
**FINAL CONFORMITY ANALYSIS
FOR THE 2025 FEDERAL TRANSPORTATION IMPROVEMENT
PROGRAM AND 2022 REGIONAL TRANSPORTATION PLAN
AMENDMENT NO. 1**

ADOPTED SEPTEMBER 16, 2024

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

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EXECUTIVE SUMMARY

This report presents the Draft Conformity Analysis for the 2025 Federal Transportation Improvement Program (2025 FTIP) and the 2022 Regional Transportation Plan Amendment No. 1 (2022 RTP Amendment No. 1). The Tulare County Association of Governments is the designated Metropolitan Planning Organization (MPO) in Tulare County, California, and is responsible for regional transportation planning.

The Clean Air Act Section 176(c) (42 U.S.C. 7506(c)) and U.S. Environmental Protection Agency (EPA) transportation conformity regulations (40 CFR 93 Subpart A) require that each new RTP and TIP be demonstrated to conform to the State Implementation Plan (SIP) before the RTP and TIP are approved by the MPO or accepted by the U.S. Department of Transportation (DOT). This analysis demonstrates that the criteria specified in the transportation conformity regulations for a conformity determination are satisfied by the 2025 FTIP and the 2022 RTP Amendment No. 1; a finding of conformity is therefore supported. The 2025 FTIP, the 2022 RTP Amendment No. 1, and the corresponding Conformity Analysis were approved by the TCAG Policy Board on September 16, 2024. Federal approval is anticipated on or before December 31, 2024. FHWA/FTA last issued a finding of conformity for the 2023 FTIP and the 2022 RTP, as amended if applicable, on December 16, 2022.

The 2025 FTIP and the 2022 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_{2.5}); 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 analyses 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 PM_{2.5}.

RESULTS OF THE CONFORMITY ANALYSIS

A regional emissions analysis was conducted for the years 2024, 2025, 2026, 2029, 2031, 2037 and 2046 for each applicable pollutant. All analyses were conducted using the latest planning assumptions and emissions models. The major conclusions of the Conformity Analysis for the 2025 FTIP and 2022 RTP Amendment No. 1 are:

- For 2008 and 2015 8-hour ozone, the total regional on-road vehicle-related emissions (ROG and NOx) associated with implementation of the 2025 FTIP and the 2022 RTP Amendment No. 1 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 NOx) associated with implementation of the 2025 FTIP and the 2022 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 NOx trading mechanism for transportation conformity purposes from the *2007 PM-10 Maintenance Plan (as revised in 2015)*.
- For the 1997 24-hour PM2.5 standard, the total regional on-road vehicle-related emissions associated with implementation of the 2025 FTIP and the 2022 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 PM2.5 and NOx trading mechanism for transportation conformity purposes from the *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards (2018 PM2.5 Plan)* for the 1997 PM2.5 24-hour serious area requirements (2020 attainment year). The conformity tests for the 1997 24-hour PM2.5 standard are therefore satisfied.
- For the 1997 annual PM2.5 standard, the total regional on-road vehicle-related emissions associated with implementation of the 2025 FTIP and the 2022 RTP Amendment No.1 for the analysis years are projected to be less than the approved emission budgets from the 2021 revision to the *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards (2018 PM2.5 Plan)* for the 1997 annual PM2.5 serious area requirements (2023 attainment year). The conformity tests for the 1997 annual PM2.5 standard are therefore satisfied.
- For the 2006 24-hour PM2.5 standard, the total regional on-road vehicle-related emissions associated with implementation of the 2025 FTIP and the 2022 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 PM2.5 and NOx trading mechanism for transportation conformity purposes from the *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards (2018 PM2.5 Plan)*. The conformity tests for the 2006 PM2.5 standard are therefore satisfied.
- For the 2012 annual PM2.5 standard (moderate and serious), the total regional on-road vehicle-related emissions associated with implementation of the 2025 FTIP and the 2022 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 PM2.5 and NOx trading mechanism for transportation conformity purposes from the *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards (2018 PM2.5 Plan)* for 2012 PM2.5 moderate area requirements.

The 2025 FTIP and the 2022 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 2025 FTIP, the 2022 RTP Amendment No. 1, and the corresponding Conformity Analysis on August 19, 2024. Appendix E also includes a copy of the final TCAG Board adoption resolution adopted on September 19, 2024. Comments received on the conformity analysis and responses made as part of the public involvement process are included in Appendix F.

CHAPTER 1: FEDERAL AND STATE REGULATORY REQUIREMENTS

The criteria for determining conformity of transportation programs and plans under the Federal transportation conformity regulation (40 CFR Parts 51 and 93) and the applicable conformity tests for the San Joaquin Valley nonattainment areas are summarized in this section. The Conformity Analysis for and the 2025 FTIP and 2022 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 this Conformity Analysis.

The Tulare County Association of Governments (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 2024/25 – 2027/28) programming document for the preservation, expansion, and management of the transportation system. The 2022 RTP has a 2046 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 PM_{2.5} 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 PM_{2.5} national ambient air quality standard (NAAQS). The final PM amendments rule also addresses hot-spot analyses in PM_{2.5} 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 PM_{2.5} 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 PM_{2.5}, the Transportation Conformity Rule – PM_{2.5} 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 if 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).

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. On November 15, 2022, EPA approved EMFAC 2021 with a two-year grace period. Since the grace period for use of EMFAC2017 is still available, EMFAC2017 will be used in this conformity analysis as documented in Chapter 3.

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, their amendments, 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. Per TCAG's adopted consultation process and policy for conformity analysis, a public hearing is held at a regularly scheduled and publicly noticed TCAG Board meeting during the 30-day public review period. A public meeting is also conducted prior to adoption and all public comments are responded to in writing.

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 Conformity Analysis for the 2025 FTIP and 2022 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_{2.5}) (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_{2.5}:

- 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 2016 PM_{2.5} Plan and portions of the 2018 PM_{2.5} Plan (2012 Standard, moderate) was approved by EPA on November 26, 2021 (effective December 27, 2021).
- The 2018 PM_{2.5} Plan was partially approved by EPA on July 22, 2020 (effective as of publication) inclusive of the revised conformity budgets and trading mechanism for the 2006 24-hr PM_{2.5} standard. Then on November 26, 2021, EPA partially disapproved the original SIP submittal dealing with 1997 annual PM_{2.5} nonattainment. In response, CARB submitted a 2021 revision to the 2018 PM_{2.5} Plan demonstrating attainment by 2023. On January 28, 2022, EPA approved 2018 PM_{2.5} Plan portion dealing with the 1997 24-hour

PM2.5 standard and determined that the SJV attained the standard by the December 31, 2020, deadline (effective February 28, 2022). On December 14, 2023, EPA approved the 1997 annual PM2.5 budgets and trading mechanism for attainment year 2023, effective January 16, 2024. Note that CARB withdrew 2018 PM2.5 Plan portions dealing with 2012 serious PM2.5 standards on October 27, 2022; therefore, moderate area budgets continue to apply.

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 PM2.5 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 PM2.5 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 PM2.5 nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 annual PM2.5 standard.

EPA's nonattainment area designations for the new 2012 PM2.5 standards became effective on April 15, 2015. Conformity for a given pollutant and standard applies one year after the effective date (April 15, 2016). It is important to note that the 2012 PM2.5 standards nonattainment area boundary for the San Joaquin Valley are exactly the same as the nonattainment area boundary for the 1997 annual PM2.5 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_x) and volatile organic compounds (VOC) precursors. It is important to note that in California, reactive organic gases (ROG) are considered equivalent to and are used in place of volatile organic compounds (VOC).

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_x) 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 2025 FTIP and the 2022 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

^(a) 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 conditionally 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 in Table 1-2 below and will be used to compare emissions for each analysis year resulting from 2025 FTIP and 2022 RTP Amendment No. 1.

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 ^(b)	
	PM-10	NOx
Fresno	7.0	25.4
Kern ^(a)	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

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

^(b)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 2016 PM2.5 Plan addressing moderate area requirements for the 2012 PM2.5 standard was adopted by the San Joaquin Valley Air District on September 15, 2016. 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 together with the 2016 Moderate PM2.5 Plan and reclassification to serious request. EPA approved SIP portions dealing with the moderate 2012 PM2.5 standard on November 26, 2021 (effective December 27, 2021). Note that CARB withdrew

2018 PM2.5 Plan portions dealing with the serious 2012 PM2.5 standard on October 27, 2022; therefore, moderate area budgets continue to apply.

On July 22, 2020, EPA published final rule approving 2018 PM2.5 SIP elements that pertain to 2006 24-hour PM2.5 standard serious area nonattainment (effective as of publication). Then on January 28, 2022, EPA approved 2018 PM2.5 Plan portion dealing with the 1997 24-hour PM2.5 standard and determined that the SJV attained the standard by the December 31, 2020 deadline (effective February 28, 2022).

While EPA partially disapproved the original SIP submittal dealing with 1997 annual PM2.5 nonattainment on November 26, 2021, CARB has submitted the 2021 revision to the 2018 PM2.5 Plan in the same month demonstrating attainment by 2023. On February 10, 2022, EPA found the 1997 annual PM2.5 budgets adequate, effective February 25, 2022. On December 14, 2023, EPA issued final approval of the remaining 1997 annual PM2.5 Plan elements (except for the contingency measures), including conformity budgets and the trading mechanism.

1997 (24-hour and annual) Standards

The 2018 PM2.5 Plan 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 applicable conformity budgets are provided in Table 1-3 for the 1997 annual and 24-hour PM2.5 standards and will be used to compare emissions resulting from the 2025 FTIP and the 2022 RTP Amendment No. 1.

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

County	2020		2023	
	PM2.5	NOx	PM2.5	NOx
Fresno	0.9	25.3	0.8	15.1
Kern (SJV)	0.8	23.3	0.7	13.3
Kings	0.2	4.8	0.2	2.8
Madera	0.2	4.2	0.2	2.5
Merced	0.3	8.9	0.3	5.3
San Joaquin	0.6	11.9	0.6	7.6
Stanislaus	0.4	9.6	0.4	6.1
Tulare	0.4	8.5	0.4	5.2

The 2018 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 PM2.5 using a 6.5 to 1 ratio on an annual basis and a 2 to 1 ratio on a 24-hr basis. The trading

mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM2.5 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 2018 PM2.5 SIP. To ensure that the trading mechanism does not impact the ability to meet the NOx budget, the NOx emission reductions available to supplement the PM2.5 budget shall only be those remaining after the NOx budget has been met. The trading mechanism for the 24-hour and annual PM2.5 was approved by EPA on January 28, 2022, and December 14, 2023, respectively.

2012 Annual PM2.5 Standard (Moderate and Serious)

On November 26, 2021, EPA published final approval of the moderate area SIP budgets for the 2012 PM2.5 standard contained in the 2016 Moderate Area PM2.5 Plan and portions of the 2018 PM2.5 plan that pertain to the moderate requirements for the 2012 PM2.5 standard. The approval also included reclassification to serious. On December 29, 2021, EPA proposed approval of the SIP elements and conformity budgets that pertain to the 2012 annual PM2.5 serious area requirements (final action expected by end of the year). CARB withdrew 2018 PM2.5 Plan portions dealing with the serious 2012 PM2.5 standard on October 27, 2022. Until the new 2012 serious area PM2.5 standard budgets are found adequate or approved, the SJV will conduct conformity determination for the 2012 annual PM2.5 standard using budgets established in the 2018 PM2.5 Plan for moderate nonattainment. The conformity budgets from the November 26, 2021 Federal Register are provided in Table 1-4 will be used to compare emissions resulting from 2025 FTIP and 2022 RTP Amendment No. 1.

**Table 1-4:
On-Road Motor Vehicle 2012 (annual) PM2.5 Standard Emissions Budgets (Moderate)**
(tons per average annual day)

County	2022	
	PM2.5	NOx
Fresno	0.9	21.2
Kern (SJV)	0.8	19.4
Kings	0.2	4.1
Madera	0.2	3.5
Merced	0.3	7.6
San Joaquin	0.6	10.0
Stanislaus	0.4	8.1
Tulare	0.4	6.9

The 2018 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 PM2.5 using a 6.5 to 1 ratio on an annual basis. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM2.5 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 2018 PM2.5 SIP.

