Joaquin Valley established for ROG and NO<sub>x</sub> for an average summer (ozone) season day. EPA approved conformity budgets and the plan on March 25, 2019. The modeling results for all analysis years indicate that the on-road vehicle ROG and NO<sub>x</sub> 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.

PM-10:

For PM-10, the applicable conformity test is the emissions budget test, using the 2007 PM-10 Maintenance Plan budgets for PM-10 and NO<sub>x</sub>. This Plan revisions including conformity budgets was approved by EPA on July 8, 2016 (effective September 30, 2016). 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 PM2.5 Standards:

Since EPA did not take action on the 2018 PM2.5 Plan, the 2008 PM2.5 Plan budgets will continue to be used in this conformity analysis. 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 NO<sub>x</sub> 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 PM2.5 Standard:

Since EPA did not take action on the 2018 PM2.5 Plan, the 2012 PM2.5 Plan (as revised in 2015) budgets will continue to be used in this conformity analysis. For the 2006 PM2.5 standard, the applicable conformity test is the emission budget test, using adequate budgets established in the 2012 PM2.5 Plan (as revised in 2015). The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NO<sub>x</sub> 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 PM2.5 Standard:

In accordance with Section 93.109(c)(2), 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. Since EPA has not did not take action on the 2018 PM2.5 Plan, the 2008 PM2.5 Plan (as revised in 2011) budgets will continue to be used in this conformity analysis. 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 NO<sub>x</sub> 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 2019 Conformity Analysis for the 2019 FTIP Amendment No. 9 and the 2018 RTP Amendment No. 1 is supported.

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

2019 Conformity Analysis Results Summary -- TULARE

| Standard                                            | Analysis Year        | Emissions Total  |                 | DID YOU PASS? |               |
|-----------------------------------------------------|----------------------|------------------|-----------------|---------------|---------------|
|                                                     |                      | ROG (tons/day)   | NOx (tons/day)  | ROG           | NOx           |
| 2008 and 2015 Ozone                                 | 2020 Budget          | 3.0              | 7.6             |               |               |
|                                                     | 2020                 | 3.0              | 7.6             | YES           | YES           |
|                                                     | 2023 Budget          | 2.4              | 4.6             |               |               |
|                                                     | 2023                 | 2.4              | 4.6             | YES           | YES           |
|                                                     | 2026 Budget          | 2.1              | 4.0             |               |               |
|                                                     | 2026                 | 2.1              | 4.0             | YES           | YES           |
|                                                     | 2029 Budget          | 1.8              | 3.7             |               |               |
|                                                     | 2029                 | 1.8              | 3.5             | YES           | YES           |
|                                                     | 2031 Budget          | 1.7              | 3.5             |               |               |
|                                                     | 2031                 | 1.7              | 3.3             | YES           | YES           |
|                                                     | 2037                 | 1.4              | 2.9             | YES           | YES           |
| 2042                                                | 1.2                  | 2.8              | YES             | YES           |               |
| Standard                                            | Analysis Year        | Emissions Total  |                 | DID YOU PASS? |               |
| PM-10                                               |                      | PM-10 (tons/day) | NOx (tons/day)  | PM-10         | NOx           |
|                                                     | Adjusted 2020 Budget | 3.5              | 8.3             |               |               |
|                                                     | 2020                 | 3.5              | 7.9             | YES           | YES           |
|                                                     | Adjusted 2020 Budget | 3.6              | 8.1             |               |               |
|                                                     | 2029                 | 3.6              | 3.6             | YES           | YES           |
|                                                     | Adjusted 2020 Budget | 3.7              | 8.0             |               |               |
|                                                     | 2037                 | 3.7              | 3.0             | YES           | YES           |
|                                                     | Adjusted 2020 Budget | 3.8              | 7.8             |               |               |
|                                                     | 2042                 | 3.8              | 2.9             | YES           | YES           |
|                                                     | Standard             | Analysis Year    | Emissions Total |               | DID YOU PASS? |
| 1997 24-Hour and 1997 & 2012 Annual PM2.5 Standards |                      | PM2.5 (tons/day) | NOx (tons/day)  | PM2.5         | NOx           |
|                                                     | 2014 Budget          | 0.5              | 13.8            |               |               |
|                                                     | 2021                 | 0.3              | 7.1             | YES           | YES           |
|                                                     | 2014 Budget          | 0.5              | 13.8            |               |               |
|                                                     | 2029                 | 0.3              | 3.6             | YES           | YES           |
|                                                     | 2014 Budget          | 0.5              | 13.8            |               |               |
|                                                     | 2037                 | 0.3              | 3.0             | YES           | YES           |
|                                                     | 2014 Budget          | 0.5              | 13.8            |               |               |
| 2042                                                | 0.3                  | 2.9              | YES             | YES           |               |
| Standard                                            | Analysis Year        | Emissions Total  |                 | DID YOU PASS? |               |
| 2006 PM2.5 Winter 24-Hour Standard                  |                      | PM2.5 (tons/day) | NOx (tons/day)  | PM2.5         | NOx           |
|                                                     | 2017 Budget          | 0.4              | 11.2            |               |               |
|                                                     | 2019                 | 0.3              | 9.1             | YES           | YES           |
|                                                     | 2017 Budget          | 0.4              | 11.2            |               |               |
|                                                     | 2029                 | 0.3              | 3.7             | YES           | YES           |
|                                                     | 2017 Budget          | 0.4              | 11.2            |               |               |
|                                                     | 2037                 | 0.3              | 3.1             | YES           | YES           |
|                                                     | 2017 Budget          | 0.4              | 11.2            |               |               |
| 2042                                                | 0.3                  | 2.9              | YES             | YES           |               |

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| <b>PM-10</b> | Total On-Road Exhaust |       | Paved Road Dust |     | Unpaved Road Dust |     | Road Construction Dust |     | <b>Total</b> |            |
|--------------|-----------------------|-------|-----------------|-----|-------------------|-----|------------------------|-----|--------------|------------|
|              | PM-10                 | Nox   | PM-10           | Nox | PM-10             | Nox | PM-10                  | Nox | <b>PM-10</b> | <b>Nox</b> |
| 2020         | 0.703                 | 7.946 | 1.796           |     | 0.757             |     | 0.205                  |     | <b>3.5</b>   | <b>7.9</b> |
| 2029         | 0.702                 | 3.649 | 1.932           |     | 0.757             |     | 0.183                  |     | <b>3.6</b>   | <b>3.6</b> |
| 2037         | 0.724                 | 3.005 | 2.038           |     | 0.757             |     | 0.172                  |     | <b>3.7</b>   | <b>3.0</b> |
| 2042         | 0.746                 | 2.892 | 2.108           |     | 0.757             |     | 0.200                  |     | <b>3.8</b>   | <b>2.9</b> |



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**APPENDIX A**  
**CONFORMITY CHECKLIST**

## CONFORMITY ANALYSIS DOCUMENTATION

### Checklist for MPO TIPs/RTPs January 2018

| 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<br>pgs. 9-10       |          |
| §93.102 (b)(2)(iii) | PM10 areas: document whether EPA or state has found VOC and/or NOx to be a significant contributor or if the SIP establishes a budget                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Ch 1<br>p. 12           |          |
| §93.102 (b)(2)(iv)  | PM2.5 areas: document if both EPA and the state have found that NOx is <b>not</b> a significant contributor or that the SIP does <b>not</b> establish a budget (otherwise, conformity applies for NOx)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | N/A                     |          |
| §93.102 (b)(2)(v)   | PM2.5 areas: document whether EPA or state has found VOC, SO2, and/or NH3 to be a significant contributor or if the SIP establishes a budget                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Ch 1<br>p. 14           |          |
| §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 made by DOT.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Es<br>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             | Document that horizon years are no more than 10 years apart ((a)(1)(i)).<br>Document that the first horizon year is no more than 10 years from the based year used to validate the transportation demand planning model ((a)(1)(ii)).<br>Document that the attainment year is a horizon year, if in the timeframe of the plan ((a)(1)(iii)).<br>Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year ((a)(2)(ii)).<br>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 | Ch 1<br>p. 17<br>Appx B |          |

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| <b>40 CFR</b>        | <b>Criteria</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <b>Page</b>            | <b>Comments</b> |
|----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-----------------|
|                      | and land use.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                        |                 |
| §93.108              | Document that the TIP/RTP is fiscally constrained (23 CFR 450).                                                                                                                                                                                                                                                                                                                                                                                                                                          | ES<br>p. 1             |                 |
| §93.109<br>(a, b)    | Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.                                                                                                                                                                                                                                                                                                                                                              | ES<br>p. 1<br>Ch 1 - 6 |                 |
| §93.109<br>(c.)      | Provide either a table or text description that details, for each pollutant, precursor and applicable standard, whether the interim emissions test(s) 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<br>pgs. 11-16     |                 |
| §93.109(e)           | CO or PM10: Document if the area has a limited maintenance plan and from where that information comes                                                                                                                                                                                                                                                                                                                                                                                                    | N/A                    |                 |
| §93.109(f)           | Document if motor vehicle emissions are an insignificant contributor and in what SIP that determination is found                                                                                                                                                                                                                                                                                                                                                                                         | Ch 1<br>pgs. 11-16     |                 |
| §93.110<br>(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<br>pgs. 19-30     |                 |
| EPA-DOT<br>guidance  | Document the use of planning assumptions less than five years old. If unable, include written justification for the use of older data. (December 2008 guidance.)                                                                                                                                                                                                                                                                                                                                         | Ch 2                   |                 |
| §93.110<br>(c,d,e,f) | Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination (c).<br>Document the assumptions about transit service, use of the latest transit fares, and road and bridge tolls (d).<br>Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented (e).<br>Document the key assumptions and show that they were agreed to through Interagency and public consultation (f). | Ch 2<br>pgs. 25-26     |                 |
| §93.111              | Document the use of the latest emissions model approved by EPA. If the previous model was used and the grace period has ended, document that the analysis began before the end of the grace period.                                                                                                                                                                                                                                                                                                      | Ch 3<br>pgs. 31-32     |                 |
| §93.112              | Document fulfillment of the interagency and public consultation requirements outlined in a specific                                                                                                                                                                                                                                                                                                                                                                                                      | Ch 5<br>pgs. 45-46     |                 |

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| <b>40 CFR</b>                             | <b>Criteria</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <b>Page</b>        | <b>Comments</b>                                               |
|-------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|---------------------------------------------------------------|
|                                           | 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.                                                                                                                                                                                                                                                                                                                                      |                    |                                                               |
| §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<br>Appx D    |                                                               |
| §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 includes all projects from plan that are in the FTIP |
| For Areas with SIP Budgets:               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                    |                                                               |
| §93.118,<br>§93.124                       | Document what the applicable budgets are, and for what years.<br>Document if there are subarea budgets established, and for which areas (93.124(c)).<br>Document if there is a safety margin established, and what are the budgets with the safety margin included. (93.124(a)).<br>Document if there has been any trading among budgets, and if so, which SIP establishes the trading mechanism, and how it is used in the conformity analysis (93.124(b)).<br>If there is more than one MPO in the area, document whether separate budgets are established for each MPO (93.124(d)). | Ch 6<br>pgs. 47-48 |                                                               |
| §93.118<br>(a, c, e)                      | Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the 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.                                                                                                                                                                                                                            | N/A                |                                                               |
| §93.118<br>(b)                            | Document for which years consistency with motor vehicle emissions budgets must be shown.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Ch 1<br>pgs. 12-16 |                                                               |
| §93.118<br>(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.<br>Document any interpolation performed to meet tests for years in which specific analysis is not required.                                                                                                                                                                                                                                                                                                                | Ch 6<br>pgs. 49-50 |                                                               |
| For Areas without Applicable SIP Budgets: |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                    |                                                               |

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| <b>40 CFR</b>                                               | <b>Criteria</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <b>Page</b>        | <b>Comments</b> |
|-------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-----------------|
| §93.119                                                     | <u>Document whether the area must meet just one or both interim emissions tests. If both, document that it is the “less than” form of these tests (i.e., §93.119(b)(1) and (c)(1) vs. (b)(2), (c)(2), and (d)).</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | N/A                |                 |
| §93.119 <sup>1</sup><br>(a, b, c, d)                        | Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the TIP and regionally significant non-Federal projects, are consistent with the requirements of the “Action/Baseline” or “Action/Baseline Year” emissions tests as applicable.                                                                                                                                                                                                                                                                                                                                                                              | N/A                |                 |
| §93.119<br>(e)                                              | Document the appropriate baseline year.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Ch 3<br>p. 31      |                 |
| §93.119<br>(f)                                              | Document the use of appropriate pollutants and if EPA or the state has made a finding that a particular precursor or component of PM10 is significant or insignificant.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Ch 6<br>pgs. 47-48 |                 |
| §93.119<br>(g)                                              | Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | N/A                |                 |
| §93.119<br>(h, i)                                           | Document how the baseline and action scenarios are defined for each analysis year.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Ch 3<br>pgs. 31-32 |                 |
| For All Areas Where a Regional Emissions Analysis Is Needed |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                    |                 |
| §93.122<br>(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 year it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis                                                                                                                                                                                                                                                                                                                                                | N/A                |                 |
| §93.122<br>(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 (a)(2).<br>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 (a)(3). | Ch 4<br>pgs. 37-39 |                 |
| §93.122                                                     | For nonregulatory measures that are not included in                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                    |                 |

