SAN JOAQUIN COUNCIL OF GOVERNMENTS

555 E. Weber Avenue • Stockton, California 95202 • P 209.235.0600 • F 209.235.0438 • www.sjcog.org

April 17, 2024

To: IAC Members

Fr: Ty Phimmasone

Re: **Draft SJCOG 2023 FTIP Amendment 39, Draft 2022 RTP Amendment 1, and Draft Corresponding Conformity Analysis for Interagency Consultation and Public Review**

The San Joaquin Council of Governments (SJCOG) has available for public review the attached Draft 2023 FTIP Amendment 39, Draft 2022 RTP Amendment 1, and corresponding Conformity Analysis. Please note this FTIP Amendment is Type 5 (Formal amendment that requires new regional emissions analysis and conformity determination). Please see attached material for details. These documents can also be viewed on the SJCOG website at https://www.sjcog.org/110/Federal-Transportation-Improvement-Progr.

The public review and comment period will open for 30 days commencing April 17, 2024 and ending May 17, 2024. A public hearing will be held at 3:00 pm on May 7, 2024; comments are due by 5 pm on May 17, 2024. The SJCOG Board will act on approving this amendment at its May 23, 2024 Board meeting.

If you have any questions, please feel free to contact Ty Phimmasone by telephone at (209) 235-0389 or via email at ftip@sjcog.org.

Sincerely,

Ty Phimmasone
Senior Regional Planner
San Joaquin Council of Governments

SAN JOAQUIN COUNCIL OF GOVERNMENTS

555 E. Weber Avenue • Stockton, California 95202 • P 209.235.0600 • F 209.235.0438 • www.sjcog.org

Date: April 17, 2024

To: Interagency Consultation Partners

Fr: Ty Phimmasone

Re: **Availability of Draft 2023 FTIP Formal Amendment 39 (Type 5), Draft RTP Amendment 1, and Draft 2024 Conformity Analysis for Interagency Consultation and Public Review**

The San Joaquin Council of Governments (SJCOG) is proposing a 2023 Draft Federal Transportation Improvement Program Amendment 39 (2023 FTIP Amendment 39), 2022 Regional Transportation Plan Amendment 1 (2022 RTP Amendment 1), and corresponding Conformity Analysis. Associated documentation is attached as indicated below.

- 2023 FTIP Amendment 39: Attachment 1 includes a summary of programming changes to the 2023 FTIP. Additional information and updated financial plan are included in eCTIPS. Draft 2023 FTIP Amendment 39 is necessary due to changes of open to traffic dates for existing projects.

- 2022 RTP Amendment 1. Attachment 2 includes a summary of programming changes to the 2022 RTP and corresponding financial table updates. Draft 2022 RTP Amendment 1 is necessary due to changes of open to traffic dates for existing projects. The amendment changes are consistent with the design concept and scope of existing regionally significant projects, and do not change the time frame of the transportation plan.

- Conformity Requirements: Attachment 3 includes the Draft 2024 Conformity Analysis, which supports a finding that 2023 FTIP Amendment 39 and 2022 RTP Amendment 1 meet the air quality conformity requirements for ozone and particulate matter. The Draft 2024 Conformity Analysis addresses both the original 2007 PM10 Maintenance Plan budgets and PM10 budgets contained in the 2015 Updated Transportation Conformity Budgets for the San Joaquin Valley. Should EPA disapprove the 2015 Transportation Conformity Budget Update for PM10, this conformity analysis includes an "upcoming budget test" in case the original 2007 Plan transportation conformity budgets become effective prior to federal approval of the 2023 FTIP Amendment 39 and 2022 RTP Amendment 1.

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

The public review and comment period is open for 30 days commencing April 17, 2024 and ending May 17, 2024. A public hearing will be held at 3:00 pm on May 7, 2024; comments are due by 5 p.m. on May 17, 2024 These documents can also be viewed on the SJCOG website at https://www.sjcog.org/110/Federal-Transportation-Improvement-Progr.

The SJCOG Board of Directors will consider the adoption of the Draft 2023 FTIP Amendment 39, Draft 2022 RTP Amendment 1, and Draft 2024 Conformity Analysis on May 23, 2024 at 4:00 pm at the SJCOG Board Conference Room at 555 E. Weber Avenue, Stockton, California.

In conclusion, the Draft 2023 FTIP Amendment 39, Draft 2022 RTP Amendment 1, and Draft 2024 Conformity Analysis meet all applicable transportation planning requirements per 23 CFR Part 450, 40 CFR Part 93, and conforms to the applicable SIPs.

If you have any questions or would like to submit comments, please contact me at 209-235-0389 or via email at ftip@sjcog.org.

ATTACHMENT 1

DRAFT 2023 FTIP AMENDMENT 39

SUMMARY OF CHANGES

Note: Only changes to open-to-traffic dates for the projects. Their design concepts, scopes, and estimated costs do not change. Therefore, this Amendment 39 does not include any financial change.

https://www.sjcog.org/110/Federal-Transportation-Improvement-Progr

Summary of Changes
SJCOG 2023 Formal Amendment No. 39

CTIPS ID	RTP MPO ID	PROJECT TITLE	DESCRIPTION OF CHANGE	Phase	Fund Type	PRIOR CTIPS Amt.	CURRENT CTIPS Amt.	FF Y	Fund Source Category	%	Comments
112-0000-**0422**	SJ07-1003 SJ14-1001 SJ14-1002	**I-205 Managed Lanes (Alameda County Line to I-5. Widen from 6 to 8 lanes [inside/outside].)**	Change open-to-traffic date from 2028 to 2045.	**CON**						**N/A**	
212-0000-**0824**	SJ07-1008	**I-5 HOV Mossdale (I-205 to Louise Ave. PM 12.5/R16.5. Widen to add HOV lanes with HOV Connector Ramps to I-205 AND SR-120.)**	Change open-to-traffic date from 2028 to 2045.	**CON**						**N/A**	
212-0000-**0825**	SJ18-1014	**SR-120 Widening (I-5 to Main Street. Widen from 4 to 6 lanes [inside]).**	Change open-to-traffic date from 2030 to 2045.	**CON**						**N/A**	
212-0000-**0826**	SJ18-1001	**SR-99 HOV (SR-120 to Stanislaus County Line. Widen from 6 to 8 lanes [inside/outside] including reconstruction of SR-99/Main Street and SR-99/Wilma Ave interchanges and pedestrian overcrossing.)**	Change open-to-traffic date from 2032 to 2045.	**CON**						**N/A**	
212-0000-**0827**	SJ11-3066	**I-5 / Roth Road Interchange**	Change open-to-traffic date from 2022 to 2029.	**CON**						**N/A**	

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

DIST:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
10	3260	1H170	112-0000-0422	I-205 Managed Lanes (Near Tracy, from the Alameda County line to Interstate 5. Widen from 6 to 8 lanes with managed lanes, relocate section of existing and construct new soundwalls.)	State Aprv:
CT PROJECT ID: 1017000116			MPO ID.: SJ07-1003		Federal Aprv:
COUNTY: San Joaquin County	ROUTE: 205		PM: L0.000 / R13.400		EPA TABLE II or III EXEMPT CATEGORY Null

IMPLEMENTING AGENCY: San Joaquin Council of Governments
PROJECT MANAGER: Navraj Jammu PHONE: (209) 948-7786 EMAIL: navraj.jammu@dot.ca.gov

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

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
8	Active	03/27/2024	TYPHIMMA	Amendment - Cost/Scope/Sch. Change	39	300,000,000		39,164,690
7	Official	09/28/2023	TYPHIMMA	Amendment - Cost/Scope/Sch. Change	22	300,000,000		39,164,690
6	Official	08/25/2022	TYOKOYAM	Adoption - Carry Over	0	300,000,000		39,164,690
5	Official	09/03/2021	RNIBLOCK	Amendment - Cost/Scope/Sch. Change	1	300,000,000		39,165,425
4	Official	02/25/2021	RNIBLOCK	Adoption - Carry Over	0	300,000,000		38,524,078
3	Official	04/16/2020	DRIPPERD	Amendment - Cost/Scope/Sch. Change	15			38,524,078
2	Official	05/28/2019	RNIBLOCK	Amendment - Cost/Scope/Sch. Change	7			17,118,078
1	Official	06/28/2018	RNIBLOCK	Adoption - Carry Over	0			12,359,000

* RIP - Regional Improvement Program		PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
* Fund Source 1 of 6	PE		26,000,000							26,000,000
* Fund Type: STIP Advance Construction	RW									
	CON									
* Funding Agency: San Joaquin Council of Governments	Total:		26,000,000							26,000,000

* CMAQ -		PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
* Fund Source 2 of 6	PE	4,015,000								4,015,000
* Fund Type: Congestion Mitigation	RW									
	CON									
* Funding Agency:	Total:	4,015,000								4,015,000

* RSTP -		PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
* Fund Source 3 of 6	PE	1,984,428								1,984,428
* Fund Type: STP Local	RW									
	CON									
* Funding Agency: San Joaquin Council of Governments	Total:	1,984,428								1,984,428

* Local Funds -		PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
* Fund Source 4 of 6	PE	4,000,000								4,000,000
* Fund Type: Developer Fees	RW									
	CON									
* Funding Agency:	Total:	4,000,000								4,000,000

* Other Fed -		PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
* Fund Source 5 of 6	PE	2,524,262	641,000							3,165,262
* Fund Type: Highway Infrastructure Program (HIP)	RW									
	CON									
* Funding Agency: San Joaquin Council of Governments	Total:	2,524,262	641,000							3,165,262

* Local Funds -		PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
* Fund Source 6 of 6	PE									
* Fund Type: Local Transportation Funds - Advance Construction	RW									
	CON								300,000,000	300,000,000
* Funding Agency:	Total:								300,000,000	300,000,000

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

Project Total:

	PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
PE	12,523,690	26,641,000							39,164,690
RW									
CON								300,000,000	300,000,000
Total:	12,523,690	26,641,000						300,000,000	339,164,690

Comments:
******** Version 8 - 03/27/2024 ********RTP Amend 1 / FTIP Amend 39 updates open-to-traffic year to 2045.
******** Version 3 - 09/12/2023 ********
ADMINISTRATIVELY program CMAQ in FFY 18/19 to reflect EPSP & obligation of PE funds in FFY 18/19.
******** Version 2 - 05/28/2019 ********
Project will use EPSP to advance CMAQ funds for PE Phase to FY 18/19.
Total project cost approximately $300 million.

^^^^^^^^ Version 1 - 02/08/2018 ^^^^^^^^
Adoption New Project per PPR 11/22/17. - ad

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

DIST: 10	PPNO: EA:	CTIPS ID: 212-0000-0824	TITLE (DESCRIPTION): I-5 HOV Mossdale (I-205 to Louise Ave. PM 12.5/R16.5. Widen to add HOV lanes with HOV Connector Ramps to I-205 AND SR-120.)	MPO Aprv:
CT PROJECT ID:		MPO ID.: SJ07-1008		State Aprv:
COUNTY: San Joaquin County	ROUTE: 5	PM:		Federal Aprv:
				EPA TABLE II or III EXEMPT CATEGORY: Null

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: PHONE: EMAIL:

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

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	03/27/2024	TYPHIMMA	Amendment - New Project	39	200,000,000		

* Future Need -		PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
* Fund Source 1 of 1	PE									
	RW									
* Fund Type: Future Funds	CON								200,000,000	200,000,000
* Funding Agency:	Total:								200,000,000	200,000,000

Comments:
******** Version 1 - 03/25/2024 ********

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

DIST: 10	PPNO:	EA:	CTIPS ID: 212-0000-0825	TITLE (DESCRIPTION): SR-120 Widening (I-5 to Main Street. Widen from 4 to 6 lanes [inside].)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: SJ07-1014		
COUNTY: San Joaquin County	ROUTE: 120		PM:		EPA TABLE II or III EXEMPT CATEGORY Null

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: PHONE: EMAIL:

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

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	03/27/2024	TYPHIMMA	Amendment - New Project	39	41,376,709		

* Future Need -
* Fund Source 1 of 1
* Fund Type: Future Funds
* Funding Agency:

	PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
PE									
RW									
CON								41,376,709	41,376,709
Total:								41,376,709	41,376,709

Comments:
******** Version 1 - 03/25/2024 ********

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

DIST: 10	PPNO: EA:	CTIPS ID: 212-0000-0826	TITLE (DESCRIPTION): SR-99 HOV (SR-120 to Stanislaus County Line. Widen from 6 to 8 lanes [inside/outside] including reconstruction of SR-99/Main Street and SR-99/Wilma Ave interchanges and pedestrian overcrossing.)
CT PROJECT ID:		MPO ID.: SJ18-1001	
COUNTY: San Joaquin County	ROUTE: 99	PM:	

MPO Aprv:
State Aprv:
Federal Aprv:

EPA TABLE II or III EXEMPT CATEGORY
Null

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: PHONE: EMAIL:

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

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	03/27/2024	TYPHIMMA	Amendment - New Project	39	150,000,000		

* Future Need -
* Fund Source 1 of 1
* Fund Type: Future Funds
* Funding Agency:

	PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
PE									
RW									
CON								150,000,000	150,000,000
Total:								150,000,000	150,000,000

Comments:
******** Version 1 - 03/25/2024 ********

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

DIST: 10	PPNO:	EA:	CTIPS ID: 212-0000-0827	TITLE (DESCRIPTION): I-5 / Roth Road Interchange (Improvements in proximity to I-5 and Roth Road Interchange.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: SJ11-3066		
COUNTY: San Joaquin County	ROUTE: 5		PM:		EPA TABLE II or III EXEMPT CATEGORY Null

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: PHONE: EMAIL:

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

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	03/27/2024	TYPHIMMA	Amendment - New Project	39	16,800,000		

* Future Need -
* Fund Source 1 of 1
* Fund Type: Future Funds
* Funding Agency:

	PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
PE									
RW									
CON								16,800,000	16,800,000
Total:								16,800,000	16,800,000

Comments:
******** Version 1 - 03/25/2024 ********

ATTACHMENT 2

DRAFT 2022 RTP AMENDMENT 1

https://www.sjcog.org/275/RTP-Sustainable-Communities-Strategy

Table 6-1: 2022 Regional Transportation Plan Project List - Mainline Highway Improvements Category

Identifiers				Project Information					Cost to Deliver	Milestone Years	FTIP Programming	NEPA Approval	Open to Traffic	MK Renewal Project	RTIF Project	
2022 RTP MPO ID	CTIPS ID #	PPNO		Jurisdiction	Facility Name/Route	Project Description	Project Limits		Total							
SJ14-1004	112-0000-0421			Caltrans	SR 99/120 Connector Project Phase 1A	(Widen the eastbound SR 120 to southbound SR 99 connector ramp from one-lane to two-lanes; Remove the Austin Road overcrossing and replace with a new 4 lane structure spanning SR 99 and UPRR; Add a new connecting road from Austin Road to Woodward Ave and Moffat Blvd and modify the existing UPRR gated crossing at Woodward Ave;Temporarily close the Austin Road northbound entrance and southbound exit ramps, resulting in a partial interchange.)	On SR-120 from Main Street (P.M. 5.13) to SR-99 and on SR-99 from SR-120 to Olive Avenue (P.M. 6.22)		$52,419,765	2015	2019	2024	X	X		
SJ07-1003				Caltrans	I-205 Managed Lanes	Widen from 6 to 8 lanes (inside/outside)	Alameda County Line to Eleventh Street		$90,000,000		2022	~~2028~~	X			2045
SJ14-1001				Caltrans	I-205 Managed Lanes	Widen from 6 to 8 lanes (inside/outside)	Eleventh Street to MacArthur Drive		$90,000,000		2022	~~2028~~	X	X		2045
SJ14-1002				Caltrans	I-205 Managed Lanes	Widen from 6 to 8 lanes (inside/outside)	MacArthur Drive to I-5		$90,000,000		2022	~~2028~~	X			2045
SJ07-1008				Caltrans	I-5 HOV Mossdale	Widen to add HOV lanes with HOV Connector Ramps to I-205 and SR-120	I-205 to Louise Avenue (P.M. 12.5/R 16.5)		$200,000,000		2022	~~2028~~	X	X		2045
SJ07-1014				Caltrans	SR-120	Widen 4 to 6 lanes (inside)	I-5 to Main Street (P.M. 5.13)		$41,376,709		2024	~~2030~~	X			2045
SJ18-1001				Caltrans	SR-99 HOV	Widen 6 to 8 lanes (inside/outside), including reconstruction of SR-99/Main Street and SR-99/Wilma Avenue interchanges and pedestrian overcrossing	SR-120 to Stanislaus County Line		$150,000,000		2026	~~2032~~				2045
SJ18-1002	212-0000-0743			Caltrans	SR 99/120 Connector Project Phase 1B	Widen the northbound SR 99 to westbound SR 120 connector ramp from one-lane to two-lanes; Add an auxiliary lane in the existing median of westbound SR 120 from Main Street to SR 99; Convert the existing 99/120 separation structure to two lanes and construct a new separation structure to serve the eastbound 120 to northbound 99 connector ramp.)	On SR-120 from Main Street (P.M. 5.13) to SR-99 and on SR-99 from SR-120 to Olive Avenue (P.M. 6.22)		$25,758,534	2019	2019	2026	X	X		
SJ11-1001				Caltrans	I-5 HOV	Widen from 6 to 8 lanes (inside median) including auxiliary lanes	Hammer Lane to North of Eight Mile Road		$90,000,000		2009	2036	X			
SJ07-1005				Caltrans	I-5 HOV	Widen 6 to 8 lanes (inside)	French Camp Road to Charter Way		$90,000,000		2030	2038	X			
SJ07-1006				Caltrans	I-5 HOV	Widen 6 to 8 lanes (inside)	Louise Avenue to French Camp Road		$90,000,000		2032	2040	X			
SJ18-1003	212-0000-0744			Caltrans	SR 99/120 Connector Project Phase 1C	Add braided off ramps from SR 99 and SR 120 to Austin Road; Add loop on ramp from Austin Road to northbound SR 99 and to westbound SR 120; Add auxiliary lane on eastbound SR 120 from Main Street to SR 99; Add an auxiliary lane in each direction on SR 99 from SR 120 to approximately 1.7 mile south of Austin Road and relocate the frontage road.	On SR-120 from Main Street (P.M. 5.13) to SR-99 and on SR-99 from SR-120 to Olive Avenue (P.M. 6.22)		$52,548,860	2019	2019	2042	X	X		
SJ14-1003				Caltrans	SR-99 Widening	Widen 4 to 6 lanes (inside) - **ENVIRONMENTAL ONLY**	Harney Lane to Turner Road		$3,000,000							
									$1,065,103,868							

Table 6-2: 2022 Regional Transportation Project List - Interchange Improvements Category

Identifiers			Project Information				Cost to Deliver	Milestone Years					
2022 RTP MPO ID	CTIPS ID #	PPNO	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Total	FTIP Programming	NEPA Approval	Open to Traffic	MK Renewal Project	RTIF Project	
SJ07-2005			Lathrop	I-5 at Louise Avenue	Reconstruct interchange (PM 16.4-16.8)	I-5 at Louise Avenue	$28,754,000		2024	2030	X		
SJ07-2004			Lathrop	I-5 at Lathrop Road	Reconstruct interchange (P.M. 17.3/17.8)	I-5 at Lathrop Road	$39,146,000		2029	2035	X		
SJ11-3066			Lathrop	I-5 at Roth Road	Relocation of intersection at Roth/Harlan Road inclusive of signalization; relocation of intersection at Roth/Manthey Road inclusive of signalization. Widen from 2 to 5 lanes from Roth/Harlan road intersection to Roth/Manthey Road Intersection	I-5 at Roth Road	$16,800,000			2022			2029
SJ14-2004			Lathrop	SR 120 at Yosemite Ave/Guthmiller Road	Reconstruct interchange	SR 120 at Yosemite Ave/Guthmiller Road	$31,000,000		2020	2025			
SJ11-2015			Lodi	SR-99 at SR-12 West (Kettleman Lane)	Reconstruct interchange and widen to free-flowing interchange	SR-99 at SR-12 West (Kettleman Lane)	$35,000,000		2030	2036	X		
SJ07-2006			Lodi	SR-99 at Harney Lane	Reconstruct interchange to provide 6 through lanes on SR-99, 4 lanes on Harney between Reynolds Ranch Pkwy and SR-99 and modify on-ramps and off-ramps	SR-99 at Harney Lane	$35,000,000	2009	2028	2033	X		
SJ07-1020	112-0000-0347		Lodi	SR-99 at Turner Road	Reconstruct interchange to provide operational and safety improvements on SR-99 at Turner Road (PM 31.3/31.6)	SR-99 at Turner Road	$6,331,338	2019	2020	2024	X		
SJ07-2009	212-0000-0231		Manteca	SR-120 at McKinley Ave	Construct new interchange	SR-120 at McKinley Avenue	$37,850,000	2009	2014	2024	X	X	
SJ18-2001			Manteca	SR-120 at Airport Way	Reconstruct interchange	SR-120 at Airport Way	$30,000,000		2029	2031	X		
SJ18-2002			Manteca	SR-120 at Main Street	Reconstruct interchange	SR-120 at Main Street	$30,000,000		2031	2033	X		
SJ14-2001			Manteca	SR-99 at Raymus Expressway	Construction of new interchange - **ENVIRONMENTAL ONLY**	SR-99 at Raymus Expressway	$3,000,000				X	X	
SJ11-2004	212-0000-0309		Stockton	I-5 at Hammer Lane	Interchange Modification and auxiliary lanes (PM 32.6)	I-5 at Hammer Lane	$35,000,000	2007	2009	2036			
SJ11-2006	212-0000-0309		Stockton	I-5 at Otto Drive	Construction of a new interchange and auxiliary lanes (PM 33.3/34.2)	I-5 at Otto Drive	$74,000,000	2007	2009	2036			
SJ07-2020	212-0000-0309		Stockton	I-5 at Eight Mile Road	Modification of interchange (P.M. 34.7/35.9)	I-5 at Eight Mile Road	$35,000,000	2007	2009	2036			
SJ11-2002	212-0000-0562		Stockton	SR-99 at Eight Mile Road	Reconstruct Interchange (PM 35.1-35.5)	SR-99 at Eight Mile Road	$85,836,686		2030	2036	X		
SJ11-2001	212-0000-0561		Stockton	SR-99 at Morada	Reconstruct interchange (PM 23.5-24.5)	SR-99 at Morada	$74,000,000		2030	2036			
SJ11-2010	212-0000-0227		Tracy	I-205/Lammers Rd/Eleventh St	Construct Interchange I-205 at Eleventh street realign and widen Eleventh Street to 6-lanes north of Grant Line to Byron Road. Construct Aux lane Hansen to Eleventh; in WB I-205 Eleventh Street to Grant Line Road	Construct Interchange I-205 at Eleventh street realign and widen Eleventh Street to 6-lanes north of Grant Line to Byron Road. Construct Aux lane Hansen to Eleventh; in WB I-205 Eleventh Street to Grant Line Road	$51,500,000	2007	2012	2028	X		
SJ14-2002			Tracy	I-580 at International Pkwy/Patterson Pass Road	Reconstruct interchange	I-580 at Mountain House Parkway	$49,183,000	2015	2020	2025	X		

ATTACHMENT 3

DRAFT 2024 CONFORMITY ANALYSIS

DRAFT 2024 CONFORMITY ANALYSIS FOR THE 2023 FEDERAL TRANSPORTATION IMPROVEMENT AMENDMENT 39 AND THE 2022 REGIONAL TRANSPORTATION PLAN AMENDMENT 1

MARCH 17, 2024

SAN JOAQUIN COUNCIL OF GOVERNMENTS

This report was funded in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U. S. Department of Transportation. The views and opinions of San Joaquin Council of Governments expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation

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APPENDICES

TABLES

EXECUTIVE SUMMARY

This report presents the Draft 2024 Conformity Analysis for the 2023 Federal Transportation Improvement Program Amendment 39 (2023 FTIP Amendment 39) and the 2022 Regional Transportation Plan Amendment 1 (2022 RTP Amendment 1). San Joaquin Council of Governments is the designated Metropolitan Planning Organization (MPO) in San Joaquin, 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 2023 FTIP Amendment 39 and the 2022 RTP Amendment 1; a finding of conformity is therefore supported. The 2023 FTIP Amendment 39, the 2022 RTP Amendment 1, and the corresponding Conformity Analysis were approved by San Joaquin Council of Governments Policy Board on May 23, 2024. Federal approval is anticipated on or before July 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 2023 FTIP Amendment 39 and the 2022 RTP Amendment 1 have been financially constrained in accordance with the requirements of 40 CFR 93.108 and consistent with the U.S. DOT metropolitan planning regulations (23 CFR Part 450). A discussion of financial constraint and funding sources is included in the appropriate documents.

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

CONFORMITY REQUIREMENTS

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

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

matter under 2.5 microns in diameter (PM2.5); and has a maintenance plan for particulate matter under 10 microns in diameter (PM-10). Therefore, transportation plans and programs for the nonattainment areas for San Joaquin 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 PM2.5.

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 2024 Conformity Analysis for the 2023 FTIP Amendment 39 and 2022 RTP Amendment 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 2023 FTIP Amendment 39 and the 2022 RTP Amendment 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 2023 FTIP Amendment 39 and the 2022 RTP Amendment 1 for all years tested are either (1) projected to be less than the approved emissions budgets, or (2) less than the emission budgets using the approved PM-10 and 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 2023 FTIP Amendment 39 and the 2022 RTP Amendment 1 for the analysis years are either (1) projected to be less than the approved emission budgets, or (2) less than the emission budgets using the approved 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 2023 FTIP Amendment 39 and the 2022 RTP Amendment 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 2023 FTIP Amendment 39 and the 2022 RTP Amendment 1 for the analysis years are either (1) projected to be less than the approved emission budgets, or (2) less than the emission budgets using the approved 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 2023 FTIP Amendment 39 and the 2022 RTP Amendment 1 for the analysis years are either (1) projected to be less than the approved emission budgets, or (2) less than the emission budgets using the approved 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 2023 FTIP Amendment 39 and the 2022 RTP Amendment 1 will not impede and will support timely implementation of the TCMs that have been adopted as part of applicable air quality implementation plans. The current status of TCM implementation is documented in Chapter 4 of this report. Since the local SJV procedures (e.g., Air District Rule 9120 Transportation Conformity) have not been approved by EPA, consultation has been conducted in accordance with Federal requirements.