2006 24-Hour PM2.5 Standard

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. On March 27, EPA published a proposed rule approving portions of the 2018 PM2.5 Plan, including the 2006 PM2.5 conformity budgets and trading mechanism. Final rule on sections that pertain to 2006 24-hour PM2.5 standard serious area nonattainment was published on July 22, 2020. Therefore, the conformity analysis for the 2025 FTIP and 2022 RTP Amendment No. 1 incorporates new transportation conformity budgets and the new attainment year of 2024 for 2006 24-hour PM2.5 standards.

The 2018 PM2.5 Plan for the 2006 PM2.5 standard contains motor vehicle emission budgets for PM2.5 and NOx established based on average winter 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 the March 27, 2020 Federal Register, Table 14 are provided in Table 1-5 below and will be used to compare emissions resulting from the 2025 FTIP and the 2022 RTP Amendment No. 1.

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

County	2020		2023		2024	
	PM2.5	NOx	PM2.5	NOx	PM2.5	NOx
Fresno	0.9	25.9	0.8	15.5	0.8	15.0
Kern (SJV)	0.8	23.8	0.7	13.6	0.7	13.4
Kings	0.2	4.9	0.2	2.9	0.2	2.8
Madera	0.2	4.4	0.2	2.6	0.2	2.5
Merced	0.3	9.1	0.3	5.5	0.3	5.3
San Joaquin	0.6	12.3	0.6	7.9	0.6	7.6
Stanislaus	0.4	9.8	0.4	6.2	0.4	6.0
Tulare	0.4	8.7	0.4	5.3	0.4	5.1

The 2018 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 a 2 to 1 ratio on a 24-hour, wintertime basis. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM2.5 with a portion of the applicable corresponding budget

for NO_x, and use these adjusted motor vehicle emissions budgets for PM_{2.5} and NO_x to demonstrate transportation conformity with the PM_{2.5} SIP.

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, unless its outside of the timeframe for the conformity analysis.

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 1-6 below provides a summary of conformity analysis years that apply to this conformity analysis.

**Table 1-6:
 San Joaquin Valley Conformity Analysis Years**

Pollutant	Budget Years¹	Attainment/ Maintenance Year	Intermediate Years	RTP Horizon Year
2008 and 2015 Ozone	2020/2023/2026/2029	2031/2037 ²	2025	2046
PM-10	NA	2020	2025/2029/2037	2046
1997 24-hour PM2.5	NA	2020	2025/2029/2037	2046
1997 Annual PM2.5	NA	2023	2025/2029/2037	2046
2012 Annual PM2.5 (Moderate and Serious)	NA	2022/2025 ³	2029/2037	2046
2006 24-hour PM2.5	2020/2023	2024	2031/2037	2046

¹Budget years that are not in the time frame of the transportation plan/conformity analysis are not included as analysis years (e.g., 2020, 2023), although they may be used to demonstrate conformity. Some of the early RFP year budgets were not acted on by EPA since they were not applicable.

²2031 is the attainment year for the 2008 ozone standard. 2037 is the attainment year for the 2015 ozone standard.

³2022 is the attainment year for the moderate 2012 PM2.5 standard (not in the timeframe of this analysis). 2025 is the attainment year for the serious 2012 PM2.5 standard.

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 PM2.5 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 PM2.5 problem. The 2018 PM2.5 SIP addresses attainment of the 1997 24-hour PM2.5 standard (serious) by 2020 and was approved by EPA on January 28, 2022 (effective February 28, 2022). The attainment year is not in the timeframe of this conformity analysis. On February 10, 2022, EPA found the serious area 1997 annual PM2.5 budgets for attainment year 2023 adequate (effective February 25, 2022) and issues final approval

inclusive of the trading mechanism on December 14, 2023. The attainment year is not in the timeframe of this conformity analysis.

On January 20, 2016, EPA finalized reclassification of the San Joaquin Valley to Serious nonattainment for the 2006 24-hour PM_{2.5} Standard. On August 16, 2016, the 2012 PM_{2.5} Plan was approved by EPA, effective September 30, 2016, inclusive of new conformity budgets and trading mechanism for the 2006 24-hour PM_{2.5} standard with a requirement to attain the standard as expeditiously as practicable and no later than December 31, 2019. In 2019, CARB submitted an attainment deadline extension request as part of the 2018 PM_{2.5} Plan. Final rule on 2018 PM_{2.5} SIP sections that pertain to 2006 24-hour PM_{2.5} standard Serious area nonattainment was released on July 22, 2020. The attainment year is not in the timeframe of this conformity analysis.

On January 15, 2015, EPA classified the San Joaquin Valley as Moderate nonattainment for the 2012 PM_{2.5} Standards. On November 26, 2021, EPA issued final rule approving the Moderate Area 2016 PM_{2.5} Plan, portions of the 2018 PM_{2.5} SIP pertaining to moderate nonattainment of the 2012 PM_{2.5} standards, and the reclassification request to serious nonattainment. The San Joaquin Valley 2018 PM_{2.5} Plan includes serious area budgets for the 2012 PM_{2.5} standards with an attainment deadline of 2025; therefore, the attainment year 2025 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 emissions modeling began in March of 2024.

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 2022 for the 2015 base year. The latest planning assumptions used in the transportation model validation and this Conformity Analysis is summarized in Table 2-1.

**Table 2-1:
Summary of Latest Planning Assumptions for the Tulare County Association of
Government’s Conformity Analysis**

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Population	Base Year: Department of Finance (2015) Projections: Department of Finance (2021) Approved by TCAG Governing Board in July 2022.	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 being incorporated in a new forecast expected to be adopted by TCAG in 2026.
Employment	Base Year: Employment Development Department (2015), InfoUSA (2015), and Woods and Poole (2017) Projections: Employment Development Department (2021) and Caltrans (2019) TCAG does not develop or adopt employment projections. However, employment data is based on the xx year Planning Center.	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 2026.
Traffic Counts	Approximately 150 traffic counts were collected annually.	CUBE/Voyager (VMIP2) was validated using these traffic counts.	Traffic counts are updated every five years, if funds are available.

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Vehicle Miles of Travel	<p>The 2022 transportation model validation for the 2015 base year was approved by the TCAG Board in August 2022.</p> <p>New 2022 base year ABM validation expected to be approved by TCAG Board in 2026.</p>	Cube/Voyager (VMIP2) is the transportation model used to estimate VMT in Tulare County. 2015 HPMS data was used for validation.	VMT is an output of the transportation model. VMT is affected by the TIP/RTP project updates and is included in each new conformity analysis.
Speeds	<p>The 2022 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.</p> <p>Speed distributions were updated in EMFAC2017, 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>EMFAC2017</p>	A speed study will be conducted every five years, if adequate funds are available.

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.

MPO	Transportation Model	Base Year Validation	Year Completed	Population	Employment	Traffic Counts	Speeds	Periods	Feedback Loop
TCAG	CUBE (VMP2)	2015 Projections →	2017	DOF 2015 DOF 2017	EDD 2015 / InfoUSA 2015 DOF 2017	2015-2016	Caltrans PeMS/TCAG 2014-2016	AM/MD/PM/OP	Yes

Supporting Documentation:

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 2046.

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 geographically. 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 spatially represent alternative future growth patterns. 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 CUBE Transportation and Land Use Modeling Suite software (Citilabs, Inc.) 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 TCAG's 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 is 1.06.

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 2022 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.

Through Iteris’ iPeMS web-based software using “Big Data” from Here Corporation, 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, were available. TCAG used this data to help 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 for the 2022 RTP/SCS 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, all of which were updated by a survey of member agencies in the 2022 RTP/SCS. 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. A recent study shows that the latest base transit fares in Tulare County are \$1.50, the one exception to this is in Visalia where the base fare is \$1.75. There are no bridge tolls.

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 2025 FTIP and 2022 RTP Amendment Y. 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 TCAG’s transportation modeling area for each scenario in the Conformity Analysis for the 2025 FTIP and 2022 RTP Amendment No. 1 is presented in Table 2-2.

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

Horizon Year	Total Population	Employment	Average Weekday VMT (millions)	Total Lane Miles
2024	478,918	190,913	10.89	4,187
2025	479,905	192,262	10.96	4,195
2026	481,564	193,701	11.04	4,205
2029	486,135	198,177	11.29	4,291
2031	488,358	201,187	11.44	4,301
2037	489,509	209,124	11.83	4,368
2046	480,560	218,847	12.28	4,447

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 EMFAC2017 model. Vehicle registrations, age distribution and fleet mix are developed and included in the model by CARB and cannot be updated by the user. EPA issued final approval for EMFAC2017 use in conformity demonstrations on August 15, 2019; and EMFAC2021 grace period still applies, therefore, the Conformity Analysis for the 2025 FTIP and the 2022 RTP Amendment No. 1 relies on assumptions incorporated in EMFAC2017.

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 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**

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

NOTE: State reductions from these measures have been included in EMFAC2017.

PM2.5

No committed control measures are included in the 2016 PM2.5 Plan and the 2018 PM2.5 Plan.

CHAPTER 3: AIR QUALITY MODELING

The model used to estimate vehicle exhaust emissions for ozone precursors and particulate matter is EMFAC2017. 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 2016 PM2.5 Plan and portions of the 2018 PM2.5 Plan (2012 Standard, moderate) was approved by EPA on November 26, 2021 (effective December 27, 2021).
- The 2018 PM2.5 Plan was partially approved by EPA on July 22, 2020 (effective as of publication) inclusive of the revised conformity budgets and trading mechanism for the 2006 24-hr PM2.5 standard. Then on November 26, 2021, EPA partially disapproved the original SIP submittal dealing with 1997 annual PM2.5 nonattainment. In response, CARB submitted a 2021 revision to the 2018 PM2.5 Plan demonstrating attainment by 2023. On January 28, 2022, EPA approved 2018 PM2.5 Plan portion dealing with the 1997 24-hour PM2.5 standard and determined that the SJV attained the standard by the December 31, 2020 deadline (effective February 28, 2022). On December 14, 2023, EPA approved the 1997 annual PM2.5 budgets and trading mechanism for attainment year 2023, effective January 16, 2024. Note that CARB withdrew 2018 PM2.5 Plan portions dealing with 2012 serious PM2.5 standards on October 27, 2022; therefore, moderate area budgets continue to apply.

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 1-6.

A. EMFAC2017/2021

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.

Section 93.111 of the conformity regulation requires the use of the latest emission estimation model in the development of conformity determinations.

On December 2022, 2017 ARB released its update to the EMFAC model – EMFAC2017. EPA issued final approval of EMFAC2017 model for regional conformity use with a two-year grace period on August 15, 2019. On January 15, 2021, ARB released the latest update to the EMFAC model – EMFAC2021. EPA issued final approval of EMFAC2021 model for regional conformity use with a two-year grace period on November 15, 2022. Since the conformity grace period still applies, EMFAC2017 is the emissions model used for this conformity analysis. On April 10, 2023, CARB submitted a request for the use of EMFAC2017 and EMFAC 2021 interim off-model adjustment factors that account for the emission benefits of California’s Heavy-Duty Vehicle Inspection and Maintenance Program (HD I/M) in transportation conformity determinations. On May 26, 2023, EPA approved the use of these factors in regional conformity analyses in California.

EMFAC2017 (Scenario Analysis) 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.

A transportation data template and detailed EMFAC modeling instructions have been prepared to summarize the transportation model output for use in EMFAC2017. The template includes allocating VMT by speed bin by hour of the day. EMFAC2017 was used to estimate exhaust emissions for ozone, PM-10, and PM2.5 conformity demonstrations consistent with the applicable air quality plan. A conformity post-processing template has been developed to process EMFAC output and to incorporate HD I/M program adjustment factors. Note that the statewide SIP measures documented in Chapter 2 are already incorporated in the EMFAC2017 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_x to the motor vehicle emissions budget for primary PM-10 using a 1.5 to 1 ratio. The trading mechanism will be used only for conformity analyses for analysis years after 2005.

C. PM2.5 APPROACH

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

The following PM_{2.5} approach addresses the 1997 (annual and 24-hour), the 2012 (annual, moderate and serious), and the 2006 (24-hour) standards.