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| <b>40 CFR</b>                        | <b>Criteria</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <b>Page</b>        | <b>Comments</b> |
|--------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-----------------|
| (a)(4,5,6,7)                         | the transportation plan and TIP, include written commitments from appropriate agencies (a)(4).<br>Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios (a)(5).<br>Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation (a)(6).<br>Document the method(s) used to estimate VMT on off-network roadways in the analysis (a)(7). | Ch 6<br>pgs. 47-48 |                 |
| §93.122<br>(b)(1)(i) <sup>ii</sup>   | 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<br>pgs. 19-30 |                 |
| §93.122<br>(b)(1)(ii) <sup>ii</sup>  | Document the land use, population, employment, and other network-based travel model assumptions.                                                                                                                                                                                                                                                                                                                                                                                                               | Ch 2<br>pgs. 19-30 |                 |
| §93.122<br>(b)(1)(iii) <sup>ii</sup> | 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<br>pgs. 19-30 |                 |
| §93.122<br>(b)(1)(iv) <sup>ii</sup>  | 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<br>pgs. 19-30 |                 |
| §93.122<br>(b)(1)(v) <sup>ii</sup>   | 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<br>pgs. 19-30 |                 |
| §93.122<br>(b)(1)(vi) <sup>ii</sup>  | Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.                                                                                                                                                                                                                                                                                                                                                                                      | Ch 2<br>pgs. 19-30 |                 |
| §93.122<br>(b)(2) <sup>ii</sup>      | 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<br>pgs. 19-30 |                 |
| §93.122<br>(b)(3) <sup>ii</sup>      | 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<br>pgs. 19-30 |                 |



| 40 CFR                          | Criteria                                                                                                                                                                                                                                                                                                                                        | Page               | Comments |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|----------|
| §93.122<br>(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<br>pgs. 19-30 |          |
| §93.122<br>(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 2<br>pgs. 19-30 |          |
| §93.122<br>(g)                  | If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis, i.e. that:                                                                                                                                                                                    | Ch 2<br>pgs. 19-30 |          |
|                                 | (g)(1)(i): the new plan and TIP contain all the projects that must be started to achieve the highway and transit system envisioned by the plan                                                                                                                                                                                                  | Ch 2<br>pgs. 19-30 |          |
|                                 | (g)(1)(ii): all plan and TIP projects are included in the transportation plan with design concept and scope adequate to determine their contribution to emissions in the previous determination;                                                                                                                                                | Ch 2<br>pgs. 19-30 |          |
|                                 | (g)(1)(iii): the design concept and scope of each regionally significant project in the new plan/TIP are not significantly different from that described in the previous;                                                                                                                                                                       | Ch 3               |          |
|                                 | (g)(1)(iv): the previous regional emissions analysis meets 93.118 or 93.119 as applicable                                                                                                                                                                                                                                                       | N/A                |          |
| §93.126,<br>§93.127,<br>§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. | Appx B             |          |

<sup>i</sup> Note that some areas are required to complete both Interim emissions tests.

<sup>ii</sup> 40 CFR 93.122(b) refers only to serious, severe and extreme ozone areas and serious CO areas above 200,000 population. Also note these procedures apply in any areas where the use of these procedures has been the previous practice of the MPO (40 CFR 93.122(d)).

Disclaimers

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

**APPENDIX B**

**TRANSPORTATION PROJECT LISTING**

**Regionally Significant Project Listing**

| RTP Project ID | Jurisdiction/ Agency | Facility Name/ Rte | Project Limits                                               | Type of Improvement                     | Open to Traffic | Year(s) Modeled |      |      |      |      |      |      |      |      |   | Estimated Cost (\$1,000's) |
|----------------|----------------------|--------------------|--------------------------------------------------------------|-----------------------------------------|-----------------|-----------------|------|------|------|------|------|------|------|------|---|----------------------------|
|                |                      |                    |                                                              |                                         |                 | 2019            | 2020 | 2021 | 2023 | 2026 | 2029 | 2031 | 2037 | 2042 |   |                            |
| TUL12-111      | Caltrans             | SR 99              | 30.6/35.2 Tulare/Tagus - Prosperity Ave to 1.2m S of Ave 280 | Widen from 4 to 6 lanes                 | 2022            |                 |      |      |      | X    | X    | X    | X    | X    | X | \$95,863                   |
| CT-RTP07-004   | Caltrans             | SR 99              | 25.5/30.6 Tulare - Avenue 200 to Prosperity Ave              | Widen from 4 to 6 lanes                 | 2029            |                 |      |      |      |      |      | X    | X    | X    | X | \$263,420                  |
| CT-RTP07-005   | Caltrans             | SR 99              | 16.0/25.5 South of Tipton to Avenue 200                      | Widen from 4 to 6 lanes                 | 2038            |                 |      |      |      |      |      |      |      |      | X | \$192,623                  |
| TUL12-122      | Caltrans             | SR 65              | 10.9/15.6 Terra Bella - Ave 88 to Ave 124                    | Widen from 2 to 4 lanes                 | 2029            |                 |      |      |      |      |      | X    | X    | X    | X | \$52,318                   |
| TUL12-123      | Caltrans             | SR 65              | 6.1/11.4 Ducor - Orris UP to Ave 92                          | Widen from 2 to 4 lanes                 | 2034            |                 |      |      |      |      |      |      |      | X    | X | \$75,680                   |
| TUL12-124      | Caltrans             | SR 65              | 0.0/.6.6 County Line to Ave 56                               | Widen from 2 to 4 lanes                 | 2040            |                 |      |      |      |      |      |      |      |      | X | \$108,309                  |
| CT-RTP11-001   | Caltrans             | SR 65              | 29.5/32.3 Near Lindsay-from Hermosa Rd to Ave 244            | Realignment and widen from 2 to 4 lanes | 2030            |                 |      |      |      |      |      |      | X    | X    | X | \$39,978                   |
| CT-RTP07-008   | Caltrans             | SR 190             | 8.5/15.0 Poplar/Porterville - Rte 65 to Road 184             | Widen from 2 to 4 lanes                 | 2042            |                 |      |      |      |      |      |      |      |      | X | \$133,532                  |
| CT-RTP11-002   | Caltrans             | SR 216 (Houston)   | Rd 144 to Rd 148; 0.5 mi.                                    | Widen from 2 to 4 lanes                 | 2030            |                 |      |      |      |      |      |      | X    | X    | X | \$7,103                    |
| CT-RTP11-003   | Caltrans             | SR 216 (Houston)   | Rd 148 to Rd 152; 0.5 mi.                                    | Widen from 2 to 4 lanes                 | 2035            |                 |      |      |      |      |      |      |      | X    | X | \$8,234                    |
| CT-RTP07-011   | Caltrans             | SR 99              | SR-99 at Caldwell Avenue                                     | Widen on/off ramps and bridge structure | 2026            |                 |      |      |      | X    | X    | X    | X    | X    | X | \$56,721                   |
| CT-RTP07-013   | Caltrans             | SR 99              | SR-99 at AgriCenter (Commercial)                             | Construct new Interchange               | 2025            |                 |      |      |      | X    | X    | X    | X    | X    | X | \$64,903                   |

**Regionally Significant Project Listing (continued)**

| RTP Project ID | Jurisdiction/ Agency | Facility Name/ Rte | Project Limits                                 | Type of Improvement                     | Open to Traffic | Year(s) Modeled |      |      |      |      |      |      |      |      |   | Estimated Cost (\$1,000's) |          |
|----------------|----------------------|--------------------|------------------------------------------------|-----------------------------------------|-----------------|-----------------|------|------|------|------|------|------|------|------|---|----------------------------|----------|
|                |                      |                    |                                                |                                         |                 | 2019            | 2020 | 2021 | 2023 | 2026 | 2029 | 2031 | 2037 | 2042 |   |                            |          |
| CT-RTP07-014   | Caltrans             | SR 99              | SR-99 at Paige Ave.                            | Widen on/off ramps and bridge structure | 2030            |                 |      |      |      |      |      |      |      | X    | X | X                          | \$83,360 |
| CT-RTP07-021   | Caltrans             | SR 198             | SR-198 at Road 148                             | Construct new interchange               | 2032            |                 |      |      |      |      |      |      |      |      | X | X                          | \$75,439 |
| CT-RTP07-022   | Caltrans             | SR 190             | SR-190 at Main Street                          | Widen bridge structure, new ramps       | 2040            |                 |      |      |      |      |      |      |      |      |   | X                          | \$80,056 |
| DI-RTP07-015   | Dinuba               | Alta Avenue        | Sequoia to Avenue 432                          | Widen from 2 to 4 lanes                 | 2031            |                 |      |      |      |      |      |      |      | X    | X | X                          | \$8,416  |
| TUL00-106      | Dinuba               | Ave 416 (El Monte) | Road 80 to Road 92                             | Widen from 2 to 4 lanes                 | 2042            |                 |      |      |      |      |      |      |      |      |   | X                          | \$30,114 |
| FA-RTP07-001   | Farmersville         | Farmersville Blvd. | Walnut Ave to Noble Ave. - 1 mi                | Widen from 2 to 4 lanes                 | 2022            |                 |      |      | X    | X    | X    | X    | X    | X    | X | X                          | \$22,195 |
| PO-RTP14-001   | Porterville          | Westwood St        | South of Orange Ave to South of Tule River     | Widen from 2 to 4 lanes                 | 2040            |                 |      |      |      |      |      |      |      |      |   | X                          | \$11,220 |
| PO-RTP18-002   | Porterville          | Newcomb St         | North of Tule River to south of Poplar Ditch   | New 4 lane overcrossing                 | 2035            |                 |      |      |      |      |      |      |      |      | X | X                          | \$68,982 |
| VI-RTP07-029   | Visalia              | Riggin Avenue      | Road 80 to SR-63 (various sections)            | Widen from 2 to 4 lanes                 | 2024            |                 |      |      |      | X    | X    | X    | X    | X    | X | X                          | \$31,840 |
| TUL00-010a     | Tulare Co.           | Avenue 280         | Santa Fe (Visalia) to Lovers Ln (Visalia)      | Widen from 2 to 4 lanes                 | 2022            |                 |      |      | X    | X    | X    | X    | X    | X    | X | X                          | \$26,304 |
| TUL00-010b     | Tulare Co.           | Avenue 280         | Lovers Ln (Visalia) to Virginia (Farmersville) | Widen from 2 to 4 lanes                 | 2024            |                 |      |      |      | X    | X    | X    | X    | X    | X | X                          | \$31,167 |
| TUL00-010c     | Tulare Co.           | Avenue 280         | Brundage (Farmersville) to Elberta (Exeter)    | Widen from 2 to 4 lanes                 | 2024            |                 |      |      |      | X    | X    | X    | X    | X    | X | X                          | \$24,501 |

**Regionally Significant Project Listing (continued)**

| RTP Project ID | Jurisdiction/ Agency | Facility Name/ Rte | Project Limits         | Type of Improvement                      | Open to Traffic | Year(s) Modeled |      |      |      |      |      |      |      | Estimated Cost (\$1,000's) |          |
|----------------|----------------------|--------------------|------------------------|------------------------------------------|-----------------|-----------------|------|------|------|------|------|------|------|----------------------------|----------|
|                |                      |                    |                        |                                          |                 | 2019            | 2020 | 2021 | 2023 | 2026 | 2029 | 2031 | 2037 |                            | 2042     |
| CT-RTP-07-018  | Visalia              | SR 198             | SR-198 at Akers Street | Minor widening & Safety Improvements     | 2020            |                 | X    | X    | X    | X    | X    | X    | X    | X                          | \$5,240  |
| LI-RTP18-001   | Lindsay              | SR 65              | SR-65 at Tulare Avenue | Roundabout and local street improvements | 2024            |                 |      |      |      | X    | X    | X    | X    | X                          | \$38,750 |