REPORT ORGANIZATION

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

Appendix E includes public hearing documentation conducted on the 2023 FTIP Amendment 39, the 2022 RTP Amendment 1 and the 2024 Conformity Analysis on May 7, 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 2024 Conformity Analysis for and the 2023 FTIP Amendment 39 and 2022 RTP Amendment 1 was prepared based on these criteria and tests. Presented first is a review of the development of the applicable conformity regulation and guidance procedures, followed by summaries of conformity regulation requirements, air quality designation status, conformity test requirements, and analysis years for the 2024 Conformity Analysis.

San Joaquin Council of Governments is the designated Metropolitan Planning Organization (MPO) for San Joaquin County in the San Joaquin Valley. As a result of this designation San Joaquin Council of Governments prepares the TIP, RTP, and associated conformity analyses. The TIP serves as a detailed four year (FY 2022/23 – 2025/26) 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 PM2.5 and PM10 Amendments on March 24, 2010; the rule became effective on April 23, 2010 (EPA, 2010a). This PM amendments final rule amends the conformity regulation to address the 2006 PM2.5 national ambient air quality standard (NAAQS). The final PM amendments rule also addresses hot-spot analyses in PM2.5 and PM10 and carbon monoxide nonattainment and maintenance areas.

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

On March 6, 2015, EPA published *Implementation of the 2008 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements* final rule (effective April 6, 2015), which shifted the San Joaquin Valley 2008 Ozone Standard attainment date from December 31, 2032 to July 20, 2032 (EPA, 2015). EPA's March 2015 ozone implementation rule also revoked the 1997 Ozone Standard for transportation conformity purposes. On February 16, 2018, the U.S. Court of Appeals ruled against parts of the EPA's 2015 Ozone Implementation Rule related to the revocation of the 1997 ozone standard and the relevant "anti-backsliding" requirements. However, according to *Transportation Conformity Guidance for the South Coast II Court Decision*, nonattainment areas with existing 2008 ozone conformity budgets are not required to address the 1997 ozone standards for conformity purposes.

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

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

MULTI-JURISDICTIONAL GUIDANCE

EPA reissued Guidance for Transportation Conformity Implementation in Multi-Jurisdictional Nonattainment and Maintenance Areas in July 2012 (EPA, 2012c). This guidance updates and supersedes the July 2004 "multi-jurisdictional" guidance (EPA, 2004a), but does not change the substance of the guidance on how nonattainment areas with multiple agencies should conduct conformity determinations. This guidance applies to the San Joaquin Valley since there are multiple MPOs within a single nonattainment area. The main principle of the guidance is that one regional emissions analysis is required for the entire nonattainment area. However, separate modeling and conformity documents may be developed by each MPO. The Transportation Conformity Guidance for 2015 Ozone NAAQS Nonattainment Areas released in June 2018 incorporates the 2012 Multi-Jurisdictional Guidance by reference.

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

With respect to PM2.5, the Transportation Conformity Rule – PM2.5 and PM10 Amendments published on March 24, 2010 effectively incorporates the "multi-jurisdictional" guidance directly into the rule. The Rule allows MPOs to make independent conformity determinations for their plans and TIPs 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 EMFAC2021 for conformity use on November 15, 2022, and the final rule started the two-year grace period to transition to the new emissions model for use in conformity demonstrations. EMFAC2021 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. San Joaquin Council of Governments adopted consultation process and policy for conformity analysis includes a 30-day comment period and a public hearing.

C. AIR QUALITY DESIGNATIONS APPLICABLE TO THE SAN JOAQUIN VALLEY

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

San Joaquin Council of Governments is located in the federally designated San Joaquin Valley Air Basin. The borders of the basin are defined by mountain and foothill ranges to the east and west. The northern border is consistent with the county line between San Joaquin and Sacramento Counties. The southern border is less defined, but is roughly bounded by the Tehachapi Mountains and, to some extent, the Sierra Nevada range. The 2024 Conformity Analysis for the 2023 FTIP Amendment 39 and 2022 RTP Amendment 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 (PM2.5) (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 PM2.5:

- 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 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.

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 (NOx) and volatile organic compounds (VOC) precursors. It is important to note that in California, reactive organic gases (ROG) are considered equivalent to and are used in place of volatile organic compounds (VOC).

EPA'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 (NOx) 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 2023 FTIP Amendment 39 and the 2022 RTP Amendment 1.

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

	2020		2023		2026		2029		2031	
County	**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 2023 FTIP Amendment 39 and 2022 RTP Amendment 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 2023 FTIP Amendment 39 and the 2022 RTP Amendment 1.

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

	2020		2023	
County	**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 2023 FTIP Amendment 39 and 2022 RTP Amendment 1.

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

	2022	
County	**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 2021 FTIP and 2018 RTP 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 2023 FTIP Amendment 39 and the 2022 RTP Amendment 1.

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

	2020		2023		2024	
County	**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 NOx, and use these adjusted motor vehicle emissions budgets for PM2.5 and NOx to demonstrate transportation conformity with the PM2.5 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 Years[1]	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

[1]Budget years that are not in the time frame of the transportation plan/conformity analysis are not included as analysis years (e.g., 2020), 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.
[2]2031 is the attainment year for the 2008 ozone standard. 2037 is the attainment year for the 2015 ozone standard.
[3]2022 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 PM2.5 Standard. On August 16, 2016, the 2012 PM2.5 Plan was approved by EPA, effective September 30, 2016, inclusive of new conformity budgets and trading mechanism for the 2006 24-hour PM2.5 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 PM2.5 Plan. Final rule on 2018 PM2.5 SIP sections that pertain to 2006 24-hour PM2.5 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 PM2.5 Standards. On November 26, 2021, EPA issued final rule approving the Moderate Area 2016 PM2.5 Plan, portions of the 2018 PM2.5 SIP pertaining to moderate nonattainment of the 2012 PM2.5 standards, and the reclassification request to serious nonattainment. The San Joaquin Valley 2018 PM2.5 Plan includes serious area budgets for the 2012 PM2.5 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 November 2023.

Key elements of the latest planning assumption guidance include:

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

The San Joaquin Council of Governments uses the TP+/CUBE transportation model. The model was validated in 2018 for the 2015 base year. The latest planning assumptions used in the transportation model validation and Conformity Analysis is summarized in Table 2-1.

Table 2-1:
Summary of Latest Planning Assumptions for the San Joaquin Council of Governments (SJCOG) Conformity Analysis

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Population	Base Year: 2015 Projections: The SJCOG policy board accepted population projections from University of Pacific – Research Center for Business and Policy, 2016.	This data is disaggregated to the TAZ level for input into the TP+/CUBE for the base year validation.	New data from the University of Pacific – Research Center for Business and Policy is anticipated to be adopted by SJCOG in 2026.
Employment	Base Year: 2015 Projections: The SJCOG does not develop or adopt employment projections. However, employment data is based on projections from University of Pacific – Research Center for Business and Policy, 2016.	This data is disaggregated to the TAZ level for input into the TP+/CUBE for the base year validation.	New data from University of Pacific – Research Center for Business and Policy, 2016 is anticipated to be included in the next transportation model update in 2026.
Traffic Counts	The transportation model was validated in 2017 to the 2015 base year using daily and peak hour traffic counts.	TP+/CUBE was validated using these traffic counts.	Traffic counts are updated every five years, if funds are available.
Vehicle Miles of Travel	The SJCOG policy Board accepted the 2017 transportation model validation for the 2015 base year in March 2018.	TP+/CUBE is the transportation model used to estimate VMT in San Joaquin County.	VMT is an output of the transportation model. VMT is affected by the TIP/RTP project updates and is included in each new conformity analysis.

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Speeds	The 2017 transportation model validation was based on survey data on peak and off-peak highway speeds collected in 2017 year. Speed distributions were updated in EMFAC2021, using methodology approved by ARB and with information from the transportation model.	TP+/CUBE. The transportation model includes a feedback loop that assures congested speeds are consistent with travel speeds. EMFAC2021	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.

Supporting Documentation:

In March 2018, the SJCOG policy board adopted employment projections to the year 2040 for San Joaquin County. SJCOG hired the University of the Pacific Research and Forecasting Center which developed employment projections based on IHS-Global Insight regional forecasting models and prepared using IHS-Global Insight's Aremos forecasting software. San Joaquin County's forecast is based on its own unique econometric model, but has drivers linked to state and national forecasts to account for macro trends. UOP used judgment to adjust the econometric forecasts to account for local knowledge and foreseeable short and medium-term developments, such as the opening and closing of large facilities, local real estate market trends or major infrastructure projects.

In March 2018, the SJCOG policy board adopted population forecasts to the year 2050 for San Joaquin County. The forecasts are from the San Joaquin Valley Demographic Forecasts: 2010 to 2050 prepared by The Planning Center, 2016. The forecast was part of a San Joaquin Valley demographic study commissioned by the eight metropolitan planning organizations of the valley, in an effort to obtain recently-prepared projections.

This study includes three primary forecasts of population, households and housing units. Other projections developed by The Planning Center, e.g., age distribution, average household size,

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

Land use and socioeconomic data at the Traffic Analysis Zone level are used for determining trip generation in the traffic model. Population and employment projections at the countywide, jurisdictional, and TAZ level were developed based on historical growth rates, and a consensus process utilizing input from the SJCOG Technical Advisory Committee.

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B. TRANSPORTATION MODELING

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

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

SJCOG completed the update of its traffic model to Citilabs Cube modeling software and validation to a new base year of 2015. The SJCOG regional traffic model is a four-step mode choice traffic model. It uses land use, socioeconomic, and road network data to estimate facility-specific roadway traffic volumes. The study area for the SJCOG model covers all of San Joaquin, Stanislaus, and Merced Counties. The model region is divided up into approximately 6540 traffic analysis zones. Link types include freeway, freeway ramp, other state route, expressway, arterial, collector, and local collector. Current and future-year road networks were developed considering local agency circulation elements of their general plans, traffic impact studies, capital improvement programs, and the State Transportation Improvement Program.

The travel demand model estimates travel demand and traffic volumes for the A.M. three-hour peak period, P.M. three-hour peak period, and mid-day, and evening. Daily forecasts are calculated by summing the A.M. and P.M. three-hour peak periods with the mid-day and evening period. The model also generates traffic forecasts for the A.M. peak hour and the P.M. peak hour.

Land use and socioeconomic data at the Traffic Analysis Zone level are used for determining trip generation in the traffic model. Population and employment projections at the countywide, jurisdictional, and TAZ level were developed based on historical growth rates, and a consensus process utilizing input from each of the SJCOG local jurisdictions.

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 San Joaquin County portion of Three County Model was validated to 2015 using available 2014-2017 counts and counts from the SJCOG Congestion Management Program. Over 1100 counts were used.

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

The Estimated Vehicle Miles Traveled in the 2015 validated base year calibrated to within 3 percent of the estimate in the Highway Performance Monitoring System report for San Joaquin County.

SPEEDS

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

Supporting Documentation:

The valley traffic models include a feedback loop that uses congested travel times as an input to

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

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

TRANSIT

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

Supporting Documentation:

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

Please see chapter 4, appendix F, and appendix L of the 2014 RTP for each local transit operator's accomplishments and proposed actions.

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

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

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

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

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

hours and are assigned to the off-peak transit service (off-peak headways) with travel times based on the congested road speeds from the off-peak traffic assignment.

VALIDATION/CALIBRATION

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

Supporting Documentation:

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

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

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

The SJCOG Model was validated by comparing its estimates of base year traffic conditions with base year traffic counts. The base year validations meet standard criteria for replicating total traffic volumes on various road types and for percent error on links. The base year validation also meets standard criteria for percent error relative to traffic counts on groups of roads (screen-lines) throughout each county. The validated 2015 SJCOG Model estimate of total Vehicle Miles Traveled (VMT) was within 3 percent of the estimate of the VMT from the 2015 Highway Performance Monitoring System.

FUTURE NETWORKS

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

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

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

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

Supporting Documentation:

The build highway networks include qualifying projects based on the 2022 RTP Amendment 1 and 2023 FTIP Amendment 39. Not all of the street and freeway projects included in the TIP/RTP qualify for inclusion in the highway network. Projects that call for study, design, or non-capacity improvements are not included in the networks. When these projects result in actual facility construction projects, the associated capacity changes are coded into the network as appropriate. Since the networks define capacity in terms of number of through traffic lanes, only construction projects that increase the lane-miles of through traffic are included.