EMFAC2017 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 PM_{2.5} and NO_x 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 PM_{2.5} annual emission estimates. The availability of seasonal or monthly VMT data and the corresponding variability of that data need to be evaluated.

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

The SJV MPOs 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 EMFAC 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_{2.5} nonattainment areas must consider directly emitted PM_{2.5} motor vehicle emissions from tailpipe, brake wear, and tire wear. In California, areas will use the latest version of EMFAC emissions modeling software. As indicated under the Conformity Test Requirements, re-entrained road dust and construction-related fugitive dust from highway or transit projects is not included at this time. In addition, NO_x emissions are included; however, VOC, SO_x, and ammonia emissions are not.

1997 24-Hour and Annual Standards – The portions of the 2018 PM_{2.5} Plan dealing with the 1997 24-hour standard were approved by EPA on January 28, 2022 (effective February 28, 2022) and contain motor vehicle emission budgets for PM_{2.5} and NO_x established based on daily average emissions. The 1997 annual PM_{2.5} transportation conformity budgets for annual average PM_{2.5} and NO_x emissions were approved by EPA on December 14, 2023 (effective January 16, 2024). The annual inventory methodology contained in the 2018 PM_{2.5} Plan was used to establish emissions budgets is consistent with the methodology used herein. The motor vehicle emissions budget for PM_{2.5} includes directly emitted PM_{2.5} motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SO_x, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes.

2006 24-Hour Standard – On March 27, 2020, EPA proposed approval of portions of the 2018 PM_{2.5} Plan that pertain to the 2006 24-hour PM_{2.5} standard, including granting attainment deadline extension to 2024. This portion of the 2018 PM_{2.5} Plan was finalized on July 22, 2020, effective as of publication. The 2018 PM_{2.5} Plan contains motor vehicle emission budgets for PM_{2.5} and NO_x established based on average winter daily emissions. The winter inventory methodology contained in the 2018 PM_{2.5} Plan and used to establish emissions budgets is consistent with the methodology used herein. The motor vehicle emissions budget for PM_{2.5} include directly emitted PM_{2.5} motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SO_x, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes.

2012 Annual Standard - On November 26, 2021, EPA issued final approval of the 2016 Moderate Area PM_{2.5} Plan and the portions of the 2018 PM_{2.5} plan that pertain to the moderate requirements for the 2012 PM_{2.5} standard. The approval also included reclassification to serious. Note that CARB withdrew 2018 PM_{2.5} Plan portions dealing with 2012 serious PM_{2.5} standards on October 27, 2022. Until the new 2012 serious area PM_{2.5} standard budgets are found adequate or approved, the SJV will conduct conformity determination for the 2012 annual PM_{2.5} standard using budgets established in the 2016 PM_{2.5} and 2018 PM_{2.5} Plan for moderate nonattainment. The 2018 PM_{2.5} Plan contains motor vehicle emission budgets for PM_{2.5} and NO_x established based on average

annual daily emissions. The annual inventory methodology contained in the 2018 PM2.5 Plan and used to establish emissions budgets is consistent with the methodology used herein. The motor vehicle emissions budget for PM2.5 include 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.

1997 AND 2012 ANNUAL PM2.5 TRADING MECHANISM

The 2018 PM2.5 Plan budgets and trading mechanism will also be used in this conformity analysis for moderate and serious 2012 PM2.5 and serious 1997 PM2.5 standards, as needed. The 2016 PM2.5 Plan and 2018 PM2.5 Plan allows trading for 2012 PM2.5 from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary annual PM2.5 using a 6.5 to 1 ratio. This trading mechanism will be used for the 1997 and 2012 annual PM2.5 standard conformity analysis, as needed.

2006 AND 1997 24-HOUR PM2.5 TRADING MECHANISM

On July 22, 2020, EPA partially approved the 2018 PM2.5 SIP including the 2006 PM2.5 standard 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 a 2 to 1 ratio. Then on January 28, 2022, EPA approved 1997 24-hour PM2.5 SIP elements contained in the 2018 PM2.5 Plan, inclusive of the inter-pollutant trading mechanism with the same 2 to 1 ratio. This trading mechanism will be used for the 2006 and 2012 24-hour PM2.5 standard conformity analysis, as needed.

D. SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES

New step-by-step air quality modeling instructions were developed for SJV MPO use with EMFAC2017. These instructions were last updated in March of 2024 (HD I/M adjustments were included in conformity post processing templates as of November 2023).

Documentation of the Conformity Analysis for the 2025 FTIP and 2022 RTP Amendment No. 1 is provided in Appendix C, including:

- 2025 FTIP Conformity EMFAC Spreadsheet
- 2025 FTIP Conformity Paved Road Spreadsheet
- 2025 FTIP Conformity Unpaved Road Dust Spreadsheet
- 2025 FTIP Conformity Construction Spreadsheet
- 2025 FTIP Conformity Totals Spreadsheet

CHAPTER 4: TRANSPORTATION CONTROL MEASURES

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

A. TRANSPORTATION CONFORMITY REGULATION REQUIREMENTS FOR TCMs

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

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

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

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

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

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

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

TCM REQUIREMENTS FOR A TRANSPORTATION PLAN

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

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

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

TCM REQUIREMENTS FOR A TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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

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

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

B. APPLICABLE AIR QUALITY IMPLEMENTATION PLANS

Only transportation control measures from applicable implementation plans for the San Joaquin Valley region are required to be updated for this analysis. For 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 2016 and 2018 PM2.5 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.

In April of 2022, a new local TCM RACM analysis was conducted as part of 2022 Ozone SIP development. This analysis has then been revised to meet PM2.5 SIP BACM requirements in 2023 and again in 2024, as part of 2012 annual PM2.5 standard attainment deadline extension request. However, the revised TCM listing has not yet been approved by EPA; therefore, 2022 RACM TID still applies to this Conformity Analysis. 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 2022 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 2022 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 2016. New PM-10 plans that have been reviewed include:

- A. 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.
- B. Juneau’s Mendenhall Valley, AK PM-10 Limited Maintenance Plan submitted July 22, 2020 (EPA approval effective November 24, 2021). The maintenance 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.
- C. Wallula, WA Second PM-10 Maintenance Plan submitted November 22, 2019 (EPA approval effective June 1, 2020). The plan relies on fugitive dust controls from livestock operations.
- D. Eagle River, AK PM-10 Nonattainment Plan submitted on November 10, 2020 (EPA approval effective December 9, 2021) The plan control measures include paving gravel roads with recycle asphalt product.
- E. Pinehurst, ID PM-10 Limited Maintenance Plan submitted September 29, 2017 (EPA approval effective October 11, 2018). The plan primarily relies on control strategies for residential wood smoke. No additional PM-10 dust measures are included.

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 2022 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

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.

CMAQ funding has been utilized in the past by TCAG agencies to fund numerous projects for implementation of Measures 1 through 3 above. Currently, projects using ATP funds can conceivably use the funds for stabilizing shoulders and adding curbs which would address Measure 2. 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 April 8, 2024 and re-submitted for IAC review on July 31. EPA and FHWA concurrence is anticipated by August 9, 2024. Comments received have been addressed and incorporated into this version of the analysis. Any additional comments received will be incorporated into the final version and will be addressed in Appendix E.

The Conformity Analysis for the 2025 FTIP and 2022 RTP Amendment No. 1 was developed in consultation with TCAG's local partner agencies, including member jurisdictions, Caltrans, and local transit agencies.

The 2025 FTIP, 2022 RTP Amendment No. 1, and the corresponding conformity analysis were released on August 7, 2024 for a 30-day public comment period, followed by adoption on September 16, 2024. Federal approval is anticipated on or before December 31, 2024.

Each of the cities, the County, and the Tule River Tribe are part of the TCAG Technical Advisory Committee which makes recommendations on the FTIP, RTP, and Air Quality Conformity Analysis.

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 minimum 30-day public notice and review period. A public hearing is held at a regularly scheduled and publicly noticed TCAG Board meeting during the 30-day public review 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_x), PM-10 (PM-10/NO_x), and PM2.5 (PM2.5/NO_x) respectively, in tons per day for each of the horizon years tested.

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_x for an average summer (ozone) season day. EPA approved the plan and the budgets on March 25, 2019. The modeling results for all analysis years indicate that the on-road vehicle ROG and NO_x emissions predicted for each of the “Build” scenarios are less than the emissions budgets. The TIP/RTP therefore satisfy the conformity emissions test for volatile organic compounds and nitrogen oxides.

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_x. This Plan revision including conformity budgets was conditionally approved by EPA on July 8, 2016 (effective September 30, 2016). On January

20, 2023, CARB withdrew their 2017 PM10 Maintenance Plan Update addressing the conditional approval of the 2015 Transportation Conformity Budget Update for the annual PM10 standard dealing with exceptional events demonstration. However, since EPA has not yet taken action on this submittal, the 2007 Maintenance Plan budgets (as revised in 2015) continue to apply. 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 using the 2015 SIP Update budgets. The TIP/RTP therefore satisfy the conformity emissions tests for PM-10.

1997 24-Hour and Annual PM2.5 Standards:

For 1997 PM2.5 Standards, the applicable conformity test is the emission budget test, using budgets established in the 2018 PM2.5 Plan. EPA approved 2018 PM2.5 Plan elements pertaining to the 1997 24-hour and 1997 annual PM2.5 standards on January 28, 2022 and December 14, 2024, respectively. The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the “Build” scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

2006 PM2.5 Standard:

On July 22, 2020, EPA approved portions of the 2018 PM2.5 Plan that pertain to the 2006 24-hour PM2.5 standard, including new transportation conformity budgets and trading mechanism. For the 2006 PM2.5 standard, the applicable conformity test is the emission budget test, using approved budgets established in the 2018 PM2.5 Plan. The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the “Build” scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

2012 PM2.5 Standard:

On November 26, 2021, EPA issued final approval of the 2016 Moderate Area PM2.5 Plan and portions of the 2018 PM2.5 plan that pertain to the moderate requirements for the 2012 PM2.5 standard. The approval also included reclassification to serious. CARB withdrew 2018 PM2.5 Plan portions dealing with 2012 serious PM2.5 standards on October 27, 2022. Until the new 2012 serious area PM2.5 standard budgets are found adequate or approved, the SJV will conduct conformity determination for the 2012 annual PM2.5 standard using budgets established in the 2016 PM2.5 and 2018 PM2.5 Plan for moderate nonattainment.

For the 2012 PM2.5 standards, the applicable conformity test is the emissions budget test, using moderate area budgets. The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the “Build” scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

As all requirements of the Transportation Conformity Regulation have been satisfied, a finding of conformity for the 2025 FTIP and the 2022 RTP Amendment No. 1 is supported.