**Federally-Funded Non-Regionally Significant Projects**

None

**Exempt Projects**

| AGENCY          | MPO ID    | CTIPS ID    | Project Title                                                                                                                | Project Description                                                                                                                                                                                                    | Total Project Cost (in \$1,000's) | Exemption Code |
|-----------------|-----------|-------------|------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|----------------|
| Caltrans        | TUL12-146 | 21500000764 | Grouped Projects for Pavement Resurfacing and/or Rehabilitation on the State Highway System - Highway Maintenance            | Grouped Projects for Pavement Resurfacing and/or Rehabilitation on the State Highway System - Highway Maintenance. Throughout Tulare County                                                                            | \$5,696                           | 1.10           |
| Caltrans        | TUL12-155 | 21500000763 | Grouped Projects for Railroad/Highway Crossings - Section 130 Program                                                        | In Tulare County: Grouped Projects for Railroad/Highway Crossings - Section 130 Program                                                                                                                                | \$1,969                           | 1.08           |
| Caltrans        | TUL12-170 | 21500000381 | Grouped Projects for Safety Improvements-SHOPP Collision Reduction Program                                                   | In Tulare County: Grouped Projects for Safety Improvements-SHOPP Collision Reduction Program (Using Toll Credits)                                                                                                      | \$45,735                          | 1.06           |
| Caltrans        | TUL12-172 | 21500000383 | Grouped Projects for Bridge Rehabilitation and Reconstruction-SHOPP Bridge Preservation Program                              | In Tulare County: Grouped Projects for Bridge Rehabilitation and Reconstruction-SHOPP Bridge Preservation Program (Using Toll Credits)                                                                                 | \$53,711                          | 1.06           |
| Caltrans        | TUL12-175 | 21500000501 | Grouped Projects for Pavement Resurfacing and/or Rehabilitation-SHOPP Roadway Preservation                                   | In Tulare County: Grouped Projects for Pavement Resurfacing and/or Rehabilitation-SHOPP Roadway Preservation (Using Toll Credits)                                                                                      | \$19,121                          | 1.10           |
| Caltrans        | TUL13-125 | 21500000619 | Caltrans. Bridge No. 46C0208, Ave 364 Over Cottonwood Creek                                                                  | In Tulare County: Bridge No. 46C0208, Ave. 364 Over Cottonwood Creek, 0.2 miles west of SR-245; Replace 1 Lane Bridge with 2 Lane Bridge. (Toll Credits programmed for PE, RW & CON)                                   | \$3,450                           | 1.19           |
| Caltrans        | TUL13-150 | 21500000627 | Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement Resurfacing and /or rehabilitation - Minor Program | Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement Resurfacing and /or rehabilitation - Minor Program. Throughout Tulare County. (Using Toll Credits)                                           | \$3,447                           | 1.10           |
| Caltrans        | TUL18-102 | 21500000759 | State Route 190 and Westwood Roundabout and Operational Improvements                                                         | Near Porterville: at the intersection of State Route 190 and Westwood Avenue; construct a roundabout and intersection improvements                                                                                     | \$8,960                           | 5.04           |
| Dinuba, City of | TUL10-010 | 21500000513 | Alta Avenue and El Monte Way Signal Synchronization                                                                          | In Dinuba: along Alta Ave (Road 80) from Kamm Avenue (Avenue 408) to Nebraska Avenue (Avenue 424) and along El Monte Way (Avenue 416) from Englehart Avenue (Road 72) to Alta Avenue (Road 80); Signal Synchronization | \$452                             | 5.07           |
| Dinuba, City of | TUL17-001 | 21500000750 | City of Dinuba Alta and Nebraska Roundabout                                                                                  | In Dinuba: At intersection of Alta and Nebraska Avenues; construction of roundabout                                                                                                                                    | \$2,077                           | 5.01           |
| Exeter, City of | TUL18-100 | 21500000754 | Visalia Road (Avenue 280) Roadway Improvements                                                                               | In the City of Exeter: from Orange Avenue to approximately Jacob Place; installation of vehicle safety, traffic safety, traffic signal, transit stop, landscape, and operational improvements                          | \$6,020                           | 4.12           |

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**Exempt Projects (continued)**

| <b>AGENCY</b>        | <b>MPO ID</b> | <b>CTIPS ID</b> | <b>Project Title</b>                                                                         | <b>Project Description</b>                                                                                                                                                          | <b>Total Project Cost (in \$1,000's)</b> | <b>Exemption Code</b> |
|----------------------|---------------|-----------------|----------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|-----------------------|
| Porterville, City of | TUL14-200     | 21500000671     | Porterville City Transit ITS Improvements                                                    | In Porterville: Intellegent Transportation Systems (ITS) Improvements for Porterville City Transit                                                                                  | \$736                                    | 2.04                  |
| Porterville, City of | TUL16-006     | 21500000734     | City of Porterville Solid Waste Truck Purchases (2)                                          | In Porterville: Purchase of two (2) CNG-powered municipal solid waste trucks                                                                                                        | \$1,042                                  | 4.01                  |
| Porterville, City of | TUL16-206     | 21500000742     | Porterville City Transit Preventative Maintenance                                            | In Porterville: Porterville City Transit preventative maintenance activities using FTA 5307 funds                                                                                   | \$3,240                                  | 2.01                  |
| Porterville, City of | TUL17-000     | 21500000748     | City of Porterville Solid Waste Truck Purchases (3)                                          | In Porterville: Purchase of three (3) CNG-powered municipal solid waste trucks                                                                                                      | \$906                                    | 4.01                  |
| Porterville, City of | TUL17-201     | 21500000749     | Porterville Transit Charging Station Infrastructure                                          | Electric transit bus charging station infrastructure for Porterville Transit                                                                                                        | \$4,580                                  | 2.06                  |
| Tulare County        | TUL12-130     | 21500000595     | County of Tulare. Bridge No. 46C0300-Ave 108                                                 | In Tulare County: Bridge No. 46C0300, Ave. 108, Over Lakeland Canal, 0.5 miles east of SR-43; Replace 1 Lane Bridge with 2 Lane Bridge. (Toll Credits programmed for PE, RW, & CON) | \$2,920                                  | 1.19                  |
| Tulare County        | TUL13-121     | 21500000761     | County of Tulare. Bridge No. 46C0187, D129 Over Sand Creek                                   | In Tulare County: Bridge No. 46C0187, D129 Over Sand Creek, located 0.25 miles east of SR-63; Replace 1 Lane Bridge with 2 Lane Bridge. (Toll Credits programmed for PE, RW & CON)  | \$2,335                                  | 1.19                  |
| Tulare, City of      | TUL16-003     | 21500000731     | City of Tulare Solid Waste Truck Purchases                                                   | In Tulare: Purchase of six (6) diesel-powered municipal solid waste trucks                                                                                                          | \$3,431                                  | 4.01                  |
| Tulare, City of      | TUL16-200     | 21500000722     | Tulare City Transit Preventative Maintenance                                                 | In Tulare: Tulare City Transit preventative maintenance activities using FTA 5307 funds                                                                                             | \$4,288                                  | 2.01                  |
| Various Agencies     | TUL11-120     | 21500000549     | Grouped Projects for Bridge Rehabilitation and Reconstruction-HBP Program                    | In Tulare County: Grouped Projects for Bridge Rehabilitation and Reconstruction-HBP Program (Using Toll Credits)                                                                    | \$67,432                                 | 1.10                  |
| Various Agencies     | TUL12-144     | 21500000615     | Grouped Proejects for Safety Improvements - HSIP Program                                     | Grouped Proejects for Safety Improvements - HSIP Program. Throughout Tulare County                                                                                                  | \$6,717                                  | 1.06                  |
| Various Agencies     | TUL13-700     | 21500000624     | Grouped Projects for Pavement Resurfacing and/or Rehabilitaiton (STBGP)                      | In Tulare County Urbanized Area (UZA): Grouped Projects for Pavement Resurfacing and/or Rehabilitaiton - Surface Transportation Block Grant Program (STBGP) (Using Toll Credits)    | \$33,768                                 | 1.10                  |
| Various Agencies     | TUL16-001     | 21500000728     | Grouped Projects for Bicycle and Pedestrian Facilities funded with CMAQ                      | In Tulare County: Grouped Projects for Bicycle and Pedestrian Facilities funded with CMAQ funds. (Using Toll Credits)                                                               | \$5,360                                  | 3.02                  |
| Various Agencies     | TUL16-204     | 21500000727     | Grouped Projects for Operating Assistance to Transit Agencies                                | In Tulare County: Grouped Projects for Operating Assistance to Transit Agencies                                                                                                     | \$52,770                                 | 2.01                  |
| Various Agencies     | TUL16-205     | 21500000741     | Grouped Projects for Purchase of New Buses and Rail Cars to Replace Existing Vehicles or for | In Tulare County: Grouped Projects for Purchase of New Buses and Rail Cars to                                                                                                       | \$4,050                                  | 2.10                  |



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**Exempt Projects (continued)**

| <b>AGENCY</b>    | <b>MPO ID</b> | <b>CTIPS ID</b> | <b>Project Title</b>                                                   | <b>Project Description</b>                                                                                                                                                                                                                         | <b>Total Project Cost (in \$1,000's)</b> | <b>Exemption Code</b> |
|------------------|---------------|-----------------|------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|-----------------------|
|                  |               |                 | Minor Expansions to the Fleet                                          | Replace Existing Vehicle or for Minor Expansions of the Fleet                                                                                                                                                                                      |                                          |                       |
| Various Agencies | TUL16-500     | 21500000726     | Grouped Projects for Bicycle and Pedestrian Facilities funded with ATP | In Tulare County: Grouped Projects for Bicycle and Pedestrian Facilities funded with Active Transportation Program (ATP) funds                                                                                                                     | \$9,282                                  | 3.02                  |
| Various Agencies | TUL18-000     | 21500000753     | Grouped Projects for Engineering                                       | Grouped Projects for Engineering. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action | \$500                                    | 4.05                  |
| Visalia, City of | TUL15-209     | 21500000701     | Visalia City Transit Preventative Maintenance                          | In Visalia: Visalia City Transit preventative maintenance activities using FTA 5307 funds                                                                                                                                                          | \$7,440                                  | 2.01                  |
| Visalia, City of | TUL16-002     | 21500000730     | Northwest Downtown Traffic Signal Interconnections                     | In Visalia: At various locations in northwest portion of downtown area; replace existing copper wire traffic signal interconnects with fiber optic cable interconnects                                                                             | \$1,041                                  | 5.02                  |
| Visalia, City of | TUL16-008     | 21500000736     | Visalia City Transit Bus Purchases (3 electric transit buses)          | In Visalia: Purchase of 3 electric transit buses for Visalia City Transit                                                                                                                                                                          | \$2,476                                  | 2.10                  |
| Visalia, City of | TUL16-009     | 21500000737     | City of Visalia Solid Waste Truck Purchases (13)                       | In Visalia: Purchase of 13 CNG-powered municipal solid waste trucks                                                                                                                                                                                | \$4,610                                  | 4.01                  |
| Visalia, City of | TUL16-011     | 21500000740     | City of Visalia Tulare & Santa Fe Roundabout                           | In Visalia: at intersection of Tulare Avenue and Santa Fe Street; design and right-of-way acquisition for a roundabout with a Class I multi-use trail along the perimeter                                                                          | \$2,725                                  | 5.01                  |
| Visalia, City of | TUL17-200     | 21500000747     | City of Visalia Mobility Management                                    | In City of Visalia; FTA 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program - Mobility Management (Using Toll Credits)                                                                                                     | \$452                                    | 4.01                  |
| Visalia, City of | TUL19-200     | 21500000762     | Visalia City Transit Bus Purchases (4 electric transit buses)          | In Visalia: Purchase of 4 electric transit buses for Visalia City Transit                                                                                                                                                                          | \$3,302                                  | 2.10                  |

**APPENDIX C**

**CONFORMITY ANALYSIS DOCUMENTATION**

- 2019 Conformity EMFAC Spreadsheet
- 2015 Ozone Conformity Paved Road Spreadsheet
- 2019 Conformity Unpaved Road Dust Spreadsheet
- 2019 Conformity Construction Spreadsheet
- 2019 Conformity Totals Spreadsheet
- 2019 Conformity PM10 Trading Spreadsheet

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EMFAC Emissions (tons/day)