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

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

C. TRAFFIC ESTIMATES

A summary of the population, employment, and travel characteristics for the San Joaquin Council of Governments transportation modeling area for each scenario in the 2024 Conformity Analysis is presented in Table 2-2.

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

Horizon Year	Total Population	Employment	Average Weekday VMT (millions)	Total Lane Miles
2024	816.3	271.0	19.2	N/A
2025	829.4	277.1	19.6	4,997
2026	838.7	278.6	19.8	N/A
2029	866.3	283.0	20.4	5,104
2031	882.5	285.4	20.3	N/A
2037	924.2	293.0	20.4	5,383
2046	986.5	311.7	23.5	5,414

D. VEHICLE REGISTRATIONS

San Joaquin Council of Governments does not estimate vehicle registrations, age distributions or fleet mix. Rather, current forecasted estimates for these data are developed by CARB and included in the EMFAC2021 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 EMFAC2021 use in conformity demonstrations on November 15, 2022; therefore, the 2024 Conformity Analysis for the 2023 FTIP Amendment 39 and the 2022 RTP Amendment 1 relies on assumptions incorporated in EMFAC2021.

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 EMFAC2021.

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 EMFAC2021. 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. EMFAC2021

The EMFAC model (short for EMission FACtor) is a computer emissions modeling software that estimates emission rates for motor vehicles for calendar years from 2000 to 2050 operating in California. Pollutant emissions for hydrocarbons, carbon monoxide, nitrogen oxides, particulate matter, lead, sulfur oxides, and carbon dioxide are output from the model. Emissions are calculated for passenger cars, light, heavy, and medium-duty trucks, motorcycles, buses and motor homes.

EMFAC (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.

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

On January 15, 2021 ARB released the latest update to the EMFAC model – EMFAC2021v1.0.0. hen in April of 2022, CARB released an updated version of the model (v1.0.2) fixing a number of minor modeling bugs. EPA issued final approval of EMFAC2021 model for regional conformity use with a two-year grace period on November 15, 2022. Then on April 10, 2023, CARB submitted a request for the use of EMFAC2021 interim off-model adjustment factors that account for the emission benefits of California's Heavy-Duty Vehicle Inspection and Maintenance Program in transportation conformity determinations. On May 26, 2023, EPA approved the use of these factors in regional conformity analyses in California.

A transportation data template has been prepared to summarize the transportation model output for use in EMFAC2021, incorporating HD I/M program adjustment factors, as well as detailed modeling instructions utilizing the Scenario Analysis web-based EMFAC platform. The template includes allocating VMT by speed bin by hour of the day. EMFAC2021 was used to estimate exhaust emissions for ozone, PM-10, and PM2.5 conformity demonstrations consistent with the applicable air quality plan. Note that the statewide SIP measures documented in Chapter 2 are already incorporated in the EMFAC2021 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 NOx to the motor vehicle emissions budget for primary PM-10 using a 1.5 to 1 ratio. The trading mechanism will be used only for conformity analyses for analysis years after 2005.

C. PM2.5 APPROACH

EPA and FHWA have indicated that areas violating both the annual and 24-hour standards for PM2.5 must address all standards in the conformity determination. The San Joaquin Valley currently violates both the 1997 and 2012 annual PM2.5 standards, and the 1997 and 2006 24-hour PM2.5 standards; thus the conformity determination includes analyses to all PM2.5 standards.

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

EMFAC2021 incorporates data for temperature and relative humidity that vary by geographic area, calendar year and season. The annual average represents an average of all the monthly inventories. A winter average represents an average of the California winter season (October through February). EMFAC will be run to estimate direct PM2.5 and NOx emissions from motor vehicles for an annual or winter average day as described below.

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

PM2.5 areas that are currently using network-based travel models must continue to use them when calculating annual emission inventories. The guidance indicates that the interagency consultation process should be used to determine the appropriate approach to produce accurate annual inventories for a given nonattainment area. Whichever approach is chosen, that approach should be used consistently throughout the analysis for a given pollutant or precursor. The interagency consultation process should also be used to determine whether significant seasonal variations in the output of network-based travel models are expected and whether these variations would have a significant impact on PM2.5 emission estimates.

The SJV MPOs 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 EMFAC2021 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 PM2.5 nonattainment areas must consider directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear, and tire wear. In California, areas will use 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, NOx emissions are included; however, VOC, SOx, and ammonia emissions are not.

1997 24-Hour and Annual Standards –The portions of the 2018 PM2.5 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 PM2.5 and NOx established based on average annual daily emissions. The 1997 annual PM2.5 transportation conformity budgets for annual average PM2.5 and NOx emissions were approved by EPA on December 14, 2023 (effective January 16, 2024). The annual inventory methodology contained in the 2018 PM2.5 Plan was used to establish emissions budgets is consistent with the methodology used herein. 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.

2006 24-Hour Standard – On March 27, 2020, EPA proposed approval of portions of the 2018 PM2.5 Plan that pertain to the 2006 24-hour PM2.5 standard, including granting attainment deadline extension to 2024. This portion of the 2018 PM2.5 Plan was finalized on July 22, 2020, effective as of publication. The 2018 PM2.5 Plan contains motor vehicle emission budgets for PM2.5 and NOx established based on average winter daily emissions. The winter 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.

2012 Annual Standard - On November 26, 2021, EPA issued final approval of the 2016 Moderate Area PM2.5 Plan and the 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. Note that 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. The 2018 PM2.5 Plan contains motor vehicle emission budgets for PM2.5 and NOx 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 EMFAC2021. These instructions were last updated in December of 2022 (HD/IM adjustments were included in conformity post processing templates as of November 2023).

Documentation of the 2024 Conformity Analysis for the 2023 FTIP Amendment 39 and 2022 RTP Amendment 1 is provided in Appendix C, including:

- 2024 Conformity EMFAC Spreadsheet
- 2024 Conformity Paved Road Spreadsheet
- 2024 Conformity Unpaved Road Dust Spreadsheet

- 2024 Conformity Construction Spreadsheet
- 2024 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. 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, San Joaquin Council of Governments 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. San Joaquin Council of Governments also considered PM-10 commitments from other PM-10 nonattainment areas that had been developed since the previous RTP was approved. Federal websites were reviewed for any PM-10 plans that have been 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, San Joaquin Council of Governments 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

SJCOG continues to actively include the reduction of PM10 emissions (typical projects above list #1 through #3) in the Congestion Mitigation and Air Quality (CMAQ) Improvement Program. PM10 is included in the "Project Category Goals". PM10 is evaluated and prioritized in the CMAQ Scoring Criteria under the "Air Pollutant Emission Reduction" Category (30 points possible out of 100) as well as receiving consideration in the "Subjective Evaluation" (30 points possible out of 100). PM10 projects also are given priority if they meet the criteria of being cost-effective (30 points out of 100) Information regarding San Joaquin COG's CMAQ Program can be found at: http://www.sjcog.org.

San Joaquin COG has explored the feasibility of incorporating the use of rubberized asphalt in repave or overlay projects. Currently, California Department of Transportation (Caltrans)

incorporates rubberized asphalt as general policy to meet recycled content requirements on high volume state highway facilities. Caltrans is required by AB 338 (Levine) to incrementally phase in increased use of rubberized-asphalt concrete (RAC) not less than 25% by ton after January 1, 2010 and not less than 35% by ton after January 1, 2013. Caltrans (District 6) found that rubberized asphalt is problematic when used where traffic stops and starts (i.e., signalized local streets). The material has been found to break down prematurely and tends to "shove and tear" in stop-and-go traffic applications. Rubberized asphalt has been found to have useful application for noise reduction purposes. There is work currently in process to develop commercial viability of low greenhouse gas Portland Cement Concrete which may be preferable to rubberized asphalt for greenhouse gas reduction.

The application of rubberized asphalt technology can reduce tire wear dust (PM10). The cost effectiveness for roads with annual daily traffic of 2,500 vehicles per lane mile per day is estimated at $4,290,000 per ton. (Analysis of Particulate Control Measures Effectiveness Interim Report #2, Sierra Research, February 15, 2007; Maricopa, Arizona, Association of Governments). The limitations imposed by the high cost and limited applicability to free-flowing high volume highway use prove to make this of limited application on local streets in the San Joaquin region.

Rubberized asphalt is incorporated in transportation projects where it is feasible. San Joaquin COG will continue to explore the feasibility of new technology in the reduction of transportation sources of air pollutant emissions.

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 hearing 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 March 5, 2024. Comments received have been addressed and incorporated into this version of the analysis.

The 2024 Conformity Analysis for the 2023 FTIP Amendment 39 and 2022 RTP Amendment 1 was developed in consultation with San Joaquin Council of Governments' local partner agencies, including member jurisdictions, Caltrans, and local transit agencies via our many standing committees (i.e. Technical Advisory Committee, Interagency Transit Committee, Social Services Transportation Advisory Council, Management & Finance Committee, Citizens Advisory Committee, Executive Committee) and Board of Directors.

The 2023 FTIP Amendment 39, 2022 RTP Amendment 1, and the corresponding conformity analysis were released on April 17, 2024 for a 30-day public comment period, followed by adoption on May 23, 2024. Federal approval is anticipated on or before June 30, 2024.

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. San Joaquin Council of Governments has an adopted consultation process and policy for conformity analysis which includes a minimum 30-day public notice and comment period followed by a public hearing. A public hearing is also conducted prior to adoption and all public comments are responded to in writing. The Appendices contain corresponding documentation supporting the public involvement procedures.

CHAPTER 6:
TIP AND RTP CONFORMITY

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

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

This chapter presents the results of the conformity tests, satisfying the remaining requirement of the transportation conformity regulation. Separate tests were conducted for 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/NOx), PM-10 (PM-10/NOx), and PM2.5 (PM2.5/NOx) 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 NOx 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 NOx 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 NOx. 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 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 2023 FTIP Amendment 39 and the 2022 RTP Amendment 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	3.9	7.4		
	2025	3.7	5.5	YES	YES
	2026 Budget	3.5	7.0		
	2026	3.5	5.1	YES	YES
	2029 Budget	3.1	6.6		
	2029	3.1	4.4	YES	YES
	2031 Budget	2.8	6.3		
	2031	2.8	3.9	YES	YES
	2037	2.5	3.4	YES	YES
	2046	2.2	3.5	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10 (2015 SIP Update)	2020 Budget	4.6	11.9		
	2025	3.5	5.8	YES	YES
	2020 Budget	4.6	11.9		
	2029	3.7	4.6	YES	YES
	2020 Budget	4.6	11.9		
	2037	4.1	3.6	YES	YES
	2020 Budget	4.6	11.9		
	2046	4.1	3.6	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 24-hour PM2.5 Standard	2020 Budget	0.6	11.9		
	2025	0.3	5.9	YES	YES
	2020 Budget	0.6	11.9		
	2029	0.3	4.7	YES	YES
	2020 Budget	0.6	11.9		
	2037	0.3	3.6	YES	YES
	2020 Budget	0.6	11.9		
	2046	0.3	3.7	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 Annual PM2.5 Standard	2023 Budget	0.6	7.6		
	2025	0.3	5.9	YES	YES
	2023 Budget	0.6	7.6		
	2029	0.3	4.7	YES	YES
	2023 Budget	0.6	7.6		
	2037	0.3	3.6	YES	YES
	2023 Budget	0.6	7.6		
	2046	0.3	3.7	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2006 PM2.5 Winter 24-Hour Standard	2024 Budget	0.6	7.6		
	2024	0.3	6.7	YES	YES
	2024 Budget	0.6	7.6		
	2031	0.3	4.4	YES	YES
	2024 Budget	0.6	7.6		
	2037	0.3	3.8	YES	YES
	2024 Budget	0.6	7.6		
	2046	0.3	3.8	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2012 Annual PM2.5 Standard (Moderate and Serious)	2022 Budget	0.6	10.0		
	2025	0.3	5.9	YES	YES
	2022 Budget	0.6	10.0		
	2029	0.3	4.7	YES	YES
	2022 Budget	0.6	10.0		
	2037	0.3	3.6	YES	YES
	2022 Budget	0.6	10.0		
	2046	0.3	3.7	YES	YES

REFERENCES

CAA, 1990. *Clean Air Act*, as amended November 15, 1990. (42 U. S. C. Section 7401et seq.) November 15, 1990.

EPA, 1993. 40 CFR Parts 51 and 93. *Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act.* U.S. Environmental Protection Agency. Federal Register, November 24, 1993, Vol. 58, No. 225, p. 62188.

EPA, 2004a. *Companion Guidance for the July 1, 2004, Final Transportation Conformity Rule: Conformity Implementation in Multi-jurisdictional Nonattainment and Maintenance Areas for Existing and New Air Quality Standards.* U.S. Environmental Protection Agency. July 21, 2004.

EPA, 2010a. 40 CFR Part 93. *Transportation Conformity Rule PM2.5 and PM10 Amendments; Final Rule.* Federal Register, March 24, 2010, Vol. 75, No. 56, p. 14260.

EPA, 2010b. *Transportation Conformity Regulations EPA-420-B-10-006.* March.