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

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
2008 and 2015 Ozone	2023 Budget	2.4	4.6		
	2025	2.1	3.5	YES	YES
	2026 Budget	2.1	4.0		
	2026	2.0	3.3	YES	YES
	2029 Budget	1.8	3.7		
	2029	1.8	2.8	YES	YES
	2031 Budget	1.7	3.5		
	2031	1.6	2.6	YES	YES
	2037	1.3	2.1	YES	YES
	2046	1.1	1.9	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10	2020 Budget	3.4	8.4		
	2025	2.5	3.7	YES	YES
	2020 Budget	3.4	8.4		
	2029	2.7	2.9	YES	YES
	2020 Budget	3.4	8.4		
	2037	2.6	2.1	YES	YES
	2020 Budget	3.4	8.4		
	2046	2.6	1.9	YES	YES

PM-10	Total On-Road Exhaust		Paved Road Dust		Unpaved Road Dust		Road Construction Dust		Total	
	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox
2025	0.661	3.658	0.921		0.757		0.156		2.5	3.7
2029	0.670	2.907	0.948		0.757		0.359		2.7	2.9
2037	0.681	2.139	0.992		0.757		0.144		2.6	2.1
2046	0.696	1.901	1.028		0.757		0.131		2.6	1.9

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Standard	Analysis Year	Emissions Total	
		PM2.5 (tons/day)	NOx (tons/day)
1997 24-Hour PM2.5 Standard	2020 Budget	0.4	8.5
	2025	0.3	3.7
	2020 Budget	0.4	8.5
	2029	0.3	3.0
	2020 Budget	0.4	8.5
	2037	0.3	2.2
	2020 Budget	0.4	8.5
	2046	0.3	2.0

DID YOU PASS?	
PM2.5	NOx
YES	YES
YES	YES
YES	YES
YES	YES

Standard	Analysis Year	Emissions Total	
		PM2.5 (tons/day)	NOx (tons/day)
1997 Annual PM2.5 Standard	2023 Budget	0.4	5.2
	2025	0.3	3.7
	2023 Budget	0.4	5.2
	2029	0.3	3.0
	2023 Budget	0.4	5.2
	2037	0.3	2.2
	2023 Budget	0.4	5.2
	2046	0.3	2.0

DID YOU PASS?	
PM2.5	NOx
YES	YES
YES	YES
YES	YES
YES	YES

Standard	Analysis Year	Emissions Total	
		PM2.5 (tons/day)	NOx (tons/day)
2006 PM2.5 Winter 24-Hour Standard	2024 Budget	0.4	5.1
	2024	0.3	4.2
	2024 Budget	0.4	5.1
	2031	0.3	2.8
	2024 Budget	0.4	5.1
	2037	0.3	2.3
	2024 Budget	0.4	5.1
	2046	0.3	2.0

DID YOU PASS?	
PM2.5	NOx
YES	YES
YES	YES
YES	YES
YES	YES

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Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2012 Annual PM2.5 Standard (Moderate)	2022 Budget	0.4	6.9		
	2025	0.3	3.7	YES	YES
	2022 Budget	0.4	6.9		
	2029	0.3	3.0	YES	YES
	2022 Budget	0.4	6.9		
	2037	0.3	2.2	YES	YES
	2025 Budget	0.4	6.9		
	2046	0.3	2.0	YES	YES

REFERENCES

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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.	Chapter 1, pgs. 9-11	
§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	Chapter 1, pgs. 12-13	
§93.102 (b)(2)(iv)	PM2.5 areas: document if both EPA and the state have found that NOx is not a significant contributor or that the SIP does not establish a budget (otherwise, conformity applies for NOx)	NA	NOx is a significant contributor
§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	Chapter 1, pgs. 13-14 and Chapter 3, pgs. 35-36	
§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 pg. 1; Chapter 5 page 47, Appendix E	
§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)). 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)). Document that the attainment year is a horizon year, if in the timeframe of the plan ((a)(1)(iii)). 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)). Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	Chapter 1, pgs. 17-19, Table 1-6, Chapter 2, page 24, and Appendix B	
§93.108	Document that the TIP/RTP is fiscally constrained (23 CFR 450).	ES	

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40 CFR	Criteria	Page	Comments
		pg. 1, Appendix B	
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	ES pgs 1-3	
§93.109 (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.	Chapter 1, pgs. 11-19, Chapter 6 pgs 48-49	
§93.109(e)	CO or PM10: Document if the area has a limited maintenance plan and from where that information comes	Chapter 1, pg. 12-13	
§93.109(f)	Document if motor vehicle emissions are an insignificant contributor and in what SIP that determination is found	NA	
§93.110 (a, b)	Document the use of latest planning assumptions (source and year) at the “time the conformity analysis begins,” including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	Chapter 2, pgs. 20-30	
EPA-DOT 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,)	Chapter 2, pgs. 20-30	
§93.110 (c,d,e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination (c). Document the assumptions about transit service, use of the latest transit fares, and road and bridge tolls (d). Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented (e). Document the key assumptions and show that they were agreed to through Interagency and public consultation (f).	Chapter 2, pg. 27, Chapter 5, 46-47	
§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.	Chapter 3, pg. 33	
§93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450. Include documentation of	Chapter 5, pgs. 46-47	

*Tulare County Association of Governments
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40 CFR	Criteria	Page	Comments
	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.	Chapter 4, pgs. 38-45 Appendix 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).	ES pg. 1	Analysis addresses both documents
For Areas with SIP Budgets:			
§93.118, §93.124	Document what the applicable budgets are, and for what years. Document if there are subarea budgets established, and for which areas (93.124(c)). Document if there is a safety margin established, and what are the budgets with the safety margin included. (93.124(a)). 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)). If there is more than one MPO in the area, document whether separate budgets are established for each MPO (93.124(d)).	Chapter 1, pgs. 11-17	
§93.118 (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.	Chapter 6, pgs. 48-52, Table 6-1	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	Chapter 1, pg. 17-18	
§93.118 (d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	Chapter 1, Table 1-6 and Chapter 6, Table 6-1	
For Areas without Applicable SIP Budgets:			
§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>	NA	

40 CFR	Criteria	Page	Comments
§93.119 ⁱ (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.	NA	
§93.119 (e)	Document the appropriate baseline year.	NA	
§93.119 (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.	NA-19	
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.	NA. 32-38	
§93.119 (h, i)	Document how the baseline and action scenarios are defined for each analysis year.	NA	
For All Areas Where a Regional Emissions Analysis Is Needed			
§93.122 (a)(1)	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis year it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis	Chapter 2, pgs. 28-29 Appendix B	
§93.122 (a)(2, 3)	Document that only emission reduction credits from TCMs on schedule have been included, or that partial credit has been taken for partially implemented TCMs (a)(2). 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).	Chapter 4, pgs. 38-45	
§93.122 (a)(4,5,6,7)	For nonregulatory measures that are not included in the transportation plan and TIP, include written commitments from appropriate agencies (a)(4). Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios (a)(5).	N/A	

40 CFR	Criteria	Page	Comments
	Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation (a)(6). Document the method(s) used to estimate VMT on off-network roadways in the analysis (a)(7).		
§93.122 (b)(1)(i) ⁱⁱ	Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).	Chapter 2, pgs. 24-29	
§93.122 (b)(1)(ii) ⁱⁱ	Document the land use, population, employment, and other network-based travel model assumptions.	Chapter 2, Table 2-1, pgs. 21-23	
§93.122 (b)(1)(iii) ⁱⁱ	Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.	Chapter 2, pgs. 23-25	
§93.122 (b)(1)(iv) ⁱⁱ	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.	Chapter 2, pg. 24-27	
§93.122 (b)(1)(v) ⁱⁱ	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.	Chapter 2, pg. 26-28	
§93.122 (b)(1)(vi) ⁱⁱ	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	Chapter 2, pgs. 24 and 27-29	
§93.122 (b)(2) ⁱⁱ	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.	Chapter 2, pg. 26-27	
§93.122 (b)(3) ⁱⁱ	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.	Chapter 2, pg. 27-29	
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled	N/A	

40 CFR	Criteria	Page	Comments
§93.122 (e, f)	Document, in areas where a SIP identifies construction-related PM10 or PM2.5 as significant pollutants, the inclusion of PM10 and/or PM2.5 construction emissions in the conformity analysis.	Chapter 3, pgs. 33-34	
§93.122 (g)	If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis, i.e. that:	N/A	
	(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	N/A	
	(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;	N/A	
	(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;	N/A	
	(g)(1)(iv): the previous regional emissions analysis meets 93.118 or 93.119 as applicable	N/A	
§93.126, §93.127, §93.128	Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, traffic signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts.	Appendix B, Chapter 5, 46-47	

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

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

**Tulare County Association of Governments
Regionally Significant Projects**

Agency	Facility Name/Route	Project Limits	Type of Improvement	Open to Traffic Year	Year(s) Modeled							Estimated Cost (in \$1,000's)
					2024	2025	2026	2029	2031	2037	2046	
Caltrans	SR 99	Post Miles: 30.6 to 35.2 Tulare/Tagus - Prosperity Ave to 1.2m S of Ave 280	Widen existing roadway	2024	X	X	X	X	X	X	X	\$85,713
Caltrans	SR 99	Post Miles: 25.2 to 30.6 Tulare - Avenue 200 to Prosperity Ave	Widen existing roadway	2029				X	X	X	X	\$152,264
Caltrans	SR 99	Post Miles: 0.0 to 13.5 Near Earlimart, County Line Rd to 0.7 mi north of Court Ave	Widen existing roadway	2027				X	X	X	X	\$109,235
Caltrans	SR 99	Post Miles: 13.5 to 25.2 0.7 mi north of Court Ave to Avenue 200	Widen existing roadway	2042							X	\$268,580
Caltrans	SR 65	Post Miles: 10.9 to 15.6 Terra Bella - Ave 88 to Ave 124	Widen existing roadway	2035						X	X	\$55,486
Lindsay	Lindsay Route 65 and Route 198/245 Operational Improvements Project, Phase 1	SR 65 at Tulare Avenue	Roundabout and local street improvements	2028				X	X	X	X	\$24,261

**Tulare County Association of Governments
Regionally Significant Projects**

Agency	Facility Name/Route	Project Limits	Type of Improvement	Open to Traffic Year	Year(s) Modeled							Estimated Cost (in \$1,000's)
					2024	2025	2026	2029	2031	2037	2046	
Tulare Co.	Lindsay Route 65 and Route 198/245 Operational Improvements Project, Phase 2	SR 198 at Spruce Road	Roundabout and local street improvements	2031					X	X	X	\$18,513
Caltrans	Lindsay Route 65 and Route 198/245 Operational Improvements Project, Phase 3	Post Miles: 29.5 to 32.3 Near Lindsay-from Hermosa Rd to Ave 244	Realignment and widen existing roadway	2034						X	X	\$84,454
Caltrans	SR 190	Post Miles: 13.2 to 15.0 Porterville - Westwood to Rte 65	Widen existing roadway	2035						X	X	\$24,117
Caltrans	SR 99	SR-99 at Caldwell Avenue	Major I/C improvements	2027				X	X	X	X	\$54,600
Caltrans	SR 99	SR-99 at Agri Center (Commercial)	Construct new I/C	2025		X	X	X	X	X	X	\$66,800
Caltrans	SR 99	SR-99 at Paige Ave.	Major I/C improvements	2029				X	X	X	X	\$66,817
Caltrans	SR 198	SR-198 at Road 148	Construct new I/C	2046							X	\$101,383

**Tulare County Association of Governments
Regionally Significant Projects**

Agency	Facility Name/Route	Project Limits	Type of Improvement	Open to Traffic Year	Year(s) Modeled							Estimated Cost (in \$1,000's)
					2024	2025	2026	2029	2031	2037	2046	
Porterville	West St, Scranton St, Westwood Ave, Worth Ave	Porterville Airport roads	Realignment and extension of roadway	2026			X	X	X	X	X	\$14,300
Caltrans	SR 190	SR-190 at Main Street	Major I/C improvements	2037						X	X	\$73,262
Porterville	Westwood St	South of Orange Ave to South of Tule River	Widen existing road/bridge	2037						X	X	\$15,174
Porterville	Newcomb St	North of Tule River to south of Poplar Ditch	New crossing over SR190 at the Tule River	2035						X	X	\$67,665
Visalia	Riggin Avenue	Keyenta Street to Akers Street	Widen existing roadway	2024	X	X	X	X	X	X	X	\$4,227
Visalia	Riggin Avenue	Conyer Street to Mooney Boulevard	Widen existing roadway	2026			X	X	X	X	X	\$8,038
Visalia	Riggin Avenue	Roeben Street to Kelsey Avenue	Widen existing roadway	2026			X	X	X	X	X	\$11,250
Visalia	Riggin Avenue	Akers Street to Roeben Street	Widen existing roadway	2027				X	X	X	X	\$9,929
Visalia	Caldwell Ave (Ave 280)	Santa Fe (Visalia) to Lovers Ln (Visalia)	Widen existing roadway	2026			X	X	X	X	X	\$21,360
Tulare Co.	Ave 152 (Olive)	West of Friant- Kern Canal to East of Redwood Rd	Widen existing roadway	2030					X	X	X	\$23,002
Tulare Co.	Avenue 280	Lovers Ln (Visalia) to Virginia (Farmersville)	Widen existing roadway	2028				X	X	X	X	\$32,340