TULARE

| Pollutant                                   | Source                  | Description                                                              | 2020        | 2023        | 2026        | 2029        | 2031        | 2037        | 2042        |
|---------------------------------------------|-------------------------|--------------------------------------------------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 2008 and 2015 Ozone EMFAC 2014 (Summer Run) |                         | ROG Total Exhaust (All Vehicles Total)                                   | 2.91        | 2.32        | 2.01        | 1.79        | 1.64        | 1.30        | 1.17        |
|                                             |                         | <b>Conformity Total</b>                                                  | <b>3.00</b> | <b>2.40</b> | <b>2.10</b> | <b>1.80</b> | <b>1.70</b> | <b>1.40</b> | <b>1.20</b> |
| 2008 and 2015 Ozone EMFAC 2014 (Summer Run) |                         | NOx Total Exhaust (All Vehicles Total)                                   | 7.57        | 4.56        | 3.93        | 3.50        | 3.28        | 2.89        | 2.79        |
|                                             |                         | <b>Conformity Total</b>                                                  | <b>7.60</b> | <b>4.60</b> | <b>4.00</b> | <b>3.50</b> | <b>3.30</b> | <b>2.90</b> | <b>2.80</b> |
| PM-10                                       | EMFAC 2014 (Annual Run) | PM-10 Total (All Vehicles Total)<br>* includes tire & brake wear         | 0.70        |             |             | 0.70        |             | 0.72        | 0.75        |
|                                             |                         | <b>Conformity Total</b>                                                  | <b>0.70</b> |             |             | <b>0.70</b> |             | <b>0.72</b> | <b>0.75</b> |
| PM-10                                       | EMFAC 2007 (Annual Run) | NOx Total Exhaust (All Vehicles Total)                                   | 7.95        |             |             | 3.65        |             | 3.00        | 2.89        |
|                                             |                         | <b>Conformity Total</b>                                                  | <b>7.95</b> |             |             | <b>3.65</b> |             | <b>3.00</b> | <b>2.89</b> |
| PM2.5 Annual (1997 and 2012 standards)      | EMFAC 2014 (Annual Run) | PM2.5 Total Exhaust (All Vehicles Total)<br>* includes tire & brake wear | 0.30        |             |             | 0.29        |             | 0.30        | 0.30        |
|                                             |                         | <b>Conformity Total</b>                                                  | <b>0.30</b> |             |             | <b>0.30</b> |             | <b>0.30</b> | <b>0.30</b> |
| PM2.5 Annual (1997 and 2012 standards)      | EMFAC 2014 (Annual Run) | NOx Total Exhaust (All Vehicles Total)                                   | 7.12        |             |             | 3.65        |             | 3.00        | 2.89        |
|                                             |                         | <b>Conformity Total</b>                                                  | <b>7.10</b> |             |             | <b>3.60</b> |             | <b>3.00</b> | <b>2.90</b> |
| PM2.5 24-hour (2006 standard)               | EMFAC 2014 (Winter Run) | PM2.5 Total Exhaust (All Vehicles Total)<br>* includes tire & brake wear | 0.33        |             |             | 0.29        |             | 0.30        | 0.30        |
|                                             |                         | <b>Conformity Total</b>                                                  | <b>0.30</b> |             |             | <b>0.30</b> |             | <b>0.30</b> | <b>0.30</b> |
| PM2.5 24-hour (2006 standard)               | EMFAC 2014 (Winter Run) | NOx Total Exhaust (All Vehicles Total)                                   | 9.06        |             |             | 3.74        |             | 3.07        | 2.95        |
|                                             |                         | <b>Conformity Total</b>                                                  | <b>9.10</b> |             |             | <b>3.70</b> |             | <b>3.10</b> | <b>2.90</b> |

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Paved Road Dust Emissions (tons/day)

TULARE 2020

|                                                  | VMT Daily          | VMT (million/year) | Base Emissions (PM10 tpy) | Rain Adj. Emissions (PM10 tpy) | Rain Adj. Emissions (PM10 tons/day) | District Rule 8061/ISR Control Rates | Control-Adjusted Emissions |
|--------------------------------------------------|--------------------|--------------------|---------------------------|--------------------------------|-------------------------------------|--------------------------------------|----------------------------|
| Enter Freeway VMT ==>                            | Freeway 3,253,968  | 1,188              | 90.751                    | 88.076                         | 0.241                               | 0.075                                | 0.223                      |
| Enter Arterial VMT ==>                           | Arterial 6,263,530 | 2,286              | 290.695                   | 282.116                        | 0.773                               | 0.282                                | 0.555                      |
| Enter Collector VMT ==>                          | Collector 517,806  | 189                | 24.031                    | 23.323                         | 0.064                               | 0.407                                | 0.038                      |
| Enter Total of Urban and Rural Local VMT Here => | Urban 497,181      | 181                | 172.863                   | 167.768                        | 0.460                               | 0.324                                | 0.311                      |
|                                                  | Rural 183,889      | 67                 | 276.571                   | 268.418                        | 0.735                               | 0.090                                | 0.669                      |
|                                                  | <b>681,070</b>     |                    |                           |                                |                                     |                                      |                            |
| Totals                                           | 10,716,374         | 3,911              | 854.900                   | 829.701                        | 2.273                               |                                      | 1.796                      |

TULARE 2029

|                                                  | VMT Daily          | VMT (million/year) | Base Emissions (PM10 tpy) | Rain Adj. Emissions (PM10 tpy) | Rain Adj. Emissions (PM10 tons/day) | District Rule 8061/ISR Control Rates | Control-Adjusted Emissions |
|--------------------------------------------------|--------------------|--------------------|---------------------------|--------------------------------|-------------------------------------|--------------------------------------|----------------------------|
| Enter Freeway VMT ==>                            | Freeway 3,519,054  | 1,284              | 98.144                    | 95.251                         | 0.261                               | 0.075                                | 0.241                      |
| Enter Arterial VMT ==>                           | Arterial 6,744,688 | 2,462              | 313.015                   | 303.788                        | 0.832                               | 0.282                                | 0.598                      |
| Enter Collector VMT ==>                          | Collector 591,256  | 216                | 27.440                    | 26.631                         | 0.073                               | 0.407                                | 0.043                      |
| Enter Total of Urban and Rural Local VMT Here => | Urban 532,734      | 194                | 185.224                   | 179.764                        | 0.493                               | 0.324                                | 0.333                      |
|                                                  | Rural 197,038      | 72                 | 296.347                   | 287.612                        | 0.788                               | 0.090                                | 0.717                      |
|                                                  | <b>729,772</b>     |                    |                           |                                |                                     |                                      |                            |
| Totals                                           | 11,584,771         | 4,228              | 920.170                   | 893.047                        | 2.447                               |                                      | 1.932                      |

TULARE 2037

|                                                  | VMT Daily          | VMT (million/year) | Base Emissions (PM10 tpy) | Rain Adj. Emissions (PM10 tpy) | Rain Adj. Emissions (PM10 tons/day) | District Rule 8061/ISR Control Rates | Control-Adjusted Emissions |
|--------------------------------------------------|--------------------|--------------------|---------------------------|--------------------------------|-------------------------------------|--------------------------------------|----------------------------|
| Enter Freeway VMT ==>                            | Freeway 3,689,275  | 1,347              | 102.891                   | 99.859                         | 0.274                               | 0.075                                | 0.253                      |
| Enter Arterial VMT ==>                           | Arterial 7,112,354 | 2,596              | 330.078                   | 320.348                        | 0.878                               | 0.282                                | 0.630                      |
| Enter Collector VMT ==>                          | Collector 664,480  | 243                | 30.838                    | 29.929                         | 0.082                               | 0.407                                | 0.049                      |
| Enter Total of Urban and Rural Local VMT Here => | Urban 561,356      | 205                | 195.176                   | 189.423                        | 0.519                               | 0.324                                | 0.351                      |
|                                                  | Rural 207,625      | 76                 | 312.269                   | 303.065                        | 0.830                               | 0.090                                | 0.756                      |
|                                                  | <b>768,980</b>     |                    |                           |                                |                                     |                                      |                            |
| Totals                                           | 12,235,089         | 4,466              | 971.252                   | 942.623                        | 2.583                               |                                      | 2.038                      |

TULARE 2042

|                                                  | VMT Daily          | VMT (million/year) | Base Emissions (PM10 tpy) | Rain Adj. Emissions (PM10 tpy) | Rain Adj. Emissions (PM10 tons/day) | District Rule 8061/ISR Control Rates | Control-Adjusted Emissions |
|--------------------------------------------------|--------------------|--------------------|---------------------------|--------------------------------|-------------------------------------|--------------------------------------|----------------------------|
| Enter Freeway VMT ==>                            | Freeway 3,850,632  | 1,405              | 107.392                   | 104.226                        | 0.286                               | 0.075                                | 0.264                      |
| Enter Arterial VMT ==>                           | Arterial 7,363,655 | 2,688              | 341.740                   | 331.667                        | 0.909                               | 0.282                                | 0.652                      |
| Enter Collector VMT ==>                          | Collector 692,103  | 253                | 32.120                    | 31.173                         | 0.085                               | 0.407                                | 0.051                      |
| Enter Total of Urban and Rural Local VMT Here => | Urban 578,915      | 211                | 201.281                   | 195.348                        | 0.535                               | 0.324                                | 0.362                      |
|                                                  | Rural 214,119      | 78                 | 322.037                   | 312.545                        | 0.856                               | 0.090                                | 0.779                      |
|                                                  | <b>793,035</b>     |                    |                           |                                |                                     |                                      |                            |
| Totals                                           | 12,699,425         | 4,635              | 1004.570                  | 974.959                        | 2.671                               |                                      | 2.108                      |

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

TULARE

|                                                                                        |
|----------------------------------------------------------------------------------------|
| HPMS Local Urban/Rural Percent<br>From 1998 Assembly of Statistical Reports - Caltrans |
| 73.0% Urban                                                                            |
| 27.0% 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            |

TULARE

|                       | January | February | March | April | May  | June | July | August | September | October | November | December | Total/Average |
|-----------------------|---------|----------|-------|-------|------|------|------|--------|-----------|---------|----------|----------|---------------|
| Rain Days             | 8.0     | 7.3      | 6.8   | 4.0   | 2.0  | 0.3  | 0.0  | 0.0    | 1.0       | 2.0     | 4.8      | 6.8      | 42.8          |
| Total Days            | 31      | 28       | 31    | 30    | 31   | 30   | 31   | 31     | 30        | 31      | 30       | 31       | 365           |
| Rain Reduction Factor | 0.94    | 0.94     | 0.95  | 0.97  | 0.98 | 1.00 | 1.00 | 1.00   | 0.99      | 0.98    | 0.96     | 0.95     | 0.97          |

*Tulare County Association of Governments  
Final 2019 Conformity Analysis for 2019 FTIP Amendment No. 9  
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**Unpaved Road Dust Emissions (tons/day)**

**TULARE 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 | 128.6 | 10                     | 469.4           | 469.390                   | 414.047                        | 1.134                               | 0.333                                | 0.757                      |

**TULARE 2029**

|             | 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 | 128.6 | 10                     | 469.4           | 469.390                   | 414.047                        | 1.134                               | 0.333                                | 0.757                      |

**TULARE 2037**

|             | 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 | 128.6 | 10                     | 469.4           | 469.390                   | 414.047                        | 1.134                               | 0.333                                | 0.757                      |

**TULARE 2042**

|             | 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 | 128.6 | 10                     | 469.4           | 469.390                   | 414.047                        | 1.134                               | 0.333                                | 0.757                      |

**DO NOT CHANGE ANY ITEMS BELOW THIS LINE**

| <b>TULARE</b>         |         |          |       |       |      |      |      |        |           |         |          |          |               |
|-----------------------|---------|----------|-------|-------|------|------|------|--------|-----------|---------|----------|----------|---------------|
|                       | January | February | March | April | May  | June | July | August | September | October | November | December | Total/Average |
| Rain Days             | 8.0     | 7.3      | 6.8   | 4.0   | 2.0  | 0.3  | 0.0  | 0.0    | 1.0       | 2.0     | 4.8      | 6.8      | 42.8          |
| Total Days            | 31      | 28       | 31    | 30    | 31   | 30   | 31   | 31     | 30        | 31      | 30       | 31       | 365           |
| Rain Reduction Factor | 0.74    | 0.74     | 0.78  | 0.87  | 0.94 | 0.99 | 1.00 | 1.00   | 0.97      | 0.94    | 0.84     | 0.78     | 0.88          |

**Road Construction Dust**

**TULARE**

| Description                           | 2020 |              | 2029 |              | 2037 |              | 2042 |              |
|---------------------------------------|------|--------------|------|--------------|------|--------------|------|--------------|
|                                       | Year | Lane Miles   | Year | Lane Miles   | Year | Lane Miles   | Year | Lane Miles   |
| Baseline                              | 2005 | 3986         | 2020 | 4192         | 2029 | 4302         | 2037 | 4394         |
| Horizon                               | 2020 | 4,192        | 2029 | 4,302        | 2037 | 4,394        | 2042 | 4,461        |
| Difference                            | 15   | 206          | 9    | 110          | 8    | 92           | 5    | 67           |
| Lane Miles per Year                   |      | 14           |      | 12           |      | 12           |      | 13           |
| Acres Disturbed                       |      | 53           |      | 47           |      | 45           |      | 52           |
| Acre-Months                           |      | 959          |      | 853          |      | 803          |      | 936          |
| Emissions (tons/year)                 |      | 105.472      |      | 93.867       |      | 88.320       |      | 102.912      |
| Annual Average Day Emissions (tons)   |      | 0.289        |      | 0.257        |      | 0.242        |      | 0.282        |
| District Rule 8021 Control Rates      |      | 0.290        |      | 0.290        |      | 0.290        |      | 0.290        |
| <b>Total Emissions (tons per day)</b> |      | <b>0.205</b> |      | <b>0.183</b> |      | <b>0.172</b> |      | <b>0.200</b> |