EPA, 2012a. 40 CFR Part 93. *Transportation Conformity Rule Restructuring Amendments; Final Rule*. Federal Register, March 14, 2012, Vol. 77, No. 50, p. 14979.

EPA, 2012b. *Transportation Conformity Guidance for 2008 Ozone Nonattainment Areas*. U.S. Environmental Protection Agency. EPA-420-B-12-045. July 2012.

EPA, 2012c. *Guidance for Transportation Conformity Implementation in Multi-Jurisdictional Nonattainment and Maintenance Areas*. U.S. Environmental Protection Agency. EPA-420-B-12-046. July 2012.

EPA, 2015. *Implementation of the 2009 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements*. Final Rule. U.S. Environmental Protection Agency. Vol. 80. No. 44. March 6, 2015.

EPA, 2016. *Fine Particulate Matter National Ambient Air Quality Standards: State Implementation Plan Requirements*. Final Rule. U.S. Environmental Protection Agency. PA-HQ-OAR-2013-0691. July 29, 2016.

EPA, 2018(a). *Implementation of the 2015 National Ambient Air Quality Standards for Ozone: Nonattainment Area State Implementation Plan Requirements.* Final Rule. U.S. Environmental Protection Agency. Vol. 83, No. 234, December 6, 2018.

EPA, 2018(b). *Transportation Conformity Guidance for the South Coast II Court Decision*. EPA-420-B-12-050. November 2018.

EPA, 2018(c). *Transportation Conformity Guidance for 2015 Ozone NAAQS Nonattainment Areas*. EPA-420-B-18-023. June 2018.

USDOT. 2001. *Use of Latest Planning Assumptions in Conformity Determinations*. Memorandum from U.S. Department of Transportation. January 18, 2001.

USDOT. 2001. Federal Highway Administration. Planning Assistance and Standards. 23 CFR 450. October 16.

APPENDIX A

CONFORMITY CHECKLIST

CONFORMITY ANALYSIS DOCUMENTATION

Checklist for MPO TIPs/RTPs
January 2018

40 CFR	Criteria	Page	Comments
§93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	Ch. 1 p. 6	
§93.102 (b)(2)(iii)	PM10 areas: document whether EPA or state has found VOC and/or NOx to be a significant contributor or if the SIP establishes a budget	Ch. 1 p. 11-12	
§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)	Ch. 1 p. 13-14	
§93.102 (b)(2)(v)	PM2.5 areas: document whether EPA or state has found VOC, SO2, and/or NH3 to be a significant contributor or if the SIP establishes a budget	Ch. 1 p. 13-14	
§93.104 (b, c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding made by DOT.	E.S. p.1	
§93.104 (e)	If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate.	N/A	
§93.106	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.	Ch. 2 p.28; Appendix B	
§93.108	Document that the TIP/RTP is fiscally constrained (23 CFR 450).	E.S. p.1	

40 CFR	Criteria	Page	Comments
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	E.S. p.3-4 Ch. 1, 2 3, 4, 5, 6, p. 6-12, 20-27, 29-32, 33, 35	
§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.	Ch. 1, 2, 3, 4 p. 13-36	
§93.109(e)	CO or PM10: Document if the area has a limited maintenance plan and from where that information comes	Ch. 1 p.11-13	
§93.109(f)	Document if motor vehicle emissions are an insignificant contributor and in what SIP that determination is found	Ch.1 p. 12-15	
§93.110 (a, b)	Document the use of latest planning assumptions (source and year) at the "time the conformity analysis begins," including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	Ch. 2 p.20-31	
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,)	Ch. 2 p. 21-31	
§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).	Ch. 2 p. 25-26	
§93.111	Document the use of the latest emissions model approved by EPA. If the previous model was used and the grace period has ended, document that the analysis began before the end of the grace period.	Ch. 3 p. 31	
§93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a	Ch. 5 p.45-46	

40 CFR	Criteria	Page	Comments
	SIP revision has not been completed, according to §93.105 and 23 CFR 450. Include documentation of consultation on conformity tests and methodologies as well as responses to written comments.		
§93.113	Document timely implementation of all TCMs in approved SIPs. Document that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation.	Ch. 4 p.40-41 Appendix E	
§93.114	Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2).	Analysis addresses both documents	
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)).	Ch. 2 p. 20-29	
§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.	Ch. 6 p.47-48	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	Ch. 1 p. 18	
§93.118 (d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	Ch. 6 p. 47-50	
For Areas without Applicable SIP Budgets:			
§93.119	Document whether the area must meet just one or both interim emissions tests. If both, document that	Ch. 6 p. 47-50	

40 CFR	Criteria	Page	Comments
	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)).		
§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.	Ch. 6 p. 47-50	
§93.119 (e)	Document the appropriate baseline year.	Ch. 6 p. 47-50	
§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.	Ch. 6 p. 47-50	
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.	Ch. 1 p. 7	
§93.119 (h, i)	Document how the baseline and action scenarios are defined for each analysis year.	Ch. 3 p. 30-36	
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	Ch. 2 p. 26-27 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).	Ch. 2 p. 28	
§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).	N/A	

40 CFR	Criteria	Page	Comments
	Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios (a)(5). 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.).	Ch. 2 p. 24	
§93.122 (b)(1)(ii) [ii]	Document the land use, population, employment, and other network-based travel model assumptions.	Ch. 2 p. 22-26	
§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.	Ch. 2 p. 22-26	
§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.	Ch. 2 p. 22-26	
§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.	Ch. 2 p. 22-26	
§93.122 (b)(1)(vi) [ii]	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	Ch. 2 p. 22-26	
§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.	Ch. 2 p. 22-26	
§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.	Ch. 2 p. 22-26	
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of	Ch. 2 p. 22-26	

40 CFR	Criteria	Page	Comments
	appropriate alternative techniques to estimate vehicle miles traveled		
§93.122 (e, f)	Document, in areas where a SIP identifies construction-related PM10 or PM2.5 as significant pollutants, the inclusion of PM10 and/or PM2.5 construction emissions in the conformity analysis.	Ch. 3 p. 32	
§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:		
	(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	Appendix B	
	(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;	Appendix B	
	(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;	Appendix B	
	(g)(1)(iv): the previous regional emissions analysis meets 93.118 or 93.119 as applicable	Appendix B	
§93.126, §93.127, §93.128	Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, traffic signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts.	Ch. 2 p. 26-27 Appendix B	

[i] Note that some areas are required to complete both Interim emissions tests.
[ii] 40 CFR 93.122(b) refers only to serious, severe and extreme ozone areas and serious CO areas above 200,000 population. 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

TRANPORTATION PROJECT LISTING

Jurisdiction / Agency	TIP/RTP	CTIPs Project ID	Description			Estimated Cost							
	Project ID	(if available)	Facility Name/Route	Type of Improvement	Project Limits		2024	2025	2026	2029	2031	2037	2046
Caltrans	SJ14-1004	212-0000-0665	SR 99/120 Operational Improvements Phase 1A	Widen the eastbound SR 120 to southbound SR 99 connector ramp from one-lane to two-lanes; Remove the Austin Road overcrossing and replace with a new 4 lane structure spanning SR 99 and UPRR; Add a new connecting road from Austin Road to Woodward Ave and Moffat Blvd and modify the existing UPRR gated crossing at Woodward Ave;Temporarily close the Austin Road northbound entrance and southbound exit ramps, resulting in a partial interchange.	On SR-120 from Main Street (P.M. 5.13) to SR-99 and on SR-99 from SR-120 to Olive Avenue (P.M. 6.22)	$52,419,765	x	x	x	x	x	x	x
Caltrans	SJ07-1003		I-205 HOV	Widen from 6 to 8 lanes (inside/outside)	Alameda County Line to Eleventh Street	$95,874,000							x
Caltrans	SJ14-1001		I-205 HOV	Widen from 6 to 8 lanes (inside/outside)	Eleventh Street to MacArthur Drive	$102,000,000							x
Caltrans	SJ14-1002		I-205 HOV	Widen from 6 to 8 lanes (inside/outside)	MacArthur Drive to I-5	$100,000,000							x
Caltrans	SJ07-1008		I-5 HOV Mossdale	Widen to add HOV lanes with HOV Connector Ramps to I-205 and SR- 120	I-205 to Louise Avenue (P.M. 12.5/R 16.5)	$207,970,000							x
Caltrans	SJ07-1014		SR-120	Widen 4 to 6 lanes (inside)	I-5 to Main Street (P.M. 5.13)	$41,175,190							x
Caltrans	SJ18-1001		SR-99 HOV	Widen 6 to 8 lanes (inside/outside), including reconstruction of SR- 99/Main Street and SR-99/Wilma Avenue interchanges and pedestrian overcrossing	SR-120 to Stanislaus County Line	$200,000,000							x
Caltrans	SJ18-1002	212-0000-0743	SR 99/120 Operational Improvements Phase 1B	Widen the northbound SR 99 to westbound SR 120 connector ramp from one-lane to two-lanes; Add an auxiliary lane in the existing median of westbound SR 120 from Main Street to SR 99; Convert the existing 99/120 separation structure to two lanes and construct a new separation structure to serve the eastbound 120 to northbound 99 connector ramp.	On SR-120 from Main Street (P.M. 5.13) to SR-99 and on SR-99 from SR-120 to Olive Avenue (P.M. 6.22)	$25,758,534			x	x	x	x	x
Caltrans	SJ11-1001		I-5 HOV	Widen from 6 to 8 lanes (inside median) including auxiliary lanes	Hammer Lane to North of Eight Mile Road	$124,620,000						x	x
Caltrans	SJ07-1005		I-5 HOV	Widen 6 to 8 lanes (inside)	French Camp Road to Charter Way	$97,880,000							x
Caltrans	SJ07-1006		I-5 HOV	Widen 6 to 8 lanes (inside)	Louise Avenue to French Camp Road	$193,880,000							x
Caltrans	SJ18-1003	212-0000-0744	SR 99/120 Operational Improvements Phase 1C	Add braided off ramps from SR 99 and SR 120 to Austin Road; Add loop on ramp from Austin Road to northbound SR 99 and to westbound SR 120; Add auxiliary lane on eastbound SR 120 from Main Street to SR 99; Add an auxiliary lane in each direction on SR 99 from SR 120 to approximately 1.7 mile south of Austin Road and relocate the frontage road.	On SR-120 from Main Street (P.M. 5.13) to SR-99 and on SR-99 from SR-120 to Olive Avenue (P.M. 6.22)	$52,548,860							x

Regionally Significant Project List

Jurisdiction / Agency	TIP/RTP	CTIPs Project ID	Description			Estimated Cost							
	Project ID	(if available)	Facility Name/Route	Type of Improvement	Project Limits		2024	2025	2026	2029	2031	2037	2046
Lathrop	SJ07-2005		I-5 at Louise Avenue	Reconstruct interchange (PM 16.4-16.8)	I-5 at Louise Avenue	$28,754,000					x	x	x
Lathrop	SJ07-2004		I-5 at Lathrop Road	Reconstruct interchange (P.M. 17.3/17.8)	I-5 at Lathrop Road	$39,146,000						x	x
Lathrop	SJ11-3066		I-5 at Roth Road	Relocation of intersection at Roth/Harlan Road inclusive of signalization; relocation of intersection at Roth/Manthey Road inclusive of signalization. Widen from 2 to 5 lanes from Roth/Harlan road intersection to Roth/Manthey Road Intersection	I-5 at Roth Road	$16,800,000				x	x	x	x
Lathrop	SJ14-2004		SR 120 at Yosemite Ave / Guthmiller Road	Reconstruct interchange	SR 120 at Yosemite Ave / Guthmiller Road	$31,000,000		x	x	x	x	x	x
Lodi	SJ11-2015		SR-99 at SR-12 West (Kettleman Lane)	Reconstruct interchange and widen to free flowing interchange	SR-99 at SR-12 West (Kettleman Lane)	$50,000,000						x	x
Lodi	SJ07-2006		SR-99 at Harney Lane	Reconstruct interchange to provide 6 through lanes on SR 99, 4 lanes on Harney between Reynolds Ranch Pkwy and SR 99 and modify on- ramps and off-ramps	SR-99 at Harney Lane	$35,362,000						x	x
Lodi	SJ07-1020	112-0000-0347	SR-99 at Turner Road	Reconstruct interchange to provide operational and safety improvements on SR 99 at Turner Road (PM 31.3/31.6)	SR-99 at Turner Road	$6,142,986	x	x	x	x	x	x	x
Manteca	SJ07-2009	212-0000-0231	SR-120 at McKinley Ave	Construct new interchange	SR-120 at McKinley Avenue	$37,850,000	x	x	x	x	x	x	x
Manteca	SJ18-2001		SR-120 at Airport Way	Reconstruct interchange	SR-120 at Airport Way	$36,828,000					x	x	x
Manteca	SJ18-2002		SR-120 at Main Street	Reconstruct interchange	SR-120 at Main Street	$36,828,000						x	x
Stockton	SJ11-2004	212-0000-0309	I-5 at Hammer Lane	Interchange Modification and auxiliary lanes (PM 32.6)	I-5 at Hammer Lane	$47,164,647						x	x
Stockton	SJ11-2006	212-0000-0309	I-5 at Otto Drive	Construction of a new interchange and auxiliary lanes (PM 33.3/34.2)	I-5 at Otto Drive	$103,371,218						x	x
Stockton	SJ07-2020	212-0000-0309	I-5 at Eight Mile Road	Modification of interchange (P.M. 34.7/35.9)	I-5 at Eight Mile Road	$57,255,179						x	x
Stockton	SJ11-2002	212-0000-0562	SR-99 at Eight Mile Road	Reconstruct Interchange (PM 35.1-35.5)	SR-99 at Eight Mile Road	$93,070,215						x	x
Stockton	SJ11-2001	212-0000-0561	SR-99 at Morada	Reconstruct interchange (PM 23.5-24.5)	SR-99 at Morada	$96,474,024						x	x
Tracy	SJ11-2010	212-0000-0227	I-205/Lammers Rd/Eleventh St	Construct Interchange I-205 at Eleventh street realign and widen Eleventh Street to 6-lanes north of Grant Line to Byron Road. Construct Aux lane Hansen to Eleventh; in WB I 205 Eleventh Street to Grant Line Road	Construct Interchange I-205 at Eleventh street realign and widen Eleventh Street to 6-lanes north of Grant Line to Byron Road. Construct Aux lane Hansen to Eleventh; in WB I-205 Eleventh Street to Grant Line Road	$51,500,000				x	x	x	x
Tracy	SJ14-2002		I-580 at International Pkwy/Patterson Pass Road	Reconstruct interchange	I-580 at Mountain House Parkway	$9,000,000		x	x	x	x	x	x
Tracy	SJ14-2003		I-205 at Mountain House/International Pkwy	Reconstruct interchange	I-205 at Mountain House Parkway	$4,000,000				x	x	x	x