**Tulare County Association of Governments
Regionally Significant Projects**

Agency	Facility Name/Route	Project Limits	Type of Improvement	Open to Traffic Year	Year(s) Modeled							Estimated Cost (in \$1,000's)
					2024	2025	2026	2029	2031	2037	2046	
Tulare Co.	Avenue 280	Brundage (Farmersville) to Elberta (Exeter)	Widen existing roadway	2028				X	X	X	X	\$25,674

**Tulare County Association of Governments
Exempt Project Listing**

Agency	MPO ID	CTIPS ID	Project	Description	Total Project Cost (in \$1,000's)	Exemption Description	Exemption Code
Tulare County	TUL11-120	21500000549	HBP Bridge No. 46C0004	In County of Tulare, Co Rd D112, over north branch of Tule River; Replace 2 Lane Bridge with a 2 Lane Bridge	\$2,235	Pavement resurfacing and/or rehabilitation.	1.10
Tulare County	TUL11-120	21500000549	HBP Bridge No. 46C0013	In County of Tulare, Road D112, over Bates Slough, south of Ave 196; Replace 2 Lane Bridge with 2 Lane Bridge	\$1,796	Pavement resurfacing and/or rehabilitation.	1.10
Tulare County	TUL11-120	21500000549	HBP Bridge No. 46C0025	In County of Tulare, Ave 152, over Tule River, 1.25 mi. west of Road 224; Replace 2 Lane Bridge with 2 Lane Bridge	\$18,327	Pavement resurfacing and/or rehabilitation.	1.10
Tulare County	TUL11-120	21500000549	HBP Bridge No. 46C0118	In County of Tulare, Ave 404 over Cottonwood Creek, 0.1 mi. west of SR 245; Replace 1-lane timber bridge with 1-lane bridge.	\$2,720	Pavement resurfacing and/or rehabilitation.	1.10
Tulare County	TUL11-120	21500000549	HBP Bridge No. 46C0133	In County of Tulare, Mountain Rd 109, over White River, 8 mi. SE of Fountain Springs; Replace 1 Lane Bridge with 2 Lane Bridge. No added lane capacity	\$4,065	Pavement resurfacing and/or rehabilitation.	1.10
Tulare County	TUL11-120	21500000549	HBP Bridge No. 46C0196	In County of Tulare, M375A Mineral King Rd over East Fork of Kaweah River, 6.68 mi. east of SR 198; Replace 2 Lane Bridge as 2 Lane Bridge	\$11,155	Pavement resurfacing and/or rehabilitation.	1.10
Tulare County	TUL11-120	21500000549	HBP Bridge No. 46C0215	In County of Tulare, Road 16 over Homeland Canal, 1.0 mi. north of Ave 56; Replace 2-lane timber bridge with 2-lane bridge	\$1,305	Pavement resurfacing and/or rehabilitation.	1.10
Tulare County	TUL11-120	21500000549	HBP Bridge No. 46C0216	In County of Tulare, Road 16 over Homeland Canal, 3.0 mi. north of Ave 56; Replace 2-lane timber bridge with 2-lane bridge	\$1,516	Pavement resurfacing and/or rehabilitation.	1.10
Tulare County	TUL11-120	21500000549	HBP Bridge No. 46C0225	In County of Tulare, Avenue 432 over Friant-Kern Canal at Road 144; Rehabilitate 2-lane bridge. Not capacity increasing.	\$4,705	Pavement resurfacing and/or rehabilitation.	1.10
Tulare County	TUL11-120	21500000549	HBP Bridge No. 46C0263	In County of Tulare, Avenue 174 over Friant-Kern Canal, 0.3 mi. west of Road 232; Replace 2 Lane Bridge with 2 Lane Bridge	\$4,257	Pavement resurfacing and/or rehabilitation.	1.10
Tulare County	TUL11-120	21500000549	HBP Bridge No. 46C0313	In County of Tulare, M276 over Kramer Creek, 3.7 mi. north of M296; Standalone Scour Countermeasure Project	\$620	Pavement resurfacing and/or rehabilitation.	1.10

**Tulare County Association of Governments
Exempt Project Listing**

Tulare County	TUL11-120	21500000549	HBP Bridge No. 46C0340	In County of Tulare, Avenue 428 over Sand Creek, 0.25 mi. east of SR 63; Replace 2 Lane Bridge with 2 Lane Bridge	\$3,025	Pavement resurfacing and/or rehabilitation.	1.10
Tulare County	TUL11-120	21500000549	HBP Bridge No. 46C0353	In County of Tulare, Avenue 376, over Traver Canal, 0.25 mi. east of Road 40; Replace 2 Lane Bridge with 2 Lane Bridge	\$1,700	Pavement resurfacing and/or rehabilitation.	1.10
Tulare County	TUL11-120	21500000549	HBP Bridge No. 46C0360	In County of Tulare, Road 204, over Wutchumna Ditch, 0.1 mi. south of Ave 336; Replace 2 Lane Bridge with 2 Lane Bridge	\$1,912	Pavement resurfacing and/or rehabilitation.	1.10
Tulare County	TUL11-120	21500000549	HBP PM00148	Bridge Preventive Maintenance Program (BPMP) various bridges in the County of Tulare	\$715	Pavement resurfacing and/or rehabilitation.	1.10
Tulare County	TUL11-120	21500000549	HBP PM00149	Bridge Preventive Maintenance Program (BPMP) various bridges in the County of Tulare	\$4,567	Pavement resurfacing and/or rehabilitation.	1.10
Tulare County	TUL11-120	21500000549	HBP PM00237	Bridge Preventive Maintenance Program (BPMP), various bridges in the County of Tulare	\$662	Pavement resurfacing and/or rehabilitation.	1.10
Dinuba	TUL12-144	21500000615	HSIP H9-06-005	In City of Dinuba, at various locations along Alta Avenue, Crawford Avenue, El Monte Way, Saginaw Avenue, Kamm Avenue, Kern Street, Nebraska Avenue, Englehart Avenue, Surabian Drive, and Sequoia Drive; install flush median, edgeline and centerline, and Class II and Class III bicycle facilities.	\$2,932	Safety Improvement Program	1.06
Tulare County	TUL12-144	21500000615	HSIP H10-06-023	In Tulare County, at eight locations along Road 236, Avenue 144, Road 196 north and south of Lort Drive, Road 12, Road 228, and at Road 140/Avenue 272, and Burnett Road/Avenue 152; replace existing non-standard, damaged, or obsolete guardrails.	\$1,706	Safety Improvement Program	1.06
Tulare County	TUL12-144	21500000615	HSIP H11-06-027	In Tulare County, at various locations. Segments include D238/Main St (2mi), Avenue 96 (2 mi), Avenue 304 (3 mi), Road 208 (2 mi), Avenue 144 (11mi), Avenue 120 (12mi), Avenue 264 (2mi) and Road 144 (4mi); onstall/upgrade edgelines and centerlines stripe along eight corridors with 6 inch paint traffic stripe (2-Coat). Upgrade pavement marking with thermoplastic pavement marking.	\$278	Safety Improvement Program	1.06
Tulare County	TUL12-144	21500000615	HSIP H11-06-028	In Tulare County, at various locations. 8 Locations on 6 roads (Road 192, Road 124, Road 196, Road 152, Avenue 368, and Drive 60); upgrade existing, damaged, outdated, and destroyed guardrail to current standards.	\$1,041	Safety Improvement Program	1.06
Tulare County	TUL12-144	21500000615	HSIP H9-06-017	In Tulare County, at intersection of Avenue 144 and Road 96 (Tipton); convert intersection to roundabout.	\$3,588	Safety Improvement Program	1.06

**Tulare County Association of Governments
Exempt Project Listing**

Caltrans	TUL12-170	21500000381	In Porterville, at the southbound onramp and northbound on ramp from Olive Avenue.	Install protected left-turn signal phasing and upgrade curb ramps to Americans with Disabilities Act (ADA) standards	\$3,942	Safety Improvement Program.	1.06
Caltrans	TUL12-175	21500000501	Near Visalia, from Route 198 to Fresno County line at various locations.	Rehabilitate drainage systems.	\$17,134	Pavement resurfacing and/or rehabilitation.	1.10
Caltrans	TUL12-175	21500000501	In the city of Tulare, from 0.1 mile west of Gemini Street to Route 99.	Rehabilitate roadway, incorporate complete streets features, and upgrade facilities to Americans with Disabilities Act (ADA) standards	\$2,950	Pavement resurfacing and/or rehabilitation.	1.10
Caltrans	TUL12-175	21500000501	In and near Visalia, from Mooney Boulevard to Avenue 326.	Rehabilitate pavement, incorporate complete streets features, and upgrade crash cushions, Traffic Management System (TMS) elements, and facilities to Americans with Disabilities Act (ADA) standards.	\$54,284	Pavement resurfacing and/or rehabilitation.	1.10
Caltrans	TUL12-175	21500000501	In and near Springville, from 0.3 mile east of Bridge Drive to 0.5 mile east of Pine Way.	Rehabilitate pavement and drainage systems, upgrade complete streets features, guardrail, Traffic Management System (TMS) elements, and facilities to Americans with Disabilities Act (ADA) standards.	\$33,578	Pavement resurfacing and/or rehabilitation.	1.10
Caltrans	TUL12-175	21500000501	Near Delano, from County Line Road to 0.7 mile north of Court Avenue; also in Kern County, from 0.2 mile south of Cecil Avenue to County Line Road.	Landscape mitigation for roadway	\$3,800	Pavement resurfacing and/or rehabilitation.	1.10
Caltrans	TUL13-150	21500000627	In the city of Porterville, from 0.3 miles west of Westwood Road to 0.3 miles east of Main Street.	Intersection improvements at three intersections	\$3,540	Pavement resurfacing and/or rehabilitation.	1.10
Caltrans	TUL13-150	21500000627	In the city of Woodlake, at the intersection of Route 245 and Cajon Avenue.	Construct roundabout. Financial Contribution Only (FCO) to the City of Woodlake	\$1,100	Pavement resurfacing and/or rehabilitation.	1.10
Caltrans	TUL13-150	21500000627	In Tulare County, near Poplar from 0.2 miles west of Road 191 to 0.1 mile east of Road 192.	Improve drainage	\$3,008	Pavement resurfacing and/or rehabilitation.	1.10
Tulare	TUL13-700	21500000624	K Street Reconstruction	In the City of Tulare, from the south side of the intersection of K Street and Paige Avenue to the south side of the intersection of K Street and Olsen Avenue, as well as the Blackstone Avenue cul-de-sac on the east side of K Street; reconstruct roadway.	\$7,626	Pavement resurfacing and/or rehabilitation.	1.10
Caltrans	TUL16-104	21500000745	State Route 198 at Lovers Lane Operational Improvements	In Visalia: at intersection of State Route 198 and Lovers Lane; operational improvements	\$20,595	Interchange reconfiguration projects	5.04
Visalia	TUL16-204	21500000727	Visalia City Transit Operating Assistance 5307	Transit operating assistance for Visalia City Transit using FTA 5307	\$24,000	Operating assistance to transit agencies.	2.01
TCRTA	TUL16-204	21500000727	TCRTA Operating Assistance	Transit operating assistance for TCRTA Rural Area using FTA 5311	\$8,856	Operating assistance to transit agencies.	2.01