2019 Conformity Analysis Results Summary -- TULARE

| Standard            | Analysis Year | Emissions Total |                | DID YOU PASS? |     |
|---------------------|---------------|-----------------|----------------|---------------|-----|
|                     |               | ROG (tons/day)  | NOx (tons/day) | ROG           | NOx |
| 2008 and 2015 Ozone | 2020 Budget   | 3.0             | 7.6            |               |     |
|                     | 2020          | 3.0             | 7.6            | YES           | YES |
|                     |               |                 |                |               |     |
|                     | 2023 Budget   | 2.4             | 4.6            |               |     |
|                     | 2023          | 2.4             | 4.6            | YES           | YES |
|                     |               |                 |                |               |     |
|                     | 2026 Budget   | 2.1             | 4.0            |               |     |
|                     | 2026          | 2.1             | 4.0            | YES           | YES |
|                     |               |                 |                |               |     |
|                     | 2029 Budget   | 1.8             | 3.7            |               |     |
|                     | 2029          | 1.8             | 3.5            | YES           | YES |
|                     |               |                 |                |               |     |
| 2031 Budget         | 1.7           | 3.5             |                |               |     |
| 2031                | 1.7           | 3.3             | YES            | YES           |     |
| 2037                | 1.4           | 2.9             | YES            | YES           |     |
| 2042                | 1.2           | 2.8             | YES            | YES           |     |

| Standard | Analysis Year        | Emissions Total  |                | DID YOU PASS? |     |
|----------|----------------------|------------------|----------------|---------------|-----|
|          |                      | PM-10 (tons/day) | NOx (tons/day) | PM-10         | NOx |
| PM-10    | Adjusted 2020 Budget | 3.5              | 8.3            |               |     |
|          | 2020                 | 3.5              | 7.9            | YES           | YES |
|          |                      |                  |                |               |     |
|          | Adjusted 2020 Budget | 3.6              | 8.1            |               |     |
|          | 2029                 | 3.6              | 3.6            | YES           | YES |
|          |                      |                  |                |               |     |
|          | Adjusted 2020 Budget | 3.7              | 8.0            |               |     |
|          | 2037                 | 3.7              | 3.0            | YES           | YES |
|          |                      |                  |                |               |     |
|          | Adjusted 2020 Budget | 3.8              | 7.8            |               |     |
| 2042     | 3.8                  | 2.9              | YES            | YES           |     |

| Standard                                            | Analysis Year | Emissions Total  |                | DID YOU PASS? |     |
|-----------------------------------------------------|---------------|------------------|----------------|---------------|-----|
|                                                     |               | PM2.5 (tons/day) | NOx (tons/day) | PM2.5         | NOx |
| 1997 24-Hour and 1997 & 2012 Annual PM2.5 Standards |               |                  |                |               |     |
|                                                     | 2014 Budget   | 0.5              | 13.8           |               |     |
|                                                     | 2021          | 0.3              | 7.1            | YES           | YES |
|                                                     |               |                  |                |               |     |
|                                                     | 2014 Budget   | 0.5              | 13.8           |               |     |
|                                                     | 2029          | 0.3              | 3.6            | YES           | YES |
|                                                     |               |                  |                |               |     |
|                                                     | 2014 Budget   | 0.5              | 13.8           |               |     |
|                                                     | 2037          | 0.3              | 3.0            | YES           | YES |
|                                                     |               |                  |                |               |     |
| 2014 Budget                                         | 0.5           | 13.8             |                |               |     |
| 2042                                                | 0.3           | 2.9              | YES            | YES           |     |

| Standard                           | Analysis Year | Emissions Total  |                | DID YOU PASS? |     |
|------------------------------------|---------------|------------------|----------------|---------------|-----|
|                                    |               | PM2.5 (tons/day) | NOx (tons/day) | PM2.5         | NOx |
| 2006 PM2.5 Winter 24-Hour Standard |               |                  |                |               |     |
|                                    | 2017 Budget   | 0.4              | 11.2           |               |     |
|                                    | 2019          | 0.3              | 9.1            | YES           | YES |
|                                    |               |                  |                |               |     |
|                                    | 2017 Budget   | 0.4              | 11.2           |               |     |
|                                    | 2029          | 0.3              | 3.7            | YES           | YES |
|                                    |               |                  |                |               |     |
|                                    | 2017 Budget   | 0.4              | 11.2           |               |     |
|                                    | 2037          | 0.3              | 3.1            | YES           | YES |
|                                    |               |                  |                |               |     |
| 2017 Budget                        | 0.4           | 11.2             |                |               |     |
| 2042                               | 0.3           | 2.9              | YES            | YES           |     |

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*Tulare County Association of Governments  
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| <b>PM-10</b> | Total On-Road Exhaust |       | Paved Road Dust |     | Unpaved Road Dust |     | Road Construction Dust |     | <b>Total</b> |            |
|--------------|-----------------------|-------|-----------------|-----|-------------------|-----|------------------------|-----|--------------|------------|
|              | PM-10                 | Nox   | PM-10           | Nox | PM-10             | Nox | PM-10                  | Nox | <b>PM-10</b> | <b>Nox</b> |
| 2020         | 0.703                 | 7.946 | 1.796           |     | 0.757             |     | 0.205                  |     | <b>3.5</b>   | <b>7.9</b> |
| 2029         | 0.702                 | 3.649 | 1.932           |     | 0.757             |     | 0.183                  |     | <b>3.6</b>   | <b>3.6</b> |
| 2037         | 0.724                 | 3.005 | 2.038           |     | 0.757             |     | 0.172                  |     | <b>3.7</b>   | <b>3.0</b> |
| 2042         | 0.746                 | 2.892 | 2.108           |     | 0.757             |     | 0.200                  |     | <b>3.8</b>   | <b>2.9</b> |



**PM10 Emission Trading Worksheet**

**TULARE CONFORMITY ESTIMATES (tons/day)**

|                        | 2020         |              | 2029         |              | 2037         |              | 2042         |              |
|------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                        | PM10         | NOx          | PM10         | NOx          | PM10         | NOx          | PM10         | NOx          |
| Total On-Road Exhaust  | 0.703        | 7.946        | 0.702        | 3.649        | 0.724        | 3.005        | 0.746        | 2.892        |
| Paved Road Dust        | 1.796        |              | 1.932        |              | 2.038        |              | 2.108        |              |
| Unpaved Road Dust      | 0.757        |              | 0.757        |              | 0.757        |              | 0.757        |              |
| Road Construction Dust | 0.205        |              | 0.183        |              | 0.172        |              | 0.200        |              |
| <b>Total</b>           | <b>3.461</b> | <b>7.946</b> | <b>3.573</b> | <b>3.649</b> | <b>3.691</b> | <b>3.005</b> | <b>3.811</b> | <b>2.892</b> |

**Difference (2020 Budget - 2020)**

|                                  | PM10        | NOx        |
|----------------------------------|-------------|------------|
| 2020 Budgets                     | 3.4         | 8.4        |
| 2020                             | 3.5         | 7.9        |
| <b>Difference</b>                | <b>-0.1</b> | <b>0.5</b> |
| * 1.5 (Adjustment to NOx Budget) |             | 0.2        |

**NOTE: ONLY IMPLEMENT TRADING IF NECESSARY (I.E., CONFORMITY FAILURE IN TOTALS WORKSHEET)**

**Difference (2020 Budget - 2029)**

|                                  | PM10        | NOx        |
|----------------------------------|-------------|------------|
| 2020 Budgets                     | 3.4         | 8.4        |
| 2029                             | 3.6         | 3.6        |
| <b>Difference</b>                | <b>-0.2</b> | <b>4.8</b> |
| * 1.5 (Adjustment to NOx Budget) |             | 0.3        |

**NOTE: ONLY IMPLEMENT TRADING IF NECESSARY (I.E., CONFORMITY FAILURE IN TOTALS WORKSHEET)**

**Difference (2020 Budget - 2037)**

|                                  | PM10        | NOx        |
|----------------------------------|-------------|------------|
| 2020 Budgets                     | 3.4         | 8.4        |
| 2037                             | 3.7         | 3.0        |
| <b>Difference</b>                | <b>-0.3</b> | <b>5.4</b> |
| * 1.5 (Adjustment to NOx Budget) |             | 0.5        |

**NOTE: ONLY IMPLEMENT TRADING IF NECESSARY (I.E., CONFORMITY FAILURE IN TOTALS WORKSHEET)**

**Difference (2020 Budget - 2042)**

|                                  | PM10        | NOx        |
|----------------------------------|-------------|------------|
| 2020 Budgets                     | 3.4         | 8.4        |
| 2042                             | 3.8         | 2.9        |
| <b>Difference</b>                | <b>-0.4</b> | <b>5.5</b> |
| * 1.5 (Adjustment to NOx Budget) |             | 0.6        |

**NOTE: ONLY IMPLEMENT TRADING IF NECESSARY (I.E., CONFORMITY FAILURE IN TOTALS WORKSHEET)**

**1:1.5 PM10 to NOx Trading**

|                       |            |            |
|-----------------------|------------|------------|
| Adjusted 2020 Budget  | 3.5        | 8.3        |
| 2020 Conformity Total | 3.5        | 7.9        |
| <b>Difference</b>     | <b>0.0</b> | <b>0.4</b> |

**NOTE: FINAL DIFFERENCE MUST BE POSITIVE**

|                       |            |            |
|-----------------------|------------|------------|
| Adjusted 2020 Budget  | 3.6        | 8.1        |
| 2029 Conformity Total | 3.6        | 3.6        |
| <b>Difference</b>     | <b>0.0</b> | <b>4.5</b> |

**NOTE: FINAL DIFFERENCE MUST BE POSITIVE**

|                       |            |            |
|-----------------------|------------|------------|
| Adjusted 2020 Budget  | 3.7        | 8.0        |
| 2037 Conformity Total | 3.7        | 3.0        |
| <b>Difference</b>     | <b>0.0</b> | <b>5.0</b> |

**NOTE: FINAL DIFFERENCE MUST BE POSITIVE**

|                       |            |            |
|-----------------------|------------|------------|
| Adjusted 2020 Budget  | 3.8        | 7.8        |
| 2042 Conformity Total | 3.8        | 2.9        |
| <b>Difference</b>     | <b>0.0</b> | <b>4.9</b> |

**NOTE: FINAL DIFFERENCE MUST BE POSITIVE**

**APPENDIX D**

**TIMELY IMPLEMENTATION DOCUMENTATION FOR  
TRANSPORTATION CONTROL MEASURES**

**Tulare County Association of Governments  
RACM Timely Implementation Documentation**

| <b>Agency</b> | <b>RACM Commitment</b> | <b>Measure Title</b>                       | <b>Measure Description (not verbatim)</b>                                                                                                                                             | <b>Implementation Status (as of January 2019)</b>                                                              | <b>Conformity Analysis for the 2019 FTIP Amend. 9 and 2018 RTP Amend. 1 (as of July 2019)</b>                     |
|---------------|------------------------|--------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|
| TCAG          | TU3.3                  | Employer Rideshare Program Incentives      | TCAG Outreach program through 2006                                                                                                                                                    | Commitment complete.                                                                                           | Commitment complete.                                                                                              |
| Exeter        | TU9.5                  | Encouragement of Bicycle Travel            | Implement projects that fund, construct, or promote pedestrian and bicycle facilities.                                                                                                | The Belmont Avenue Class I Trail has commenced construction and is anticipated to be completed in Summer 2019. | The Belmont Avenue Class I Trail has commenced construction and is anticipated to be completed in September 2019. |
| Farmersville  | TU1.5                  | Expansion of Public Transportation Systems | Seek opportunities to ensure more frequent stops of Orange Line in City and encourage ridership by making bus schedules available at City Hall and reminders on utility bills in 2002 | Commitment complete.                                                                                           | Commitment complete.                                                                                              |
| Farmersville  | TU5.5                  | Removal of On-Street Parking               | Consider removing on-street parking on Visalia Road and some in downtown during FY 2002/03                                                                                            | Commitment complete.                                                                                           | Commitment complete.                                                                                              |