Regionally Significant Project List

Jurisdiction / Agency	TIP/RTP	CTIPs Project ID	Description			Estimated Cost							
	Project ID	(if available)	Facility Name/Route	Type of Improvement	Project Limits		2024	2025	2026	2029	2031	2037	2046
Tracy	SJ11-2011		I-205 at Grant Line Road	Modification of existing interchange	I-205 at Grant Line Road	$32,574,820					x	x	x
Tracy	SJ11-2012	212-0000-0228	I-205 at Chrisman Rd	Phase 1: Construct new interchange east-west ramps	I-205 at Chrisman Rd	$36,056,267				x	x	x	x
Escalon	SJ07-3013		Ullrey Avenue/McHenry Avenue Intersection	Reconstruct intersection, including addition of turn pockets, improvement of traffic signal and installation of train pre-emption system for UPRR railroad crossing.	Intersection of Ullrey Avenue and McHenry Avenue including UPRR railroad crossing.	$1,000,000	x	x	x	x	x	x	x
Escalon	SJ07-3011	212-0000-0228	SR 120/Brennan Ave Intersection	Intersection improvements	SR-120 at Brennan Avenue	$446,066			x	x	x	x	x
Lathrop	SJ07-3014		Golden Valley Parkway	Construct new roadway parallel to I- 5, 2 lanes from Brookhurst Blvd to Stewart Road	Along Northwest side of I-5 from Brookhurst Blvd to Stewart Road	$7,500,000			x	x	x	x	x
Lathrop	SJ14-3001		Golden Valley Parkway	Construct new roadway parallel to I- 5, 4 lanes from Stewart Road to Paradise Road	Along Northwest side of I-5 from Stewart Road to Paradise Road	$45,000,000				x	x	x	x
Lathrop	SJ07-3014		Golden Valley Parkway	Widen from 2 to 4 lanes, from Brookhurst Blvd to Stewart Road	Along Northwest side of I-5 from Brookhurst Blvd to Stewart Road	$7,500,000					x	x	x
Lodi	SJ07-3018		Harney Lane	Widen from 2/3 lane collector to 4 lane divided arterial	Hutchins Street to Lower Sacramento Road	$18,390,688			x	x	x	x	x
Lodi	SJ07-3022		Victor Road (SR-12)	Widen from 2 to 4 lanes. Add center dual left turn lane, turn pockets at intersections and median seperation with landscape	Between SR 99 to Central California Traction railroad tracks.	$9,013,203						x	x
Lodi	SJ07-3017		Ham Lane	Widen 2/3 lanes to 4 lanes	From Lodi Avenue to Elm Street	$2,784,072						x	x
Manteca	SJ11-3010		Atherton Drive	Construct new 4 lane roadway (gap closure)	East of Airport Way to Union Road	$2,481,200							x
Manteca	SJ07-3023		Airport Way	Widen from 2 to 4 lanes	SR-120 to Yosemite Ave.	$9,039,644	x	x	x	x	x	x	x
Manteca	SJ11-3008		Airport Way	Widen from 2 to 4 lanes	Lathrop Road to Roth Road	$6,563,978	x	x	x	x	x	x	
Manteca	SJ07-3027		Louise Avenue	Widen from 2 to 4 lanes	Main Street to SR-99	$1,522,000	x	x	x	x	x	x	x
Manteca	SJ11-3011		Atherton Drive	Construct new 4 lane roadway	McKinley Ave to West of Airport Way	$1,095,144	x	x	x	x	x	x	x
Manteca	SJ07-3024		Lathrop Road	Widen from 2 to 4 lanes	From East of UPRR to SR-99	$3,079,636	x	x	x	x	x	x	x
Manteca	SJ11-3014		Raymus Expressway	Construct new 4-lane expressway	Main Street to SR-99	$9,343,608			x	x	x	x	x
Manteca	SJ14-3003		Airport Way	Widen from 2 to 4 lanes	Yosemite Ave. to Lathrop Road	$6,327,751				x	x	x	x
Manteca	SJ11-3013		Raymus Expressway	Construct new 2 lane expressway	SR-120 to Woodward Ave	$2,801,188				x	x	x	x
Manteca	SJ11-3012		Atherton Drive	Construct new 4 lane roadway	Woodward Ave to McKinley Ave	$4,321,170				x	x	x	x
Manteca	SJ11-3015		Raymus Expressway	Construct new 2 lane expressway	Woodward Ave to Main Street	$11,115,162					x	x	x
Manteca	SJ14-3004		Airport Way	Widen from 4 to 6 lanes	SR 120 to Lathrop Road	$12,351,768						x	x
Ripon	SJ11-3017		Jack Tone Road, Phase 1	Widen from 2 to 6 lanes	Santos Road to South Clinton Avenue	$9,500,000		x	x	x	x	x	x
Ripon	SJ11-3019		Garrison Road Gap Closure	Construct 2-lane extension of Garrison Road.	Maple Avenue to 500 ft east of Acacia Avenue	$3,000,000		x	x	x	x	x	x
Ripon	SJ07-3137		W. Ripon Road	Widen from 2 to 6 lanes	Jack Tone Road to Olive Expressway	$10,000,000	x	x	x	x	x	x	x
Ripon	SJ14-3006		Canal Boulevard Extension	Construct 4-lane extension of Canal Boulevard	Jack Tone Road to Olive Expressway	$4,600,000			x	x	x	x	x
San Joaquin County	SJ11-3029		Howard Road	Passing lanes and channelization	Tracy Blvd to Matthews Road	$15,000,000	x	x	x	x	x	x	x
San Joaquin County	SJ14-3005		Grant Line Road Corridor Improvements	Realign roadway and widen from 2 to 4 lanes with operational and safety improvements	Tracy City Limits to 11th Street	$27,459,000	x	x	x	x	x	x	x
San Joaquin County	SJ11-3031		Tracy Boulevard	Passing lanes and channelization	I-205 to Howard Road	$5,000,000		x	x	x	x	x	x

Regionally Significant Project List

Jurisdiction / Agency	TIP/RTP	CTIPs Project ID	Description			Estimated Cost							
	Project ID	(if available)	Facility Name/Route	Type of Improvement	Project Limits		2024	2025	2026	2029	2031	2037	2046
San Joaquin County	SJ11-3027		Eleventh Street	Operational and safety improvements along corridor and at intersections	Tracy City Limits to I-5	$15,439,000				x	x	x	x
San Joaquin County	SJ07-3154		Roth Road	Widen from 2 to 4 lanes with shoulders)	UPRR to Airport Way	$4,678,947				x	x	x	x
San Joaquin County	SJ11-3008		Airport Way	Widen from 2 to 4 lanes	Roth Road to French Camp Road	$11,446,302						x	x
San Joaquin County	SJ11-3007		Escalon Bellota Road	Widen 2 to 4 lanes with shoulders	Escalon City limits to Mariposa Road	$18,106,406						x	x
San Joaquin County	SJ11-3030		Mariposa Road	Widen roadway from 2 to 3 lanes and widen BNSF railroad grade separation from 2 to 4 lanes	Austin Road to Jack Tone Road	$27,177,409						x	x
Stockton	SJ07-3084		Morada Lane	Widen from 3 to 6 lanes	West Ln to UPRR	$8,503,073			x	x	x	x	x
Stockton	SJ07-3093		Alpine Avenue	Widen from 2 to 4 lanes with a middle turn lane. Construct curb, gutter, sidewalks and driveways.	UPRR (SPRR) to Wilson Way	$17,987,271			x	x	x	x	x
Stockton	SJ11-3044		Arch Road	Widen from 2 to 6 lanes	Fite Court to Frontier Way	$1,526,193			x	x	x	x	x
Stockton	SJ11-3045		Arch Road	Widen from 2 to 6 lanes	Frontier Way to SR-99	$4,796,606			x	x	x	x	x
Stockton	SJ07-3078		Maranatha Dr	Construction of new 4 lane road	March Ln to Hammer Ln	$6,431,812			x	x	x	x	x
Stockton	SJ11-3062		Maranatha Dr	Construction of new 4 lane road	Wilson Way to March Ln	$11,337,431			x	x	x	x	x
Stockton	SJ11-3056		Lower Sacramento Rd	Widen from 4 to 6 lanes	Armor Dr to Morada Ln	$4,469,564			x	x	x	x	x
Stockton	SJ11-3039		Lower Sacramento Rd	Widen from 2 to 6 lanes	Marlette Rd to Pixley Slough	$25,291,193			x	x	x	x	x
Stockton	SJ11-3055		Lower Sacramento Rd	Widen from 4 to 6 lanes	Morada Ln to Hammer Ln	$17,364,769					x	x	x
Stockton	SJ07-3088		Airport Way	Intersection and operational improvement	Harding Way to Industrial Rd	$7,693,929					x	x	x
Stockton	SJ11-3047		Eight Mile Rd	Widen from 2 to 4 lanes	New Road D to New Road F	$2,616,330			x	x	x	x	x
Stockton	SJ11-3048		Eight Mile Rd	Widen from 2 to 4 lanes	New Road F to New Road E	$5,014,633			x	x	x	x	x
Stockton	SJ11-3050		Eight Mile Rd	Widen from 5 to 6 lanes	I-5 to Thornton Rd	$10,722,581						x	x
Stockton	SJ07-3094		Eight Mile Rd	Widen from 2 to 4 lanes	Thornton Road to Lower Sacramento Rd	$30,299,304						x	x
Stockton	SJ11-3061		Eigth Mile Rd	Widen from 2 to 6 lanes	Lower Sacramento Rd to West Lane	$9,001,673						x	x
Stockton	SJ07-3095		Eight Mile Rd	Widen from 2 to 6 lanes	West Ln to Holman Rd	$14,429,152						x	x
Stockton	SJ11-3051		Eight Mile Rd	Widen from 2 to 6 lanes	Holman Rd to SR 99	$19,459,498						x	x
Stockton	SJ07-3089		Arch Road	Widen from 2 to 6 lanes	Newcastle Rd to Fite Court	$8,927,474						x	x
Stockton	SJ11-3053		French Camp Road	Widen from 2 to 6 lanes	Wolfe Rd to Manthey Rd	$11,226,974						x	x
Stockton	SJ11-3063		March Ln Extension	Construction of new 8 lane road	Holman Rd to SR 99	$30,299,304						x	x
Stockton	SJ18-3001		Mariposa Road	Widen from 2 to 4 lanes	Stagecoach Road to Austin Road	$46,260,545						x	x
Tracy	SJ18-3002		International Parkway	Widen from 2 to 4 lanes, including reconstruction of Delta-Mendota Canal and California Aqueduct bridges	I-205 to I-580	$35,000,000	x	x	x	x	x	x	x
Tracy	SJ07-3110		Corral Hollow Road	Widen from 2 to 4 lanes	Parkside Drive to Linne Road	$22,906,820	x	x	x	x	x	x	x
Tracy	SJ07-3109		Schulte Road	Extend 4 lane roadway	Faith Lane (San Marco Subdivision limits) to Lammers Road	$16,937,000					x	x	x
Tracy	SJ07-3107		Grant Line Road	Widen from 5 to 6 lanes	Naglee Road to Lammers Road	$6,392,443					x	x	x
Tracy	SJ07-3181		Corral Hollow Road Widening	Widen 2 to 4 lanes including ROW and construction of two bridges	Linne Road to I-580	$38,312,346			x	x	x	x	x