**Tulare County Association of Governments
Exempt Project Listing**

TCRTA	TUL16-204	21500000727	TCRTA Operating Assistance 5311(f)	Transit operating assistance for TCRTA Tule River Tribe FTA 5311(f) (Using toll Credits)	\$545	Operating assistance to transit agencies.	2.01
TCRTA	TUL16-204	21500000727	TCRTA Operating Assistance	Transit operating assistance for Visalia (Tulare) Urbanized Area using FTA 5307	\$12,000	Operating assistance to transit agencies.	2.01
Porterville	TUL16-204	21500000727	City of Porterville Operating Assistance	Transit Operating Assistance for Porterville Urbanized Area using FTA 5307	\$20,000	Operating assistance to transit agencies.	2.01
Porterville	TUL16-204	21500000727	City of Porterville Preventative Maintenance	Preventative Maintenance activities for Porterville Urbanized Area using FTA 5307	\$6,000	Operating assistance to transit agencies.	2.01
TCRTA	TUL16-204	21500000727	TCRTA Preventative Maintenance	Preventative Maintenance activities for TCRTA for Visalia (Tulare) UZA using FTA 5307	\$2,400	Operating assistance to transit agencies.	2.01
Visalia	TUL16-205	21500000741	Visalia City Transit Bus Purchases	Purchase of 4 new buses to replace existing Visalia City Transit buses	\$4,400	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.	2.10
Porterville	TUL16-205	21500000741	Porterville Transit Bus Purchases	Purchase of new buses to replace existing buses	\$3,680	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.	2.10
Porterville	TUL16-205	21500000741	Porterville Transit Bus Purchases	Purchase of new buses to replace existing buses	\$1,720	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.	2.10
TCRTA	TUL16-205	21500000741	TCRTA Bus Replacement	Purchase 1 (one) new replacement van	\$688	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.	2.10
Tulare County	TUL16-500	21500000726	Road 160 Sidewalk Improvements, Ivanhoe	In community of Ivanhoe: on Road 160 between Avenue 328 and Avenue 332; construct curb, gutter, sidewalk, ADA ramps, drive approaches, asphalt concrete paveouts, and drainage improvements.	\$1,575	Bicycle and pedestrian facilities.	3.02
Porterville	TUL16-500	21500000726	Butterfield Stage Corridor (W. North Grand Avenue to College Avenue)	In the City of Porterville, on the Butterfield Stage Corridor alignment between W. North Grand Avenue and College Avenue; development of an active transportation corridor (approximately 3.9 miles in length) to include solar lighting, water stations, unifying benches, controlled lighted crossing systems.	\$7,750	Bicycle and pedestrian facilities.	3.02
Caltrans	TUL16-500	21500000726	Ivanhoe Safe Routes to School	In community of Ivanhoe from Avenue 327 to just north of the State Route 216 and Avenue 328 intersection; construction of pedestrian and bicycle improvements including sidewalks, a shared-use path, railroad crossings, bicycle amenities, and	\$1,788	Bicycle and pedestrian facilities.	3.02
Tulare County	TUL16-500	21500000726	Tipton Sidewalk Improvements Project	In the community of Tipton, on Evans Road between Avenue 152 and Lerda Avenue, and along Woods Avenue between Thompson Road and Newman Road; construction of curb & gutter, sidewalk, curb ramps, drive approaches, asphalt concrete paveouts, crossing surface improvements, and pedestrian related	\$3,430	Bicycle and pedestrian facilities.	3.02
Dinuba	TUL16-500	21500000726	Building Dinuba's Active Transportation Future - Infrastructure & Non-Infrastructure	In the City of Dinuba; various bicycle and pedestrian improvements on six corridors in Dinuba, as well as bike rodeos at all Dinuba schools	\$16,074	Bicycle and pedestrian facilities.	3.02
Porterville	TUL16-500	21500000726	HAWK Pedestrian Crossings Project	In the City of Porterville; design and installation of two High intensity Activated crossWalK (HAWK) systems on the Santa Fe Byway and a third on Plano Street at Chase Avenue to increase pedestrian safety	\$1,859	Bicycle and pedestrian facilities.	3.02
Visalia	TUL16-500	21500000726	Houston Community Connectivity Project	In the City of Visalia; construction of protected bike lanes along Houston Avenue, incorporation of new and reconstructed ADA compliant curb returns with bulb out configuration and sidewalk construction.	\$2,385	Bicycle and pedestrian facilities.	3.02

**Tulare County Association of Governments
Exempt Project Listing**

Woodlake	TUL16-500	21500000726	West Sequoia Avenue Multi-Modal Improvements Project	In the City of Woodlake, along the north and south side of W. Sequoia Avenue, west of Valencia Blvd (SR 245) to Mulberry Street; construct ADA compliant ramps, curb, gutter, sidewalks, crosswalks, streetlights; a Class IV buffered bike lane with vertical elements and signage along Sequoia Avenue.	\$2,922	Bicycle and pedestrian facilities.	3.02
Tulare County	TUL16-500	21500000726	Poplar Pedestrian Connectivity Project	In the community of Poplar; pedestrian and safety improvements along Avenue 145 from Road 190 to Road 193.	\$3,182	Bicycle and pedestrian facilities.	3.02
Porterville	TUL16-500	21500000726	Tule River Tribe Complete Streets and Two Pedestrian Bridges Project, Phase 1	In the Tule River Indian Reservation, on North Reservation Road between Cow Mountain Road and Million Dollar Bridge; bicycle and pedestrian infrastructure improvements and construction of two new pedestrian bridges across Tule River to allow pedestrian access between the north and south sides of the Tule River.	\$2,981	Bicycle and pedestrian facilities.	3.02
Visalia	TUL16-500	21500000726	Goshen-Visalia Corridor (GVC) Improvement Project, Phase 1	In the City of Visalia, along the north side of Goshen Avenue between Giddings Street and Mooney Boulevard; construction of Class 1 multi-use trail.	\$3,816	Bicycle and pedestrian facilities.	3.02
Dinuba	TUL18-000	21500000753	Road 56 and Avenue 416 Roundabout	In the County of Tulare (approximately 0.5 mi. west of the City of Dinuba), at the intersection of Road 56 and Avenue 416; construct roundabout	\$101	Engineering to assess social, economic, and environmental effects of the proposed action or alternative.	4.05
Farmersville	TUL18-000	21500000753	Road 168 and E. Walnut Street Roundabout	In the City of Farmersville, at the intersection of Road 168 and E. Walnut Street; construct roundabout	\$101	Engineering to assess social, economic, and environmental effects of the proposed action or alternative.	4.05
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, auxiliary lane on WB SR 190 from Jaye Street to NB SR 65 on ramp, and right turn lane at Main Street from EB SR 190	\$12,760	Interchange reconfiguration projects	5.01
Dinuba	TUL20-001	21500000765	City of Dinuba Alta and Kamm Roundabout	In the City of Dinuba at the intersection of Alta Avenue and Kamm Avenue; construct new roundabout	\$4,012	Intersection channelization projects.	5.01
Caltrans	TUL20-203	21500000774	State Route 190 and Plano and College Roundabouts	In City of Porterville at intersection of State Route 190 and S. Plano Street and at intersection of S. Plano Street and College Avenue; construct roundabouts	\$16,772	Intersection channelization projects.	5.01
Visalia	TUL21-000	21500000781	City of Visalia Traffic Signal Interconnect Project	In the City of Visalia, on Houston Avenue Between Deamaree Street and Giddings Street, on Demaree Street between Campus Avenue and Caldwell Avenue, on Ben Maddox Way between Goshen Avenue and St. Johns Parkway, on Murray Avenue between Mooney Boulevard and Divisadero Street install fiber optic cable within existing traffic signal conduit, and on Mooney boulevard between Houston Avenue and Murray Avenue install approximately 2,250 feet of new traffic signal conduit and connect to existing conduit along the southern end of Mooney boulevard and install fiber optic cable.	\$1,265	Intersection signalization projects at individual intersections.	5.02
Visalia	TUL21-000	21500000781	Burke Street and St. John's Parkway Traffic Signal	At the intersection of Burke Street and St. John's Parkway; installation of traffic signal and connection to signal interconnect network at Ben Maddox Way and St. John's Parkway	\$820	Intersection signalization projects at individual intersections.	5.02
Woodlake	TUL21-001	21500000782	State Route 245 and Cajon Avenue Roundabout	In the City of Woodlake at the intersection of State Route 245 and Cajon Avenue; construct new roundabout	\$4,551	Intersection channelization projects.	5.01
Tulare County	TUL22-200	21500000789	Terra Bella Avenue Farm 2 Market Project	In the County of Tulare on Avenue 96 (Terra Bella Avenue) between Park Drive and Road 192 and on Avenue 96 between Road 208 and State Route 65; rehabilitate roadway	\$6,650	Pavement resurfacing and/or rehabilitation.	1.10
Porterville	TUL23-204	21500000796	Fuel System Upgrades	Purchase fuel system software and equipment for Porterville City Transit Bus Yard	\$300	Purchase of office, shop, and operating equipment for existing facilities.	2.04

**Tulare County Association of Governments
Exempt Project Listing**

Porterville	TUL23-204	21500000796	Fencing and security hardware purchase	Purchase fencing and security hardware for Porterville City Transit Bus Yard	\$260	Purchase of office, shop, and operating equipment for existing facilities.	2.04
Porterville	TUL23-204	21500000796	Porterville Transit Center Improvements	Purchase of exterior and lobby improvements for Porterville City Transit Center	\$200	Purchase of office, shop, and operating equipment for existing facilities.	2.04
Porterville	TUL23-204	21500000796	Porterville Transit Shelters	Purchase of new transit shelters and signage to replace existing Porterville City Transit shelters	\$200	Purchase of office, shop, and operating equipment for existing facilities.	2.04
Porterville	TUL23-204	21500000796	Traffic Signal Preemption	Purchase of new equipment for buses and traffic signal equipping for existing Porterville City Transit operations	\$250	Purchase of office, shop, and operating equipment for existing facilities.	2.04
Porterville	TUL23-205	21500000797	Porterville Renewable Energy Infrastructure	Construction of micro-grid to support operation of electric fleet	\$1,000	Construction or renovation of power, signal, and communications systems.	2.06
Porterville	TUL23-205	21500000797	Porterville Renewable Energy Infrastructure	Purchase and installation of replacement charging station infrastructure	\$1,000	Construction or renovation of power, signal, and communications systems.	2.06
Porterville	TUL23-206	21500000798	Porterville Transit Maintenance Facility	Construction of new Maintenance Facility to replace existing facility to accommodate Porterville city electric transit buses	\$1,500	Reconstruction or renovation of transit buildings and structures.	2.08
Tulare County	TUL25-002	21500000802	Avenue 56 Farm to Market Road	In the County of Tulare, on Avenue 56 between State Route 99 and State Route 43; resurfacing of roadway	\$5,111	Pavement resurfacing and/or rehabilitation.	1.10
Woodlake	TUL25-004	21500000804	Mulberry Street/Narjano Boulevard (SR216) Roundabout	In the City of Woodlake, at the intersection of Naranjo Boulevard (SR 216) and Mulberry Street; construct roundabout	\$6,410	Intersection channelization projects.	5.01

APPENDIX C

CONFORMITY ANALYSIS DOCUMENTATION

EMFAC Emissions (tons/day)

Tulare

<u>Pollutant</u>	<u>Source</u>	<u>Description</u>						
Ozone 2008 and 2015 standards (2016 Ozone SIP)	EMFAC 2017 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	2025	2026	2029	2031	2037	2046
			2.03	1.94	1.72	1.58	1.26	1.06
		Conformity Total	2.10	2.00	1.80	1.60	1.30	1.10
Ozone 2008 and 2015 standards (2016 Ozone SIP)	EMFAC 2017 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	3.47	3.27	2.76	2.51	2.03	1.80
		Conformity Total	3.50	3.30	2.80	2.60	2.10	1.90
PM-10 (2007 Maintenance SIP)	EMFAC 2017 (Annual Run)	PM-10 Total (All Vehicles Total) * includes tire & brake wear	2025	2029	2037	2046		
			0.66	0.67	0.68	0.70		
		Conformity Total	0.66	0.67	0.68	0.70		
PM-10 (2007 Maintenance SIP)	EMFAC 2017 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	3.66	2.91	2.14	1.90		
		Conformity Total	3.66	2.91	2.14	1.90		
PM2.5 24-hour 1997 standard (2018 PM2.5 SIP)	EMFAC 2017 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	2025	2029	2037	2046		
			0.28	0.28	0.28	0.28		
		Conformity Total	0.30	0.30	0.30	0.30		
PM2.5 24-hour 1997 standard (2018 PM2.5 SIP)	EMFAC 2017 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	3.66	2.91	2.14	1.90		
		Conformity Total	3.70	3.00	2.20	2.00		