**Tulare County Association of Governments  
 RACM Timely Implementation Documentation**

| Agency       | RACM Commitment | Measure Title                               | Measure Description (not verbatim)                                                             | Implementation Status (as of January 2019)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Conformity Analysis for the 2019 FTIP Amend. 9 and 2018 RTP Amend. 1 (as of July 2019)                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|--------------|-----------------|---------------------------------------------|------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Farmersville | TU5.9           | Bus Pullouts in Curbs for Passenger Loading | Consider bus pull out on Visalia Road and Downtown during FY 2002/03                           | Commitment complete.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Commitment complete.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Farmersville | TU5.16          | Adaptive traffic signals and signal timing  | New traffic signals will have adaptive traffic signals and signal timing as they are installed | The roundabouts at Noble Ave & Farmersville Boulevard and Noble Ave & SR 198 are complete and open to traffic. The traffic signal proposed at Road 168 and Avenue 288 (Walnut) is proposed once a junior high is constructed. The existing traffic signal at Farmersville Boulevard and Avenue 288 (Walnut) is still to be modified. The project is currently in design. The design consultant has updated the project schedule and has indicated the project should be ready to bid (design and right of way completed) in January 2019 and expected to be ready to bid (design and right of way completed) in the summer of 2019. | The roundabouts at Noble Ave & Farmersville Boulevard and Noble Ave & SR 198 are complete and open to traffic. The traffic signal proposed at Road 168 and Avenue 288 (Walnut) is proposed once a junior high is constructed. The existing traffic signal at Farmersville Boulevard and Avenue 288 (Walnut) is still to be modified. The project is currently in design. The design consultant has updated the project schedule and has indicated the project should be ready to bid (design and right of way completed) in January 2020. |

**Tulare County Association of Governments  
RACM Timely Implementation Documentation**

| <b>Agency</b> | <b>RACM Commitment</b> | <b>Measure Title</b>                                    | <b>Measure Description (not verbatim)</b>                                                     | <b>Implementation Status (as of January 2019)</b> | <b>Conformity Analysis for the 2019 FTIP Amend. 9 and 2018 RTP Amend. 1 (as of July 2019)</b> |
|---------------|------------------------|---------------------------------------------------------|-----------------------------------------------------------------------------------------------|---------------------------------------------------|-----------------------------------------------------------------------------------------------|
| Lindsay       | TU1.7                  | Free transit during special events                      | Trolley rides will be given during the annual Chili Cook-off celebration through October 2005 | Commitment complete.                              | Commitment complete.                                                                          |
| Lindsay       | TU5.3                  | Reduce Traffic Congestion at Major Intersections        | Five pedestrian corridor projects by Fall 2003                                                | Commitment complete.                              | Commitment complete.                                                                          |
| Lindsay       | TU5.4                  | Site-Specific Transportation Control Measures           | Five pedestrian corridor projects by Fall 2003                                                | Commitment complete.                              | Commitment complete.                                                                          |
| Lindsay       | TU6.1                  | Park and Ride Lots                                      | Continue to use and maintain two park and ride lots from 2002 - 2005                          | Commitment complete.                              | Commitment complete.                                                                          |
| Lindsay       | TU7.3                  | Involve school districts to encourage walking to school | Five pedestrian corridor projects by Fall 2003                                                | Commitment complete.                              | Commitment complete.                                                                          |
| Lindsay       | TU9.2                  | Encouragement of Pedestrian Travel                      | Five pedestrian corridor projects by Fall 2003                                                | Commitment complete.                              | Commitment complete.                                                                          |
| Lindsay       | TU9.3                  | Bicycle/Pedestrian Program                              | Five pedestrian corridor projects by Fall 2003                                                | Commitment complete.                              | Commitment complete.                                                                          |
| Lindsay       | TU9.5                  | Encouragement of Bicycle Travel                         | Five pedestrian corridor projects by Fall 2003                                                | Commitment complete.                              | Commitment complete.                                                                          |
| Lindsay       | TCM4                   | Bicycle Programs                                        | Five pedestrian corridor projects by Fall 2003                                                | Commitment complete.                              | Commitment complete.                                                                          |

**Tulare County Association of Governments  
RACM Timely Implementation Documentation**

| <b>Agency</b> | <b>RACM Commitment</b> | <b>Measure Title</b>                                                                       | <b>Measure Description (not verbatim)</b>                                                    | <b>Implementation Status (as of January 2019)</b>                                                                                                                                                                                                            | <b>Conformity Analysis for the 2019 FTIP Amend. 9 and 2018 RTP Amend. 1 (as of July 2019)</b>                                                                                                                                                  |
|---------------|------------------------|--------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Porterville   | TU1.2                  | Transit Access to Airports                                                                 | Provide demand response transit to and from the airport through at least 2007.               | Porterville COLT continues to provide this service.                                                                                                                                                                                                          | Porterville COLT continues to provide this service.                                                                                                                                                                                            |
| Porterville   | TU1.6                  | Transit Service Improvements in Combination with Park-and-Ride Lots and Parking Management | Create a bus stop adjacent to a proposed new Park-and-Ride lot prior to end of 2003.         | Commitment Complete                                                                                                                                                                                                                                          | Commitment complete.                                                                                                                                                                                                                           |
| Porterville   | TU1.7                  | Free transit during special events                                                         | Provide free shuttle bus service during the Sutton Iris Farm Festival through at least 2006. | Commitment complete.                                                                                                                                                                                                                                         | Commitment complete.                                                                                                                                                                                                                           |
| Porterville   | TU5.4                  | Site-Specific Transportation Control Measures                                              | Construct left turn lanes at designated intersections by 2003.                               | Commitment complete.                                                                                                                                                                                                                                         | Commitment complete.                                                                                                                                                                                                                           |
| Porterville   | TU5.9                  | Bus Pullouts in Curbs for Passenger Loading                                                | Construct one bus pull-out on Olive Avenue at Westwood; construct others as needed.          | The bus pullout located at Olive and Westwood has been completed. The City has also completed bus turnouts at Olive and Plano, as well as, Putnam and Pearson. Next year, the City will be improving several other bus stops with the available FTA funding. | The bus pullout located at Olive and Westwood has been completed. The City has also completed bus turnouts at Olive and Plano, as well as at Putnam and Pearson. The City will be evaluating improving other bus stops with available funding. |

**Tulare County Association of Governments  
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|---------------|------------------------|--------------------------------------------|------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Porterville   | TU5.16                 | Adaptive traffic signals and signal timing | Adaptive traffic signals will be installed on designated corridors in the City by 2003.                                | Commitment complete.                                                                                                                                                                    | Commitment complete.                                                                                                                                                              |
| Porterville   | TU9.5                  | Encouragement of Bicycle Travel            | Hold dedication ceremonies for future phases of Tule River Parkway that encourage public use of bikeways through 2003. | Commitment complete.                                                                                                                                                                    | Commitment complete.                                                                                                                                                              |
| Porterville   | TU10.2                 | Bike Racks on Buses                        | Equip new buses with bike racks through at least 2006.                                                                 | Commitment complete.                                                                                                                                                                    | Commitment complete.                                                                                                                                                              |
| Porterville   | TCM3                   | Rideshare Programs                         | Publish an article in "The Pen" that encourages rideshare within the City. Implementation by FY 2002/03.               | Commitment complete.                                                                                                                                                                    | Commitment complete.                                                                                                                                                              |
| Tulare        | TU1.1                  | Regional Express Bus Program               | Provide regional express bus service to connect with other transit services through at least 2007.                     | The Tulare InterModal Express (TIME) fixed route service continues to provide connections to VCC (Visalia Transit) and TCAT.                                                            | The Tulare InterModal Express (TIME) fixed route service continues to provide connections to Visalia Transit and TCAT.                                                            |
| Tulare        | TU1.2                  | Transit Access to Airports                 | Provide transit access to local airports through connection with other transit lines through at least 2007.            | The TIME fixed route service continues to provide connections to VCC (Visalia Transit) which provides service to the Visalia Municipal Airport and the Fresno Airport (via the V-Line). | The TIME fixed route service continues to provide connections to Visalia Transit which provides service to the Visalia Municipal Airport and the Fresno Airport (via the V-Line). |

**Tulare County Association of Governments  
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| <b>Agency</b> | <b>RACM Commitment</b> | <b>Measure Title</b>                                                                       | <b>Measure Description (not verbatim)</b>                                                                                                                    | <b>Implementation Status (as of January 2019)</b>                                                                                | <b>Conformity Analysis for the 2019 FTIP Amend. 9 and 2018 RTP Amend. 1 (as of July 2019)</b>                                    |
|---------------|------------------------|--------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|
| Tulare        | TU1.5                  | Expansion of Public Transportation Systems                                                 | Provide for the expansion and enhancement of existing transit services within the City through Unmet Needs and updating the City's Transit Development Plan. | The City continues to participate in the Unmet Needs Process. The City continues to implement the 2014 Short Range Transit Plan. | The City continues to participate in the Unmet Needs Process. The City continues to implement the 2014 Short Range Transit Plan. |
| Tulare        | TU1.6                  | Transit Service Improvements in Combination with Park-and-Ride Lots and Parking Management | The City will provide of adequate parking at transit facilities as park-and-ride lots. Implementation from 1999 through FY 2002/03.                          | Commitment complete.                                                                                                             | Commitment complete.                                                                                                             |
| Tulare        | TU1.7                  | Free transit during special events                                                         | Provide free transit service during special events through at least 2007.                                                                                    | Commitment complete.                                                                                                             | Commitment complete.                                                                                                             |
| Tulare        | TU1.9                  | Increase parking at transit centers or stops                                               | Encourage transit convenience by providing additional parking at transit centers. Implementation from 1999 through FY 2002/03.                               | Commitment complete.                                                                                                             | Commitment complete.                                                                                                             |
| Tulare        | TU5.4                  | Site-Specific Transportation Control Measures                                              | Install additional traffic signals as warranted.                                                                                                             | See Project TID Table                                                                                                            | See Project TID Table                                                                                                            |
| Tulare        | TU5.9                  | Bus Pullouts in Curbs for Passenger Loading                                                | Provide bus pull-outs for passenger loading and unloading.                                                                                                   | See Project TID Table                                                                                                            | See Project TID Table                                                                                                            |



**Tulare County Association of Governments  
RACM Timely Implementation Documentation**

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|---------------|------------------------|---------------------------------------------------------|--------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|
| Tulare        | TU5.16                 | Adaptive traffic signals and signal timing              | Install adaptive and emergency vehicle pre-emptive traffic signals.                              | Commitment Complete.                                                                                                                | Commitment complete.                                                                                                                |
| Tulare        | TU10.2                 | Bike Racks on Buses                                     | Encourage pedestrian and bicycle travel as an alternative to automobile travel.                  | The city continues to evaluate potential for additional pedestrian and bicycle projects.                                            | The city continues to evaluate potential for additional pedestrian and bicycle projects.                                            |
| Tulare        | TU15.2                 | Pedestrian and Bicycle Overpasses Where Safety Dictates | Install pedestrian and bicycle over crosses where safety concerns dictate through at least 2007. | Commitment Complete.                                                                                                                | Commitment complete.                                                                                                                |
| Tulare        | TU5.6                  | Reversible Lanes                                        | Implement reversible parking on arterial streets to improve traffic flow.                        | The City continues to implement reversible parking on arterial streets during the annual World Ag Expos.                            | The City continues to implement reversible parking on arterial streets during the annual World Ag Expos.                            |
| Visalia       | TU1.2                  | Transit Access to Airports                              | Provide a fixed route transit service to the local airport.                                      | Route 10 continues to provide transportation to the Visalia Airport upon request. The V-Line connects riders to the Fresno Airport. | Route 10 continues to provide transportation to the Visalia Airport upon request. The V-Line connects riders to the Fresno Airport. |
| Visalia       | TU1.5                  | Expansion of Public Transportation Systems              | Expand / enhance transit services through the Short Range Transit Plan.                          | Visalia Transit continues to implement the approved Short Range Transit Plan.                                                       | Visalia Transit continues to implement the approved Short Range Transit Plan.                                                       |
| Visalia       | TU1.7                  | Free transit during special events                      | Provide free trolley service during special events.                                              | The Visalia Trolley continues to provide free service during special events.                                                        | The Visalia Trolley continues to provide free service during special events.                                                        |

**Tulare County Association of Governments  
 RACM Timely Implementation Documentation**

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|---------------|------------------------|---------------------------------------|----------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|
| Visalia       | TU3.3                  | Employer Rideshare Program Incentives | Provide employee incentives for carpooling, walking, biking to work. | The City of Visalia continues to provide incentives to all employees who carpool, bike, or walk to work. | The City of Visalia continues to provide incentives to all employees who carpool, bike, or walk to work. |