Regionally Significant Project List

Jurisdiction / Agency	TIP/RTP	CTIPs Project ID	Description			Estimated Cost							
	Project ID	(if available)	Facility Name/Route	Type of Improvement	Project Limits		2024	2025	2026	2029	2031	2037	2046
Tracy	SJ11-3067		MacArthur Drive	Extend 4 lane roadway on new alignment and construct railroad grade separation	Mt. Diablo Road to Eleventh Street	$22,602,553						x	x
Tracy	SJ07-3183		Tracy Blvd.	Widen from 4 lane minor arterial to 4 lane major arterial	I-205 to Eleventh Street	$17,401,433					x	x	x
Escalon	SJ07-4003		Escalon BNSF Grade Se	Construct a grade separation in Escalon at the BNSF Railroad	On Yosemite Avenue (SR-120) and on McHenry Avenue at BNSF	$32,500,000							x
Manteca	SJ07-4008		Airport Way/UPRR	Construct five lane grade separation over the UPRR	Airport Way/UPRR between Louise Avenue and Northgate Drive	$22,250,000						x	x
San Joaquin County	SJ11-4001		Lower Sacramento Road/UPRR (near Woodson Road)	Replace grade separation of roadway and railway	Lower Sacramento Road/UPRR (near Woodson Road)	$40,000,000						x	x
Stockton	SJ07-4014		Alpine Road/UPRR (West)	Construct at-grade quiet zone improvements	On Alpine Avenue at UPRR west of Coronado Avenue	$3,000,000					x	x	x
Stockton	SJ07-4017		Alpine Ave/UPRR (East)	Construct a 4 lane grade separation	On Alpine Ave at UPRR between West Lane and Montego Avenue	$47,831,000							x
Stockton	SJ07-4027		West Lane at UPRR	Construct a 6 lane grade separation	On West Lane between Alpine Avenue & El Pinal Drive/Klinger Road	$42,230,000							x
Tri-Valley / SJV	SJ18-6011		Altamont Pass Corridor	Improve the Union Pacific Railroad right-of-way from the San Joaquin County Line for a passenger rail service. Construction of a station and platform to accommodate the new passenger rail service with parking and access onto Patterson Pass Road. Construction of an operations and maintenance facility at Hanson Road in Tracy along the alignment	Between BART and ACE in Tri-Valley	$163,900,000			x	x	x	x	x

APPENDIX C

CONFORMITY ANALYSIS DOCUMENTATION

EMFAC Emissions (tons/day)

San Joaquin

Pollutant	Source	Description	2024	2025	2026	2029	2031	2037	2046
Ozone 2008 and 2015 standards (2016 Ozone SIP)	EMFAC 2021 (Summer Run)	ROG Total Exhaust (All Vehicles Total)		3.63	3.46	3.06	2.77	2.41	2.14
		Conformity Total		3.70	3.50	3.10	2.80	2.50	2.20
Ozone 2008 and 2015 standards (2016 Ozone SIP)	EMFAC 2021 (Summer Run)	NOx Total Exhaust (All Vehicles Total)		5.42	5.09	4.33	3.90	3.36	3.40
		Conformity Total		5.50	5.10	4.40	3.90	3.40	3.50
PM-10 (2015 SIP Update)	EMFAC 2021 (Annual Run)	PM-10 Total (All Vehicles Total) * includes tire & brake wear		0.62		0.63		0.64	0.72
		Conformity Total		0.62		0.63		0.64	0.72
PM-10 (2015 SIP Update)	EMFAC 2021 (Annual Run)	NOx Total Exhaust (All Vehicles Total)		5.81		4.63		3.58	3.62
		Conformity Total		5.81		4.63		3.58	3.62
PM2.5 24-hr 1997 standard (2018 PM2.5 SIP)	EMFAC 2021 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear		0.24		0.24		0.23	0.26
		Conformity Total		0.30		0.30		0.30	0.30
PM2.5 24-hr 1997 standards (2018 PM2.5 SIP)	EMFAC 2021 (Annual Run)	NOx Total Exhaust (All Vehicles Total)		5.81		4.63		3.58	3.62
		Conformity Total		5.90		4.70		3.60	3.70
PM2.5 Annual 1997 standard (2018 PM2.5 SIP)	EMFAC 2021 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear		0.24		0.24		0.23	0.26
		Conformity Total		0.30		0.30		0.30	0.30
PM2.5 Annual 1997 standard (2018 PM2.5 SIP)	EMFAC 2021 (Annual Run)	NOx Total Exhaust (All Vehicles Total)		5.81		4.63		3.58	3.62
		Conformity Total		5.90		4.70		3.60	3.70
PM2.5 24-hour 2006 standard (2018 PM2.5 SIP)	EMFAC 2021 (Winter Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	0.24				0.23	0.23	0.26
		Conformity Total	0.30				0.30	0.30	0.30
PM2.5 24-hour 2006 standard (2018 PM2.5 SIP)	EMFAC 2021 (Winter Run)	NOx Total Exhaust (All Vehicles Total)	6.67				4.37	3.76	3.79
		Conformity Total	6.70				4.40	3.80	3.80
PM2.5 Annual 2012 standard Moderate and Serious (2016 and 2018 PM2.5 SIP)	EMFAC 2021 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear		0.24		0.24		0.23	0.26
		Conformity Total		0.30		0.30		0.30	0.30
PM2.5 Annual Moderate (2016 and 2018 PM2.5 SIP)	EMFAC 2021 (Annual Run)	NOx Total Exhaust (All Vehicles Total)		5.81		4.63		3.58	3.62
		Conformity Total		5.90		4.70		3.60	3.70

2024 Conformity Analysis Results Summary -- San Joaquin

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
2008 and 2015 Ozone	2023 Budget	3.9	7.4		
	2025	3.7	5.5	YES	YES
	2026 Budget	3.5	7.0		
	2026	3.5	5.1	YES	YES
	2029 Budget	3.1	6.6		
	2029	3.1	4.4	YES	YES
	2031 Budget	2.8	6.3		
	2031	2.8	3.9	YES	YES
	2037	2.5	3.4	YES	YES
	2046	2.2	3.5	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10 (2015 SIP Update)	2020 Budget	4.6	11.9		
	2025	3.5	5.8	YES	YES
	2020 Budget	4.6	11.9		
	2029	3.7	4.6	YES	YES
	2020 Budget	4.6	11.9		
	2037	4.1	3.6	YES	YES
	2020 Budget	4.6	11.9		
	2046	4.1	3.6	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 24-hour PM2.5 Standard	2020 Budget	0.6	11.9		
	2025	0.3	5.9	YES	YES
	2020 Budget	0.6	11.9		
	2029	0.3	4.7	YES	YES
	2020 Budget	0.6	11.9		
	2037	0.3	3.6	YES	YES
	2020 Budget	0.6	11.9		
	2046	0.3	3.7	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 Annual PM2.5 Standard	2023 Budget	0.6	7.6		
	2025	0.3	5.9	YES	YES
	2023 Budget	0.6	7.6		
	2029	0.3	4.7	YES	YES
	2023 Budget	0.6	7.6		
	2037	0.3	3.6	YES	YES
	2023 Budget	0.6	7.6		
	2046	0.3	3.7	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	0.618	5.812	2.570		0.113		0.152		**3.5**	**5.8**
2029	0.627	4.625	2.688		0.113		0.261		**3.7**	**4.6**
2037	0.641	3.583	2.846		0.113		0.521		**4.1**	**3.6**
2046	0.719	3.620	3.107		0.113		0.113		**4.1**	**3.6**

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2006 PM2.5 Winter 24-Hour Standard	2024 Budget	0.6	7.6		
	2024	0.3	6.7	YES	YES
	2024 Budget	0.6	7.6		
	2031	0.3	4.4	YES	YES
	2024 Budget	0.6	7.6		
	2037	0.3	3.8	YES	YES
	2024 Budget	0.6	7.6		
	2046	0.3	3.8	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2012 Annual PM2.5 Standard (Moderate and Serious)	2022 Budget	0.6	10.0		
	2025	0.3	5.9	YES	YES
	2022 Budget	0.6	10.0		
	2029	0.3	4.7	YES	YES
	2022 Budget	0.6	10.0		
	2037	0.3	3.6	YES	YES
	2022 Budget	0.6	10.0		
	2046	0.3	3.7	YES	YES

Road Construction Dust

San Joaquin

Description								
	2025		2029		2037		2046	
	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
Baseline	2005	5171	2025	5374	2029	5444	2037	5723
Horizon	2025	5,374	2029	5,444	2037	5,723	2046	5,791
Difference	20	203	4	70	8	279	9	68
Lane Miles per Year		10		18		35		8
Acres Disturbed		39		68		135		29
Acre-Months		709		1222		2435		528
Emissions (tons/year)		77.952		134.400		267.840		58.027
Annual Average Day Emissions (tons)		0.214		0.368		0.734		0.159
District Rule 8021 Control Rates		0.290		0.290		0.290		0.290
Total Emissions (tons per day)		**0.152**		**0.261**		**0.521**		**0.113**

Because the MIP lane miles are calcualted differently for the 2005 than the old model, an adjustment process is necessary.

Old Model Lane Miles 2005 =	5171
MIP Scenario Lane Miles 2046 =	5414
MIP Scenario Lane Miles 2037 =	5346
MIP Scenario Lane Miles 2029 =	5067
MIP Scenario Lane Miles 2025 =	4997
MIP Scenario Lane Miles 2005 =	4794

Paved Road Dust Emissions (tons/day)

San Joaquin 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	10,527,150	3,842	293.595	282.503	0.774	0.075	0.716
Enter Arterial VMT ==>		Arterial	6,762,654	2,468	313.849	301.991	0.827	0.282	0.594
Enter Collector VMT ==>		Collector	1,694,025	618	78.618	75.648	0.207	0.407	0.123
		Urban	379,502	139	131.948	126.962	0.348	0.324	0.235
Enter Total of Urban and Rural		Rural	249,854	91	375.783	361.586	0.991	0.090	0.901
Local VMT Here =>	629,356								
		Totals	19,613,186	7,159	1193.793	1148.690	3.147		2.570

San Joaquin 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	10,847,395	3,959	302.527	291.097	0.798	0.075	0.738
Enter Arterial VMT ==>		Arterial	7,059,059	2,577	327.604	315.227	0.864	0.282	0.620
Enter Collector VMT ==>		Collector	1,811,198	661	84.056	80.880	0.222	0.407	0.131
		Urban	400,210	146	139.147	133.890	0.367	0.324	0.248
Enter Total of Urban and Rural		Rural	263,488	96	396.288	381.316	1.045	0.090	0.951
Local VMT Here =>	663,698								
		Totals	20,381,350	7,439	1249.623	1202.411	3.294		2.688

San Joaquin 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	11,202,120	4,089	312.420	300.616	0.824	0.075	0.762
Enter Arterial VMT ==>		Arterial	7,558,297	2,759	350.774	337.521	0.925	0.282	0.664
Enter Collector VMT ==>		Collector	1,943,371	709	90.190	86.783	0.238	0.407	0.141
		Urban	427,273	156	148.557	142.944	0.392	0.324	0.265
Enter Total of Urban and Rural		Rural	281,306	103	423.086	407.101	1.115	0.090	1.015
Local VMT Here =>	708,578								
		Totals	21,412,366	7,816	1325.026	1274.966	3.493		2.846

San Joaquin 2046

				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	12,537,275	4,576	349.656	336.446	0.922	0.075	0.853
Enter Arterial VMT ==>		Arterial	8,067,907	2,945	374.424	360.278	0.987	0.282	0.709
Enter Collector VMT ==>		Collector	2,134,923	779	99.080	95.336	0.261	0.407	0.155
		Urban	464,452	170	161.483	155.382	0.426	0.324	0.288
Enter Total of Urban and Rural		Rural	305,783	112	459.901	442.525	1.212	0.090	1.103
Local VMT Here =>	770,235								
		Totals	23,510,340	8,581	1444.544	1389.968	3.808		3.107

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

SAN JOAQUIN

HPMS Local Urban/Rural Percent
From 1998 Assembly of Statistical Reports - Caltrans
60.3% Urban
39.7% 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

SAN JOAQUIN

	January	February	March	April	May	June	July	August	September	October	November	December	Total/Average
Rain Days	10.5	9.5	8.0	5.3	2.8	1.0	0	0	1.0	2.8	6.3	7.8	**54.8**
Total Days	31	28	31	30	31	30	31	31	30	31	30	31	**365**
Rain Reduction Factor	0.92	0.92	0.94	0.96	0.98	0.99	1.00	1.00	0.99	0.98	0.95	0.94	**0.96**

Unpaved Road Dust Emissions (tons/day)

San Joaquin 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	20.0	10	73.0	73.000	61.968	0.170	0.333	0.113

San Joaquin 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	20.0	10	73.0	73.000	61.968	0.170	0.333	0.113

San Joaquin 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	20.0	10	73.0	73.000	61.968	0.170	0.333	0.113