			2025	2029	2037	2046
PM2.5 Annual 1997 standard (2018 PM2.5 SIP)	EMFAC 2017 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	0.28	0.28	0.28	0.28
		Conformity Total	0.30	0.30	0.30	0.30
PM2.5 Annual 1997 standard (2018 PM2.5 SIP)	EMFAC 2017 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	3.66	2.91	2.14	1.90
		Conformity Total	3.70	3.00	2.20	2.00
			2024	2031	2037	2046
PM2.5 24-hour 2006 standard (2018 PM2.5 SIP)	EMFAC 2017 (Winter Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	0.28	0.28	0.28	0.28
		Conformity Total	0.30	0.30	0.30	0.30
PM2.5 24-hour 2006 standard (2018 PM2.5 SIP)	EMFAC 2017 (Winter Run)	NOx Total Exhaust (All Vehicles Total)	4.20	2.75	2.23	1.98
		Conformity Total	4.20	2.80	2.30	2.00
			2025	2029	2037	2046
PM2.5 Annual 2012 standard Moderate Area 2018 PM2.5 SIP)	EMFAC 2017 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	0.28	0.28	0.28	0.28
		Conformity Total	0.30	0.30	0.30	0.30
PM2.5 Annual 2012 standard Moderate Area 2018 PM2.5 SIP)	EMFAC 2017 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	3.66	2.91	2.14	1.90
		Conformity Total	3.70	3.00	2.20	2.00

Standard	Analysis Year	Emissions Total	
		ROG (tons/day)	NOx (tons/day)
2008 and 2015 Ozone	2023 Budget	2.4	4.6
	2025	2.1	3.5
	2026 Budget	2.1	4.0
	2026	2.0	3.3
	2029 Budget	1.8	3.7
	2029	1.8	2.8
	2031 Budget	1.7	3.5
	2031	1.6	2.6
	2037	1.3	2.1
	2046	1.1	1.9

DID YOU PASS?	
ROG	NOx
YES	YES
YES	YES
YES	YES
YES	YES
YES	YES
YES	YES

Standard	Analysis Year	Emissions Total	
		PM-10 (tons/day)	NOx (tons/day)
PM-10	2020 Budget	3.4	8.4
	2025	2.5	3.7
	2020 Budget	3.4	8.4
	2029	2.7	2.9
	2020 Budget	3.4	8.4
	2037	2.6	2.1
	2020 Budget	3.4	8.4
	2046	2.6	1.9

DID YOU PASS?	
PM-10	NOx
YES	YES
YES	YES
YES	YES
YES	YES

PM-10	Total On-Road Exhaust		Paved Road Dust		Unpaved Road Dust		Road Construction Dust		Total	
	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox
2025	0.661	3.658	0.921		0.757		0.156		2.5	3.7
2029	0.670	2.907	0.948		0.757		0.359		2.7	2.9
2037	0.681	2.139	0.992		0.757		0.144		2.6	2.1
2046	0.696	1.901	1.028		0.757		0.131		2.6	1.9

Standard	Analysis Year	Emissions Total	
		PM2.5 (tons/day)	NOx (tons/day)
1997 24-Hour PM2.5 Standard	2020 Budget	0.4	8.5
	2025	0.3	3.7
	2020 Budget	0.4	8.5
	2029	0.3	3.0
	2020 Budget	0.4	8.5
	2037	0.3	2.2
	2020 Budget	0.4	8.5
	2046	0.3	2.0

DID YOU PASS?	
PM2.5	NOx
YES	YES
YES	YES
YES	YES
YES	YES

Standard	Analysis Year	Emissions Total	
		PM2.5 (tons/day)	NOx (tons/day)
1997 Annual PM2.5 Standard	2023 Budget	0.4	5.2
	2025	0.3	3.7
	2023 Budget	0.4	5.2
	2029	0.3	3.0
	2023 Budget	0.4	5.2
	2037	0.3	2.2
	2023 Budget	0.4	5.2
	2046	0.3	2.0

DID YOU PASS?	
PM2.5	NOx
YES	YES
YES	YES
YES	YES
YES	YES

Standard	Analysis Year	Emissions Total	
		PM2.5 (tons/day)	NOx (tons/day)
2006 PM2.5 Winter 24-Hour Standard	2024 Budget	0.4	5.1
	2024	0.3	4.2
	2024 Budget	0.4	5.1
	2031	0.3	2.8
	2024 Budget	0.4	5.1
	2037	0.3	2.3
	2024 Budget	0.4	5.1
	2046	0.3	2.0

DID YOU PASS?	
PM2.5	NOx
YES	YES
YES	YES
YES	YES
YES	YES

Standard	Analysis Year	Emissions Total	
		PM2.5 (tons/day)	NOx (tons/day)
2012 Annual PM2.5 Standard (Moderate)	2022 Budget	0.4	6.9
	2025	0.3	3.7
	2022 Budget	0.4	6.9
	2029	0.3	3.0
	2022 Budget	0.4	6.9
	2037	0.3	2.2
	2025 Budget	0.4	6.9
	2046	0.3	2.0

DID YOU PASS?	
PM2.5	NOx
YES	YES
YES	YES
YES	YES
YES	YES

Road Construction Dust

TULARE

Description								
	2025		2029		2037		2046	
	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
Baseline	2005	3986	2025	4195	2029	4291	2037	4368
Horizon	2025	4,195	2029	4,291	2037	4,368	2046	4,447
Difference	20	209	4	96	8	77	9	79
Lane Miles per Year		10		24		10		9
Acres Disturbed		41		93		37		34
Acre-Months		730		1676		672		613
Emissions (tons/year)		80.256		184.320		73.920		67.413
Annual Average Day Emissions (tons)		0.220		0.505		0.203		0.185
District Rule 8021 Control Rates		0.290		0.290		0.290		0.290
Total Emissions (tons per day)		0.156		0.359		0.144		0.131

Paved Road Dust Emissions (tons/day)

TULARE 2025

	VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>	Freeway 3,993,393	1,458	111.373	108.090	0.296	0.075	0.274
Enter Arterial VMT ==>	Arterial 6,550,355	2,391	303.996	295.035	0.808	0.282	0.580
Enter Collector VMT ==>	Collector 385,922	141	17.910	17.382	0.048	0.407	0.028
	Urban 19,511	7	6.784	6.584	0.018	0.324	0.012
Enter Total of Urban and Rural Local VMT Here =>	Rural 7,217	3	10.854	10.534	0.029	0.090	0.026
	26,728						
Totals	10,956,398	3,999	450.917	437.626	1.199		0.921

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 4,103,908	1,498	114.455	111.082	0.304	0.075	0.282
Enter Arterial VMT ==>	Arterial 6,726,913	2,455	312.190	302.988	0.830	0.282	0.596
Enter Collector VMT ==>	Collector 430,894	157	19.997	19.408	0.053	0.407	0.032
	Urban 19,785	7	6.879	6.676	0.018	0.324	0.012
Enter Total of Urban and Rural Local VMT Here =>	Rural 7,318	3	11.006	10.682	0.029	0.090	0.027
	27,103						
Totals	11,288,818	4,120	464.527	450.835	1.235		0.948

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 4,309,972	1,573	120.202	116.659	0.320	0.075	0.296
Enter Arterial VMT ==>	Arterial 6,999,869	2,555	324.857	315.282	0.864	0.282	0.620
Enter Collector VMT ==>	Collector 489,933	179	22.737	22.067	0.060	0.407	0.036
	Urban 20,241	7	7.038	6.830	0.019	0.324	0.013
Enter Total of Urban and Rural Local VMT Here =>	Rural 7,486	3	11.260	10.928	0.030	0.090	0.027
	27,727						
Totals	11,827,502	4,317	486.094	471.766	1.293		0.992

TULARE 2046

	VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>	Freeway 4,472,838	1,633	124.745	121.068	0.332	0.075	0.307
Enter Arterial VMT ==>	Arterial 7,237,280	2,642	335.875	325.975	0.893	0.282	0.641
Enter Collector VMT ==>	Collector 537,072	196	24.925	24.190	0.066	0.407	0.039
	Urban 20,654	8	7.181	6.970	0.019	0.324	0.013
Enter Total of Urban and Rural Local VMT Here =>	Rural 7,639	3	11.490	11.151	0.031	0.090	0.028
	28,294						
Totals	12,275,483	4,481	504.216	489.354	1.341		1.028

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

TULARE

HPMS Local Urban/Rural Percent
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

Unpaved Road Dust Emissions (tons/day)

TULARE 2025

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
City/County	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 2046

	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

APPENDIX D

**TIMELY IMPLEMENTATION DOCUMENTATION FOR
TRANSPORTATION CONTROL MEASURES**

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

Agency	RACM Commitment	Measure Title	Measure Description (not verbatim)	Implementation Status – Conformity Analysis for the 2023 FTIP/2022 RTP (as of May 2022)	Implementation Status – Conformity Analysis for the 2025 FTIP (as of July 2024)
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.	Commitment complete	Commitment complete
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.
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 proposed traffic signal at Road 168 and Avenue 288 (Walnut Avenue) is still proposed in the future when an additional school is constructed. The existing Farmersville Boulevard/Avenue 288 (Walnut Avenue) traffic signal is still to be modified. The project is in design and should go to bid in late 2020 or early 2021.	Commitment complete.
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.

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

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.
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.	Commitment complete
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 at Putnam and Pearson. The City will be evaluating improving other bus stops with available funding	The city continues to evaluate improvements to bus stops.

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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 Visalia Transit and TCat	Commitment complete
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 Visalia Transit which provides service to the Visalia Municipal Airport and the Fresno Airport (via the V-Line)	Commitment Complete
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.

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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	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 Expo.	The City continues to implement reversible parking on arterial streets during the annual World Ag Expo.
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.

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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.
Visalia	TU5.2	Coordinate Traffic Signal Systems	Continue to expand the City's coordinated traffic signal system.	The Traffic Management Center has been constructed and the signal interconnect project along Center Avenue, Giddings Street, and Murray Avenue has been completed. The City of Visalia has completed the latest projects for the installation of battery backup systems and emergency vehicle preemption. The City has an ongoing project to install battery backup systems and emergency vehicle preemption equipment on all existing intersections. The construction of new traffic signals includes the battery backup system, emergency vehicle preemption equipment, and the installation of additional conduits to provide for future connection to the City of Visalia's communication network.	The City of Visalia continues to install battery backup systems and emergency vehicle preemption equipment on all existing intersections. The next round of installation of battery backup systems and emergency equipment on existing traffic signals will begin in the Summer of 2025. The Caldwell Ave. from Akers St. to Shady St. Project for roadway improvements has been designed to include signal interconnect along this segment and construction was completed in February 2024. The project to install signal interconnects on Ben Maddox Way from Goshen Ave to Tulare Ave from Ben Maddox Way to Lovers Lane has been designed and construction is expected to be completed in the Fall of 2024. The project to install signal interconnects in 3 locations, along Ben Maddox Way, Houston Ave. and Demaree St., construction will begin Fall of 2024.. The construction of new traffic signals includes the battery backup system, emergency vehicle preemption equipment, installation of additional conduits, and other equipment to facilitate future connection to the City of Visalia's communication network.
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 intersections to determine the appropriate traffic control measure to be implemented.1. The improvements to the intersection of Demaree Street at Goshen Avenue have been completed in August 2019.2. The construction of the new traffic signals at the intersections of County Center Street at Houston Avenue and Riggin Avenue at Mooney Boulevard were completed in July 2019. 3.The intersections of County Center Street at Riggin Avenue and Giddings Street at Riggin Avenue will begin construction in the beginning of 2021.	The City completed the installation of traffic signals at the intersections of Giddings St. at Riggin Ave., County Center at Riggin Ave., in February 2022. A traffic signal and roadway improvements project is in the design stage for the intersection Shirk St. at Doe Ave. Construction is expected to begin in 2024. The modification of the traffic signal and roadway improvements at the intersection of Visalia Parkway at Mooney Blvd. were completed in the Summer of 2024. The existing in-pavement vehicle detection was replaced with video detection at the intersections of Plaza Drive at Riggin Ave. and Ferguson Ave. at Plaza Drive in 2023..