**Tulare County Association of Governments  
 RACM Timely Implementation Documentation**

| Agency  | RACM Commitment | Measure Title                     | Measure Description (not verbatim)                               | Implementation Status (as of January 2019)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Conformity Analysis for the 2019 FTIP Amend. 9 and 2018 RTP Amend. 1 (as of July 2019)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|---------|-----------------|-----------------------------------|------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Visalia | TU5.2           | Coordinate Traffic Signal Systems | Continue to expand the City's coordinated traffic signal system. | The Traffic Management Center (TMC) is under construction that will allow for the implementation of the traffic management program. The traffic signal interconnect project along Center Avenue, Giddings Street, and Murray Avenue is currently being advertised for construction with an anticipated completion in the Fall of 2019. The City of Visalia completed the installation of traffic signal interconnect conduits on Houston Avenue between Demaree and Goshen. All interconnects will allow for future connections of traffic signals to the new TMC and once connected will enable real-time traffic monitoring. | The Traffic Management Center (TMC) is under construction that will allow for the implementation of the traffic management program. The traffic signal interconnect project along Center Avenue, Giddings Street, and Murray Avenue is under construction with an anticipated completion in the Fall of 2019. The City of Visalia completed the installation of traffic signal interconnect conduits on Houston Avenue between Demaree Street and Dinuba Highway. All interconnects will allow for future connections of traffic signals to the new TMC and once connected will enable real-time traffic monitoring. The City of Visalia project for the installation to install battery backup systems on twelve existing signalized intersections is under construction and is anticipated completion in the Fall of 2019. The City of Visalia project for the installation of emergency vehicle preemption equipment on twelve existing signalize intersections is currently under construction with an anticipated completion in the Fall of 2019. |

**Tulare County Association of Governments  
 RACM Timely Implementation Documentation**

| Agency  | RACM Commitment | Measure Title                                    | Measure Description (not verbatim)                                                          | Implementation Status (as of January 2019)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Conformity Analysis for the 2019 FTIP Amend. 9 and 2018 RTP Amend. 1 (as of July 2019)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|---------|-----------------|--------------------------------------------------|---------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Visalia | TU5.3           | Reduce Traffic Congestion at Major Intersections | Continue to make use of turn lanes, signalization, and median dividers for traffic control. | The City of Visalia continues to evaluate and prioritize high volume intersections to determine the appropriate traffic control measures to be implemented. The improvements to the intersection of Demaree Street and Goshen Avenue are in the final stages of construction. The City will begin the construction of two traffic signals at the following locations; County Center Street at Houston Avenue, and Mooney Boulevard at Riggin Avenue. The City will begin the design of two traffic signals at the following intersections; County Center Street at Riggin Avenue, and Giddings Street at Riggin Avenue. Each signalized intersection will be providing protected left turn movements in addition to the thru lanes and thru/right turn lanes. | The City of Visalia continues to evaluate and prioritize high volume intersections to determine the appropriate traffic control measures to be implemented:<br><br>1. The improvements to the intersection of Demaree Street and Goshen Avenue has been completed.<br><br>2. The construction of the traffic signal at County Center Street and Houston Avenue has been completed and the construction of the traffic signal at Mooney Boulevard and Riggin Avenue is nearing completion.<br><br>3. The City has begun the design of two traffic signals at the following intersections; County Center Street at Riggin Avenue, and Giddings Street at Riggin Avenue. Each signalized intersection will be providing protected left turn movements in addition to the thru lanes and thru/right turn lanes. |

**Tulare County Association of Governments  
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| Agency  | RACM Commitment | Measure Title                                 | Measure Description (not verbatim)             | Implementation Status (as of January 2019)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Conformity Analysis for the 2019 FTIP Amend. 9 and 2018 RTP Amend. 1 (as of July 2019)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|---------|-----------------|-----------------------------------------------|------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Visalia | TU5.4           | Site-Specific Transportation Control Measures | Implement geometric traffic control procedures | <p>The City of Visalia continues to implement various geometric traffic control measures based on the City's evaluations of the intersections and roadway segments within the City of Visalia. The City is currently in the right-of-way acquisition phase as part of the design to install the median along Caldwell Avenue between Akers Street to Shady. The project to signalize the intersection of Ben Maddox Way at Douglas Avenue has been completed. The City will begin the design of two traffic signals at the following intersections; County Center Street at Riggin Avenue, and Giddings Street at Riggin Avenue. The City will begin the construction of two traffic signals at the following locations; County Center Street at Houston Avenue, and Mooney Boulevard at Riggin Avenue. Each signalized intersection will be providing protected left turn movements in addition to the thru lanes and thru/right turn lanes or they will be constructed to allow for future dedicated left turn lanes with minor modifications.</p> | <p>The City of Visalia continues to implement various geometric traffic control measures based on the City's evaluations of the intersections and roadway segments within the City of Visalia:</p> <ol style="list-style-type: none"> <li>1. The City is currently in the right-of-way acquisition phase as part of the design to install the median along Caldwell Avenue between Akers Street to Shady. Construction is expected to begin in 2020</li> <li>2. The construction of the traffic signal at County Center Street and Houston Avenue has been completed and the construction of the traffic signal at Mooney Boulevard and Riggin Avenue is nearing completion. Each signalized intersection will be providing protected left turn movements in addition to the thru lanes and thru/right turn lanes or they will be constructed to allow for future dedicated left turn lanes with minor modifications.</li> <li>3. The City has begun the design of two traffic signals at the following intersections; County Center Street at Riggin Avenue, and Giddings Street at Riggin Avenue.</li> <li>4. SR 198 / Akers Street Interchange Improvement Project: The project will make operational improvements to the interchange by adding dual left hand turn lanes on Akers Street in the northbound and southbound directions. This will reduce delays and improve the level of service of the interchange intersections.</li> <li>5. The City began design of a new traffic roundabout at the intersection of Tulare and Santa Fe Streets. The roundabout will introduce operational efficiencies, improve congestion management, and correct the existing offset geometric configuration.</li> </ol> |

**Tulare County Association of Governments  
 RACM Timely Implementation Documentation**

| Agency  | RACM Commitment | Measure Title                   | Measure Description (not verbatim)                                                         | Implementation Status (as of January 2019)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Conformity Analysis for the 2019 FTIP Amend. 9 and 2018 RTP Amend. 1 (as of July 2019)                                                                                                     |
|---------|-----------------|---------------------------------|--------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Visalia | TU9.5           | Encouragement of Bicycle Travel | Expand the City's existing bicycle system; work with TCAG on outreach for bicycle programs | <p>The City installed approximately 4 ½ miles of new Class 3 Bike Routes as part of its annual Safety Striping contract. Locations included:</p> <p>Acequia Ave: Santa Fe St to Burke St</p> <p>Center Ave: Santa Fe St to Ben Maddox</p> <p>Houston Ave: Dinuba Bl to Ben Maddox</p> <p>NE 3rd Ave: Court St to Santa Fe St</p> <p>Sallee St: Walnut Ave to Beech Ave</p> <p>Willis St: Houston Ave to Mineral King</p> <p>Woodland St: Main St to Walnut Ave</p> <p>The City of Visalia continually perform pavement preservation activities which also includes re-striping existing bike lanes. Bike lanes were also added to the newly pavement rehabilitated streets to conformed to the City's Active Transportation Plan. This year, bike lanes were added on Houston Ave between Demaree and Mooney after the pavement rehabilitation work was completed.</p> | The City of Visalia continually performs pavement preservation activities which also includes re-striping existing bike lanes. 1.2 miles of new Class I trails were added as of June 2019. |

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|---------------|------------------------|------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|
| Visalia       | TU10.2                 | Bike Racks on Buses                            | Continue to provide bike racks on transit buses.                                                                            | Numerous buses have been purchased for transit services in the City of Visalia. All buses come equipped with bike racks. | Numerous buses have been purchased for transit services in the City of Visalia. All buses come equipped with bike racks. |
| Visalia       | TCM1                   | Traffic Flow Improvements                      | Continue to identify projects that improve traffic flow through the City's 5-Year Capitol Improvement Program               | This measure has been implemented through the City's Circulation Element.                                                | This measure has been implemented through the City's Circulation Element.                                                |
| Visalia       | TCM2                   | Public Transit                                 | Implement Short Range Transit Plan to enhance and expand transit services.                                                  | Implementation continues as warranted.                                                                                   | Implementation continues as warranted.                                                                                   |
| Visalia       | TCM4                   | Bicycle Programs                               | Continue to seek funding for, and implement bicycle improvements and programs.                                              | The City continues to seek funding for and evaluate bike plan implementation. Implementation is ongoing.                 | The City continues to seek funding for and evaluate bike plan implementation. Implementation is ongoing.                 |
| Woodlake      | TU1.5                  | Expansion of Public Transportation Systems     | Expansion and enhancement of existing public transit through at least 2007.                                                 | Commitment Complete. Implementation continues.                                                                           | Commitment Complete. Implementation continues.                                                                           |
| Woodlake      | TU3.5                  | Preferential Parking for Carpools and Vanpools | The City of Woodlake will designate preferential parking for carpools and vanpools at City locations through at least 2007. | Commitment Complete. Implementation continues.                                                                           | Commitment Complete. Implementation continues.                                                                           |

**Tulare County Association of Governments  
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|---------------|------------------------|-------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|
| Woodlake      | TU5.8                  | On-Street Parking Restrictions                        | Restrict parking where it impacts traffic safety through at least 2007.                                      | Commitment Complete. No additional parking restrictions have been identified. | Commitment Complete. No additional parking restrictions have been identified.                 |
| Woodlake      | TU5.19                 | Internet provided road and route information          | Post scheduled road construction on City website through at least 2007.                                      | Commitment Complete. Implementation continues.                                | Commitment Complete. Implementation continues.                                                |
| Woodlake      | TU7.13                 | Land use/air quality guidelines                       | Encourage high density development around transportation centers and the downtown through at least 2007.     | Commitment Complete. Implementation ongoing.                                  | Commitment Complete. Implementation continues.                                                |
| Woodlake      | TU7.14                 | Incentives for cities with good development practices | Require new development and major reconstruction to provide energy efficient lighting through at least 2007. | Commitment Complete. Implementation ongoing.                                  | Commitment Complete. Implementation continues.                                                |
| Woodlake      | TU14.2                 | Special Event Controls                                | Reduce mobile source emissions from special event centers through at least 2007.                             | Commitment Complete.                                                          | Commitment complete.                                                                          |
| Woodlake      | TU14.3                 | Land Use/Development Alternatives                     | Promote high-density residential and commercial development in downtown area through at least 2007.          | See Measure 7.13                                                              | See Measure 7.13                                                                              |



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|---------------|------------------------|--------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|---------------------------------------------------|-----------------------------------------------------------------------------------------------|
| Woodlake      | TU14.5                 | Evaluation of the Air Quality Impacts of New development and Mitigation of Adverse Impacts | Evaluate air quality impacts from new development using CEQA/NEPA process through at least 2007.            | Commitment complete. Implementation ongoing.      | Commitment complete. Implementation ongoing.                                                  |
| Woodlake      | TCM1                   | Traffic Flow Improvements                                                                  | Investigate the feasibility of regional cross valley rail and a number of signal and corridor improvements. | Signal improvements continue to be unwarranted.   | Signal improvements continue to be unwarranted.                                               |

**APPENDIX E**

**PUBLIC MEETING PROCESS DOCUMENTATION**

**NOTICE OF PUBLIC MEETING ON THE  
DRAFT 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT No. 9, THE  
DRAFT 2018 REGIONAL TRANSPORTATION PLAN AMENDMENT No. 1, AND DRAFT 2019  
CONFORMITY ANALYSIS**

NOTICE IS HEREBY GIVEN that the Tulare County Association of Governments will hold a public hearing on Monday, August 19, 2019 at 1:00 p.m. at the Dinuba Community Center, 1390 E. Elizabeth Way, Dinuba, CA 93618 regarding the Draft 2019 Federal Transportation Improvement Program Amendment No. 9 (2019 FTIP Amendment No. 9), the Draft 2018 Regional Transportation Plan Amendment No. 1 (2018 RTP Amendment No. 1), and the Draft 2019 Conformity Analysis. The purpose of this public meeting is to receive public comments on these documents.

- The 2019 FTIP is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Tulare County during the next four years. 2019 FTIP Amendment No. 9 is necessary due to changes in project schedule and costs.
- The 2018 RTP is a long-term strategy to meet Tulare County's transportation needs out to the year 2042. 2018 RTP Amendment No. 1 makes changes to the open to traffic date for an existing project and changes to the project's cost. A supplemental Environmental Impact Report (EIR) is not necessary as the project changes remain consistent with the EIR prepared for the 2018 RTP/SCS.
- The 2019 Conformity Analysis contains the documentation to support a finding that the 2019 FTIP Amendment No. 9 and 2018 RTP Amendment No. 1 meet the air quality conformity requirements for 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.

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

A 30-day public review and comment period will commence on July 30, 2019 and conclude on August 29, 2019. The draft documents are available for review at the TCAG office, located at 210 N. Church Street, Suite B, Visalia, CA 93291 and on the TCAG website at [www.tularecog.org](http://www.tularecog.org).

Public comments are welcomed at the meeting, or may be submitted in writing by August 29, 2019 at 5:00 p.m. to Gabriel Gutierrez at the address below.

After considering the comments, the documents will be considered for adoption by the TCAG Executive Director via delegated authority granted by the TCAG Board of Directors. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Gabriel Gutierrez, Senior Regional Planner  
210 N. Church Street, Suite B  
Visalia, CA 93291  
559-623-0450/[ggutierrez@tularecog.org](mailto:ggutierrez@tularecog.org)

**APPENDIX F**

**RESPONSE TO PUBLIC COMMENTS**

**No written or verbal comments were received.**

**ATTACHMENT 5**

**PUBLIC NOTICE AND PROOF OF PUBLICATION**

**NOTICE OF PUBLIC MEETING ON THE  
DRAFT 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT No. 9, THE  
DRAFT 2018 REGIONAL TRANSPORTATION PLAN AMENDMENT No. 1, AND DRAFT 2019  
CONFORMITY ANALYSIS**

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- The 2018 RTP is a long-term strategy to meet Tulare County's transportation needs out to the year 2042. 2018 RTP Amendment No. 1 makes changes to the open to traffic date for an existing project and changes to the project's cost. A supplemental Environmental Impact Report (EIR) is not necessary as the project changes remain consistent with the EIR prepared for the 2018 RTP/SCS.
- The 2019 Conformity Analysis contains the documentation to support a finding that the 2019 FTIP Amendment No. 9 and 2018 RTP Amendment No. 1 meet the air quality conformity requirements for 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.

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Public comments are welcomed at the meeting, or may be submitted in writing by August 29, 2019 at 5:00 p.m. to Gabriel Gutierrez at the address below.

After considering the comments, the documents will be considered for adoption by the TCAG Executive Director via delegated authority granted by the TCAG Board of Directors. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Gabriel Gutierrez, Senior Regional Planner  
210 N. Church Street, Suite B  
Visalia, CA 93291  
559-623-0450/[ggutierrez@tularecog.org](mailto:ggutierrez@tularecog.org)

Visalia Newspapers, Inc.  
P.O. Box 31, Visalia, CA 93279  
559-735-3200 / Fax 559-735-3210

**Certificate of Publication**

State Of California ss:  
County of Tulare

**Advertiser:**

LAFCO  
210 N CHURCH ST STE B  
VISALIA, CA 93291

**RE: NOTICE OF PUBLIC MEETING ON THE  
DRAFT 2019 FEDERAL**

I, a legal Clerk, for the below mentioned newspaper(s), am over the age of 18 years old, a citizen of the United States and not a party to, or have interest in this matter. I hereby certify that the attached advertisement appeared in said newspaper

Newspaper: **Visalia Times Delta**  
**7/30/2019**

I acknowledge that I am a principal clerk of said paper which is printed and published in the City of Visalia, County of Tulare, State of California. The Visalia Times Delta was adjudicated a newspaper of general circulation on July 25, 2001 by Tulare County Superior Court Order No. 41-20576. The Tulare Advance Register was adjudicated a newspaper of general circulation on July 25, 2001 by Superior Court Order No. 52-43225.

I certify under penalty of perjury, under the laws of the State of California, that the foregoing is true and correct. Executed on this 30 day of July, 2019 in Visalia, California.



**Declarant**

Order # 0003705586  
# of Affidavits: 1

**NOTICE OF PUBLIC MEETING ON THE  
DRAFT 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AMEND-**

**MENT No. 9, THE DRAFT 2018 REGIONAL TRANSPORTATION PLAN AMENDMENT No. 1, AND DRAFT 2019 CONFORMITY ANALYSIS**

NOTICE IS HEREBY GIVEN that the Tulare County Association of Governments will hold a public hearing on Monday, August 19, 2019 at 1:00 p.m. at the Dinuba Community Center, 1390 E. Elizabeth Way, Dinuba, CA 93618 regarding the Draft 2019 Federal Transportation Improvement Program Amendment No. 9 (2019 FTIP Amendment No. 9), the Draft 2018 Regional Transportation Plan Amendment No. 1 (2018 RTP Amendment No. 1), and the Draft 2019 Conformity Analysis. The purpose of this public meeting is to receive public comments on these documents.

The 2019 FTIP is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Tulare County during the next four years. 2019 FTIP Amendment No. 9 is necessary due to changes in project schedule and costs.

The 2018 RTP is a long-term strategy to meet Tulare County's transportation needs out to the year 2042. 2018 RTP Amendment No. 1 makes changes to the open to traffic date for an existing project and changes to the project's cost. A supplemental Environmental Impact Report (EIR) is not necessary as the project changes remain consistent with the EIR prepared for the 2018 RTP/SCS.

The 2019 Conformity Analysis contains the documentation to support a finding that the 2019 FTIP Amendment No. 9 and 2018 RTP Amendment No. 1 meet the air quality conformity requirements for 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.

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

A 30-day public review and comment period will commence on July 30, 2019 and conclude on August 29, 2019. The draft documents are available for review at the TCAG office, located at 210 N. Church Street, Suite B, Visalia, CA 93291 and on the TCAG website at [www.tularecog.org](http://www.tularecog.org).

Public comments are welcomed at the meeting, or may be submitted in writing by August 29, 2019 at 5:00 p.m. to Gabriel Gutierrez at the address below.

After considering the comments, the documents will be considered for adoption by the TCAG Executive Director via delegated authority granted by the TCAG Board of Directors. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Gabriel Gutierrez, Senior Regional Planner  
210 N. Church Street, Suite B  
Visalia, CA 93291

559-623-0450/ggutierrez@tularecog.org

Run: July 30, 2019 #3705586

**TCAG/LAFCO**  
210 N. Church Street, Ste. B  
Visalia CA 93291

**AUG 09 2019**

**MAIL RECEIVED**

# Federal Transportation Improvement Program

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## 2019 Federal Transportation Improvement Program

On August 20, 2018, the Board of Director of the Tulare County Association of Governments adopted the 2019 Federal Transportation Improvement Program (2019 FTIP). The 2019 FTIP was federally approved on December 17, 2018.



[TCAG 2019 FTIP](#)



[2019 FTIP and FSTIP Federal Approval Letter](#)

## 2019 FTIP Amendments

Listed below are amendments to the 2019 FTIP. If the amendment is currently under public review, the review period is shown in parenthesis.





[2019 FTIP Amendment No. 1](#)

[2019 FTIP Amendment No. 2](#)

[2019 FTIP Amendment No. 3 \(A-Mod\)](#)

[2019 FTIP Amendment No. 4 \(A-Mod\)](#)



[2019 FTIP Amendment No. 5](#)

[2019 FTIP Amendment No. 6 \(A-Mod\)](#)

[2019 FTIP Amendment No. 7 \(A-Mod\)](#)

[2019 FTIP Amendment No. 8 \(Under Caltrans and FHWA Review\)](#)



[TCAG Draft 2019 FTIP Amendment No. 9, Draft 2018 RTP Amendment No. 1, 2019 Conformity Analysis \(Public Review Period 7-30-19 to 8-29-19\)](#)

## Backup Listing for Grouped Projects

Title 23, Code of Federal Regulations (CFR), Section 450.216 (j) allows projects that are not considered to be of appropriate scale for individual identification in the FTIP to be grouped by function, work type, or geographic region using appropriate classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. These projects are often referred to as Grouped Projects Listings or Lump Sum Projects Listings. TCAG is required to maintain a detail list of the projects in each group.



/ NEWS / 0 COMMENTS

# Draft 2019 FTIP Amendment No. 9, Draft 2018 RTP Amendment No. 1, and 2019 Draft Conformity Analysis Public Review Period: July 30, 2019 to August 29, 2019

Please click the download link to view PDF file.

[TCAG Draft 2019 FTIP Amendment No. 9, Draft 2018 RTP Amendment No. 1, 2019 Conformity Analysis IAC Package](#)

Download

[!\[\]\(de95854c7ee024cfadc48187bbb781b2\_img.jpg\)
 Draft Regional Transit Coordination Study](#)

[MEASURE R CITIZENS' OVERSIGHT COMMITTEE Application for the following positions: Environment
 !\[\]\(3211b5d1d968fc1665909b34f9f16010\_img.jpg\)](#)

TRANSLATE:

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LATEST TWEETS

In Porterville, Measure R bought abandoned rail right-of-way and is using it for bike and pedestrian projects. The... [twitter.com/i/web/status/1...](#)

1 DAY AGO

Measure R's County Bridge Program provides funding for upkeep and improvements on 8 bridges in Tulare County, inclu... [twitter.com/i/web/status/1...](#)

1 WEEK AGO

Measure R's Citizens' Oversight Committee has two vacancies- Environmental Advocate and Audit/Finance Rep. Apply at... [twitter.com/i/web/status/1...](#)

2 WEEKS AGO

Leave a Reply

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**ATTACHMENT 6**  
**PUBLIC COMMENTS AND RESPONSES**

No written or verbal comments were received.

**ATTACHMENT 7**  
**ADOPTION RESOLUTION**

**BEFORE THE  
TULARE COUNTY ASSOCIATION OF GOVERNMENTS  
COUNTY OF TULARE, STATE OF CALIFORNIA**

**In the matter of:**

**ADOPTING THE TULARE COUNTY )  
ASSOCIATION OF GOVERNMENTS )  
2019 FTIP AMENDMENT NO. 9, )  
2018 RTP AMENDMENT NO. 1, AND )  
2019 CONFORMITY ANALYSIS )**

**RESOLUTION NO. 2019-155**

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

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

WHEREAS, a 2018 Regional Transportation Plan Amendment No. 1 (2018 RTP Amendment No. 1) has been prepared in full compliance with federal guidance; and

WHEREAS, a 2018 Regional Transportation Plan 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 Federal Transportation Improvement Program (FTIP) for their region; and

WHEREAS, the 2019 Federal Transportation Improvement Program Amendment No. 9 (2019 FTIP Amendment No. 9) 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 TCAG forum and general public involvement; and

WHEREAS, the 2019 FTIP Amendment No. 9 program listing is consistent with: 1) the 2018 Regional Transportation Plan Amendment No. 1; 2) the 2018 State Transportation Improvement Program; and 3) the 2019 Conformity Analysis; and

WHEREAS, the 2019 FTIP Amendment No. 9 contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2019 FTIP Amendment No. 9 and 2018 RTP Amendment No. 1 meet all applicable transportation planning requirements per 23 CFR Part 450; and

WHEREAS, projects submitted in the 2019 FTIP Amendment No. 9 and 2018 RTP 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 and FTIP; and

WHEREAS, the 2019 Conformity Analysis supports a finding that the 2019 FTIP Amendment No. 9 and 2018 RTP Amendment No. 1 meet the air quality conformity requirements for ozone and particulate matter; and

WHEREAS, the 2019 FTIP Amendment No. 9 and 2018 RTP Amendment No. 1 do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the 2019 FTIP Amendment No. 9 and 2018 RTP Amendment No. 1 conform to the applicable SIPs; and

WHEREAS, the documents have been widely circulated and reviewed by TCAG 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 Tulare County consistent with public participation process adopted by TCAG; and

WHEREAS, a public hearing was conducted on August 19, 2019 to hear and consider comments on the 2019 FTIP Amendment No. 9, 2018 RTP Amendment No. 1, and 2019 Conformity Analysis;

WHEREAS, the TCAG Board delegated authority to the Executive Director to approve 2019 FTIP Amendment No. 9, 2018 RTP Amendment No. 1, and 2019 Conformity Analysis on August 19, 2019;

NOW, THEREFORE, BE IT RESOLVED, that TCAG adopts the 2019 FTIP Amendment No. 9, 2018 RTP Amendment No. 1, and 2019 Conformity Analysis.

BE IT FURTHER RESOLVED, that the Tulare County Association of Governments finds that 2019 FTIP Amendment No. 9 and 2018 RTP Amendment No. 1 are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

THE FOREGOING RESOLUTION was passed and adopted by the Tulare County Association of Governments this 30<sup>th</sup> day of August, 2019.

Signed:



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Ted Smalley, Executive Director