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<p>Visalia</p>	<p>TU5.4</p>	<p>Site-Specific Transportation Control Measures</p>	<p>Implement geometric traffic control procedures</p>	<p>The City of Visalia continues to implement various geometric traffic control measures based on the evaluation of the intersections and roadway segments within the City of Visalia:1. The City is currently in the right of way acquisition phase as part of the design for the roadway improvements in Caldwell Avenue between Akers Street and Shady Street. The improvements include the installation of a center median. Construction is expected to begin in 2021.2. The City will begin construction of the traffic signals at the intersections of County Center Street at Riggin Avenue and Giddings Street at Riggin Avenue in 2021. Each intersection will provide protected left turn movements and thru/right turn lanes.3. SR-198/Akers Street Interchange Improvement Project has been completed which added dual left turn lanes in Akers Street for the north bound and south bound directions.4. The construction of the roundabout at the intersection of Tulare Avenue and Santa Fe Street will begin construction in December 2020. The roundabout will add operational efficiencies, improve congestion management, and correct the existing offset geometric configuration.</p>	<p>The Caldwell Avenue between Akers Street and Shady Steef for roadway improvements includes the installation of center median islands and bicycle lanes. Construction was completed in early 2024. The City completed the installation of traffic signals at the intersections of Giddings St. at Riggin Ave., County Center at Riggin Ave., in February 2022. The roundabout at the intersection of Tulare Avenue and Santa Fe Street was completed in April 2021. This project updated the intersection from stop traffic to a yield control and corrected the offset intersection through the roundabout geometry. The Riggin Ave. Widening from Akers St. to Demaree St. Project will widen the road, add additional traffic lanes and bike lanes. Construction was completed in Fall 2023. Construction at the intersection of St. John's Parkway and Burke St. for a new traffic signal and interconnect will begin in Summer of 2025. The Shirk Widening at Mill Creek Project will extend the existing creek culvert, add lanes within the existing right-of-way, and add bike lanes. Construction is expected to begin in late Fall of 2025. The Riggin Ave. from Kelsey St. to Shirk St. will be widened from a 2-lane undivided roadway to a 4-lane divided roadway. This project will incorporate center median with landscaping and a protected bike facility. Construction is expected to begin Fall of 2024. The Riggin Ave. from Mooney Blvd. to Conyer St. will be widened from a 2-lane undivided roadway to a 4-lane divided roadway. This project will incorporate protected bike facilities. Construction is expected to begin in Fall of 2024. The Caldwell Avenue from Santa Fe to Lovers Lane Project for roadway improvements includes additional lanes and median islands. A Class IV bike lane is included. Construction is expected to begin the Summer of 2025.</p>
<p>Visalia</p>	<p>TU9.5</p>	<p>Encouragement of Bicycle Travel</p>	<p>Expand the City's existing bicycle system; work with TCAG on outreach for bicycle programs</p>	<p>The City of Visalia continually performs pavement rehabilitation projects which includes restriping new or existing bike lanes to further expand the bike network.1. Walnut Ave between Santa Fe St and Ben Maddox St will be restriped to accommodate a buffered class II bike lane; one of the first of its kind as a City Project, this will be an on street connector between the Santa Fe Class 1 trail to the Packwood Class 1 Trail. Expected completion by May 2021.2. Tulare Ave between Cotta St and Demaree St will be rehabilitated. This will include restriping of the existing bike lane to further improve and expand the bicycle network. Expected to begin construction Fall of 2021.3. Ferguson Ave between Demaree St and Mooney Blvd was rehabilitated which included the restriping of the existing Class II bike lanes. Expected completion November 2020.</p>	<p>Walnut Ave. Class IV bike lane was completed in March of 2022. Tulare Ave. between Cotta St. and Demaree St. will rehabilitate the roadway and incorporate parking protected Class IV bike lanes. Construction is anticipated in to begin Spring of 2025. Packwood Creek Trail between Crumal St. and Cedar St. was completed in March of 2022. The Greenway Trail between Mineral King Ave. and Mill Creek was completed in September of 2022. The Caldwell Avenue from Akers to Shady Project for roadway improvements will include installation of bicycle lanes was completed in 2023. The Caldwell Avenue from Santa Fe to Lovers Lane Project for roadway improvements includes additional lanes and median islands. A Class IV bike lane is included. Construction is expected to begin in Fall 2024.</p>

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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 Capital Improvement Plan	The measure has been implemented through the City's Circulation Element.	The measure continues to be 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 improvement programs	The City continues to seek funding for and evaluate bike plan implementation. Effort is ongoing	The City continues to seek funding for and evaluate bike plan implementation. Effort is ongoing
Woodlake	TU1.5	Expansion of Public Transportation Systems	Expansion and enhancement of existing public transit through at least 2007	Commitment complete. Implementation ongoing.	Commitment complete. Implementation ongoing.
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 ongoing.	Commitment complete. Implementation ongoing.
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 ongoing.	Commitment complete. Implementation ongoing.
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.

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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
Woodlake	TU14.5	Evaluation of the Air Quality Impacts of New Development and Mitigation of	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 HEARING ON THE
DRAFT 2025 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM, DRAFT 2022
REGIONAL TRANSPORTATION PLAN AMENDMENT NO. 1, AND DRAFT CONFORMITY
ANALYSIS**

NOTICE IS HEREBY GIVEN that the Tulare County Association of Governments (TCAG) will hold a public hearing on August 19, 2024 at 1:00 PM at the Exeter Veterans Memorial Building located at 324 N. Kaweah Avenue, Exeter, CA 93221 regarding the Draft 2025 Federal Transportation Improvement Program (2025 FTIP), Draft 2022 Regional Transportation Plan Amendment No. 1 (2022 RTP Amendment No. 1), and the corresponding Draft Conformity Analysis for the 2025 FTIP and 2022 RTP Amendment No. 1. The purpose of this public hearing is to receive public comments on these documents.

- The 2025 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.
- The 2022 RTP is a long-term strategy to meet Tulare County's transportation needs out to the year 2046. 2022 RTP Amendment No. 1 changes the open to traffic dates for nine projects and adds one new project to the 2022 RTP. The amendment also makes non-substantive, technical corrections to the project limits of four projects. The amendment changes are consistent with the design concept, scope, and schedule of existing regionally significant projects and does not change the time frame of the transportation plan.
- The corresponding Conformity Analysis contains the documentation to support a finding that the 2025 FTIP and 2022 RTP Amendment No. 1 meet the air quality conformity requirements for ozone and particulate matter.

Individuals with disabilities may call TCAG at 559-623-0450 (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 August 7, 2024 and conclude on September 6, 2024. 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.

Public comments are welcomed at the meeting, or may be submitted in writing by 5:00 PM on Friday, September 6, 2024 to Gabriel Gutierrez at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the Tulare County Association of Governments at a regularly scheduled meeting to be held on September 16, 2024. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Gabriel Gutierrez, Principal Regional Planner
210 N Church Street, Suite B
Visalia, CA 93291
(559) 623-0450
ggutierrez@tularecag.ca.us

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

In the matter of:

ADOPTION OF THE TULARE COUNTY)	
ASSOCIATION OF GOVERNMENT'S 2025)	
FEDERAL TRANSPORTATION IMPROVEMENT)	Resolution No. 2024-057
PROGRAM, REGIONAL TRANSPORTATION)	
PROGRAM AMENDMENT NO. 1, AND)	
CORRESPONDING CONFORMITY ANALYSIS)	

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

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

WHEREAS, a 2022 Regional Transportation Plan Amendment No. 1 (2022 RTP Amendment No. 1) has been prepared in full compliance with federal guidance; and

WHEREAS, a 2022 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 2025 Federal Transportation Improvement Program (2025 FTIP) has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the TCAG forum and general public involvement; and

WHEREAS, the 2025 FTIP program listing is consistent with: 1) the 2022 Regional Transportation Plan Amendment No. 1; 2) the 2024 State Transportation Improvement Program; and 3) the corresponding Conformity Analysis; and

WHEREAS, the 2025 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2025 FTIP and 2022 RTP Amendment No. 1 meets all applicable transportation planning requirements per 23 CFR Part 450; and

WHEREAS, TCAG has integrated into its metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. Chapter 53 by providers of public transportation, required as part of a performance-based program; and

WHEREAS, projects submitted in the 2025 FTIP and 2022 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 corresponding Conformity Analysis supports a finding that the 2025 FTIP and 2022 RTP Amendment No. 1 meet the air quality conformity requirements for ozone and particulate matter; and

WHEREAS, the 2025 FTIP and 2022 RTP Amendment No. 1 do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the 2025 FTIP and 2022 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, 2024 to hear and consider comments on the 2025 FTIP, 2022 RTP Amendment No. 1, and corresponding Conformity Analysis;

NOW, THEREFORE, BE IT RESOLVED, that TCAG adopts the 2025 FTIP Amendment, 2022 RTP Amendment No. 1, and corresponding Conformity Analysis.

BE IT FURTHER RESOLVED, that the Tulare County Association of Governments finds that 2025 FTIP and 2022 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 adopted upon motion of Member Townsend, seconded by Member Allen, at a regular meeting held on the 16th day of September 2024, by the following vote:

AYES: Micari, Vander Poel, Valero, Townsend, Reynosa, Hernandez, Serna, Flores, Sayre, Mendoza, Holscher, Allen, and Whitmire

NOES:

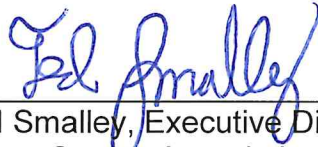
ABSTAIN:

ABSENT: Shuklian, Riddle, Poochigian, and Wynn

TULARE COUNTY ASSOCIATION OF GOVERNMENTS



Rudy Mendoza, Chair
Tulare County Association of Governments



Ted Smalley, Executive Director
Tulare County Association of Governments

APPENDIX F

RESPONSE TO PUBLIC COMMENTS

Tulare County Association of Governments
Draft Conformity Analysis for the 2025 Federal Transportation Improvement Program and
2022 Regional Transportation Plan Amendment No. 1

Response to Comments

Commenter:
 Erika Espinosa
 Associate Transportation Planner
 Air Quality Branch, Office of Air Quality and Climate Change
 Division of Transportation Planning
 California Department of Transportation

Comment Date: August 15, 2024

Comment	TCAG Response to Comment
<p>93.102 (b)(2)(v) We recommend including p. 14 in this citation as well as p. 35-36</p>	<p>As requested by the commenter, a reference to Chapter 1, pages 13-14 were added to the checklist.</p>
<p>93.104 (b, c) Include the final board adoption resolution in the final draft of the Conformity Analysis (Appendix E); Please update the date on p. 4 and p. 50 should the approval date change before the final draft.</p>	<p>As requested by the commenter, the final TCAG Board adoption resolution has been included in Appendix E of the Final Air Quality Conformity document. The dates of final approval have also been updated in the document.</p>
<p>93.106 Unable to locate documentation in the pages cited that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.</p>	<p>A feedback loop feeds the congested traffic speed/time information from highway assignment back to previous steps, such as trip generation, trip distribution and mode choice to ensure the intersections with regionally significant facilities, route options, travel times, transit ridership and land use are properly represented in the model output.</p> <p>A reference to Chapter 2, page 27 was added to the checklist for this 40 CFR criteria.</p>

Comment	TCAG Response to Comment
<p>93.106 (a)(2)(ii) Unable to locate documentation in the pages cited of descriptions of 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)). Please update to include the applicable appendix.</p>	<p>The checklist has been updated to include a reference to Appendix B which includes a list of regionally significant projects included in the 2025 FTIP and their corresponding open to traffic years.</p>
<p>93.111 P. 33 addresses the Scenario Analysis for EMFAC2021. Our understanding is the MPO is using EMFAC2017. Please clarify.</p>	<p>The verbiage on Page 33 of the Air Quality Conformity document has been updated accordingly.</p>
<p>93.112 Please include any comments received and any responses in the final draft.</p>	<p>The comments received on the Draft Air Quality Conformity document and the responses to the comments are included in Appendix F of the Final Air Quality Conformity document.</p>
<p>93.122 (b)(1)(vi) Unable to locate documentation in the pages cited that travel models are reasonably sensitive to costs. We think this is addressed on p. 24. Please confirm.</p>	<p>A reference to Chapter 2, page 24 was added to the checklist for this 40 CFR criteria.</p>
<p>93.126, 127, 128 There are some projects on the exemption list that do not include exemption codes. Please confirm that this is correct.</p>	<p>The exemption codes have been added to the projects in question. The updated Exempt Projects List is provided in Appendix B.</p>