San Joaquin 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	20.0	10	73.0	73.000	61.968	0.170	0.333	0.113

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

SAN JOAQUIN

	January	February	March	April	May	June	July	August	September	October	November	December	Total/Average
Rain Days	10.5	9.5	8.0	5.3	2.8	1.0	0	0	1.0	2.8	6.3	7.8	**54.8**
Total Days	31	28	31	30	31	30	31	31	30	31	30	31	**365**
Rain Reduction Factor	0.66	0.66	0.74	0.83	0.91	0.97	1.00	1.00	0.97	0.91	0.79	0.75	**0.85**

APPENDIX D

TIMELY IMPLEMENTATION DOCUMENTATION FOR TRANSPORTATION CONTROL MEASURES

San Joaquin COG
Timely Implementation Documentation

	A	B	C	D	E	F	G	H	J	K
1	**RACM Commitment**	**Agency**	**Commitment Description**	**Commitment Schedule**	**Commitment Funding**	**TIP**	**TIP Project ID**	**Project Description**	**2023 FTIP/ 2022 RTP, Conformity Analysis**	**2023 FTIP Amend 39 / 2022 RTP Amend 1, Conformity Analysis**
2									**(as of 12/22)**	**(as of 4/24)**
3										
4	SJC TCM 3	SJCOG	Rideshare Program	On going	STIP	2002, 2004, 2006	1120000025	Stockton, Regional Rideshare Program	On going	On going
5										
6	SJC5.17	SJCOG	Freeway bottleneck improvements (add lanes, construct shoulders, etc.)		Measure K	2002	11200000039	SR 99 Widening	Complete	Complete
7						2002 2004	11200000054 11200000102	Hammer Ln and SR120 interchange improvement projects	Complete	Complete
8						2004	11200000040	I-205 Widening project	Complete	Complete
9										
10	SJC6.1	SJCOG	Park and Ride Lots		Measure K	N/A	N/A	Master Park and Ride Lot Plan	Complete	Complete
11										
12	SJC6.2	SJCOG	Park and Ride Lots		Measure K	N/A	N/A	Master Park and Ride Lot Plan	Complete	Complete
13										
14	TCM4	SJCOG	Bicycle Programs		Measure K; STIP TE	2006	21200000339	Jack Tone Class I bikeway in Ripon	Complete	Complete
15										
16	SJC 9.3	Escalon	Bicycle and Pedestrian Program	Complete	TCSP, Local			State Route 120, McHenry Ave, and Main St pedestrian features; High School Linkage Program; sidewalk on First St	Complete	Complete
17										
18	TCM4	Escalon	Construct bicycle lane along McHenry Avenue	FY02/03	STIP TE $221,000	2002, 2004,2006	21200000146	Construct Escalon Gateway	Complete	Complete
19				2002-2003	TEA and CMAQ	2004	11200000154	Class I bike lane along McHenry Ave	Complete	Complete
20										
21	SJC5.2	Escalon	Coordinate Traffic Signal Systems		Local	2000	21200000126	synchronized traffic signal system at McHenry/SR120 Intersection	Complete	Complete
22										
23	SJC5.3	Escalon	Reduce Traffic Congestion at Major Intersections		Local	2000	21200000126	synchronized traffic signal system at McHenry/SR120 Intersection	Complete	Complete
24										
25	SJC 5.2	Lathrop	Coordinate Traffic Signal Systems	starting in 2004	Not specified			Coordinate traffic signals along Louise Avenue/Gold Rush Blvd.	Complete	Complete
26										
27	SJC 5.3	Lathrop	Reduce Traffic Congestion at Major Intersections	next 5 to 10 years	STIP and Local	2006	11200000155	Two grades separations on major arterial at railroad; reconstruct one intersection; require developers to signalize major arterial intersections	Complete	Complete
28										
29	SJC 10.4	Lathrop	Development of Bicycle Travel Facilities	ongoing	Not specified			Construct Class 1 and Class 2 bike lanes on all new arterial and collector streets	Complete	Complete
30										

San Joaquin COG
Timely Implementation Documentation

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2									**(as of 12/22)**	**(as of 4/24)**
31	SJC 15.2	Lathrop	Pedestrian and Bicycle Overpasses where Safety Dictates	2003	Not specified	2006	11200000155	Lathrop Road/UPRR grade separation to include a sidewalk and Class 2 bike lane	Complete	Complete
32										
33	TCM 4	Lathrop	Bicycle Programs		CMAQ and TEA			bike lanes on Fifth Street	Complete	Complete
34										
35	SJC 5.2	Lodi	Design Lodi Avenue Signal Interconnect Project	complete in 2006	CMAQ	2002	21200000143	Lodi Ave. signal installation and interconnect from Cherokee Ln to Lower Sacramento	Complete	Complete
36										
37	SJC5.3	Lodi	Reduce Traffic Congestion at Intersections		STIP, Measure K	2002	11200000159	Improve congestion at Kettleman Lane Gap Closure, Hwy 12/Mills Avenue, and Hwy 12/Tienda Drive	Complete	Complete
38										
39	SJC5.16	Lodi	Adaptive traffic signals and signal timing		CMAQ	2002	21200000143	Lodi Avenue Signal Interconnect Project	Complete	Complete
40										
41	TCM1	Lodi	Traffic Flow Improvements		Local	2002	21200000143	Lodi Avenue Signal Interconnect Project	Complete	Complete
42										
43	SJC5.3	Manteca	Reduce Traffic Congestion at Intersections		Local, Measure K	2004	11200000102	SR99/120 Improvements	Complete	Complete
44						2004	21200000271	South Union Widening		
45						2004	21200000214	Industrial Park Drive Improvements	Complete	Complete
46										
47	SJC15.2	Manteca	Pedestrian and Bicycle Overpasses Where Safety Dictates		Local, Measure K	2004	11200000102	SR99/120 improvements	Complete	Complete
48										
49	TCM1	Manteca	Traffic Flow Improvements		Local, Measure K	2004	21200000271	South Union Road Widening	Complete	Complete
50						2004	21200000214	Industrial Park Drive	Complete	Complete
51										
52	TCM4	Manteca	Bicycle Programs		Local, Measure K	N/A	N/A	Tidewater Bikeways project	Complete	Complete
53										
54	TCM 1	Ripon	Traffic Flow Improvements	within 1-2 years	CMAQ			South Frontage Road	Complete	Complete
55										
56	SJC5.2	Ripon	Coordinate Traffic Signal Systems		Not specified	N/A	N/A	Install synchronized traffic signal systems on 4 locations	Complete	Complete
57										
58	SJC5.3	Ripon	Reduce Traffic Congestion at Intersections		Local	N/A	N/A	South Frontage Road project between Wilma & Fulton. Left turn pockets at Frontage and Pine Street.	Complete	Complete
59										
60	SJC5.4	Ripon	Site Specific Transportation Control Measures		STIP/Measure K	2006	11200000162	Main and Stockton Street project. Signal synchronization along Main Street.	Project complete.	Project complete.
61										

San Joaquin COG
Timely Implementation Documentation

	A	B	C	D	E	F	G	H	J	K
1	**RACM Commitment**	**Agency**	**Commitment Description**	**Commitment Schedule**	**Commitment Funding**	**TIP**	**TIP Project ID**	**Project Description**	**2023 FTIP/ 2022 RTP, Conformity Analysis**	**2023 FTIP Amend 39 / 2022 RTP Amend 1, Conformity Analysis**
2									**(as of 12/22)**	**(as of 4/24)**
62	SJC5.9	Ripon	Bus Pullouts in Curbs for Passenger Loading		Not specified	N/A	N/A	The City will provide bus pullouts in curbs as part of Jack Tone Road Improvements Projects between Main and 4th Streets.	Complete	Complete
63										
64	SJC9.3	Ripon	Bicycle/Pedestrian Program		STIP	2004	21200000298	1.5 mile Class 1 bikeway between Doak Blvd and Canal Blvd.	Complete	Complete
65										
66	SJC15.2	Ripon	Pedestrian and Bicycle Overpasses Where Safety Dictates		Local	N/A	N/A	Construct ADA accessible sidewalk over the Main Street Overpass	Complete	Complete
67										
68	SJC5.3	Stockton	Reduce Traffic Congestion at Intersections		Local	N/A	N/A	Hammer Lane Phase II and West Lane widening project. Added duel left turn lane pockets.	Complete	Complete
69					HES/Local			Pershing Ave widening project. Adding a left turn pocket at Harding.	Complete	Complete
70										
71	SJC5.4	Stockton	Site Specific Transportation Control Measures		Local	N/A	N/A	New traffic signal installed at Rosemarie/Precissi	Complete	Complete
72								New traffic signal installed and Montauban/Lorraine Streets	Complete	Complete
73										
74	SJC9.2	Stockton	Encouragement of Pedestrian Travel		Local	N/A	N/A	Traffic claming treatments along Pacific Avenue in Miracle Mile commercial area	Complete	Complete
75										
76	SJC9.3	Stockton	Bicycle/Pedestrian Program		Local	N/A	N/A	Hammer Lane/March Lane Class 2 Bike Lane project	Complete	Complete
77										
78	SJC10.4	Stockton	Development of Bicycle Travel Facilities		Local	N/A	N/A	Bear Creek Bike Path	Complete	Complete
79								Weston Ranch Bike Path	Complete	Complete
80										
81	SJC TCM 4	Stockton	Bicycle Program		Local	N/A	N/A	Class 1 Bike paths at Pixley Slough Bike Path	Complete	Complete
82										
83	SJC15.2	Stockton	Pedestrian and Bicycle Overpasses Where Safety Dictates		Local, Measure K	N/A	N/A	Bicycle/pedestrian facilities included on grade separation project on march Lane and UPRR	Complete	Complete
84										
85	TCM1	Stockton	Traffic Flow Improvements		Local, Measure K	N/A	N/A	traffic flow improvements on Hammer Lane and El Dorado Street	Complete	Complete
86										
87	SJC 1.5	Tracy	Expansion of current fixed route to Wal-Mart	2002	Federal and State Transit	2002	21200000149	Operations assistance	Complete	Complete
88										

San Joaquin COG
Timely Implementation Documentation

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2									**(as of 12/22)**	**(as of 4/24)**
89	SJC 1.6	Tracy	Multi-Modal station	2004	STIP	2000/2002/2006	11200000104	Construct multi-modal station	Complete	Complete
90										
91	SJC 5.2	Tracy	Interconnect existing traffic signals on major corridors	on-going	partially CMAQ	2002	21200000114, 21200000145	11th St and MacArthur Dr traffic signal installation and interconnect project, Tracy Blvd traffic signal coordination project	Complete	Complete
92										
93	SJC5.3	Tracy	Reduce Traffic Congestion at Major Intersections		Not specified	N/A	N/A	11th St/MacArthur improvements	Complete	Complete
94								Tracy Blvd between Central Ave and Clover Street	Complete	Complete
95										
96	SJC5.4	Tracy	Site-Specific Transportation Control Measures		Not specified	N/A	N/A	Implement traffic control improvements on Byron/Corral Hollow Roads	Complete	Complete
97								Implement traffic control improvements on Grant Line/Corral Hollow Roads	Complete	Complete
98										
99	SJC5.9	Tracy	Bus Pullouts in Curbs for Passenger Loading		TDA, FTA	N/A	N/A	Bus Pullouts in curbs for passenger loading on East St N/E of 10th Street	Complete	Complete
100								Bus Pullouts in curbs for passenger loading on Tracy blvd N/O Beverly Street	Complete	Complete
101										
102	SJC 7.3	Tracy	Involve school districts to encourage walking/biking to school		Not specified			print and distribute bike maps to schools	Complete	Complete
103										
104	SJC9.3	Tracy	Bicycle/Pedestrian Program		Local, Measure K	N/A	N/A	bike lane project on 11th Street west of Corral Hollow Road.	Complete	Complete
105										
106	SJC 10.2	Tracy	Bike Racks on Buses	2002	Not specified			Install bike racks on all city-owned buses	Complete	Complete
107										
108	SJC 10.4	Tracy	Development of Bicycle Travel Facilities	ongoing	Not specified			bike lockers at various locations and multi- modal station	Complete	Complete
109										
110	TCM 2	Tracy	Public Transit	ongoing	CMAQ, FTA, TDA			Transit improvements; purchase CNG buses; expanding transit service to Wal- Mart; printing material in Spanish	Complete	Complete
111										

San Joaquin COG
Timely Implementation Documentation

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1	**RACM Commitment**	**Agency**	**Commitment Description**	**Commitment Schedule**	**Commitment Funding**	**TIP**	**TIP Project ID**	**Project Description**	**2023 FTIP/ 2022 RTP, Conformity Analysis**	**2023 FTIP Amend 39 / 2022 RTP Amend 1, Conformity Analysis**
2									**(as of 12/22)**	**(as of 4/24)**
112	TCM 4	Tracy	Bicycle Programs	ongoing	CMAQ and TEA			bike route signage; updated bicycle map for Tracy; bike racks on all TRACER buses	Complete	Complete
113										
114	SJC5.2	San Joaquin County	Coordinate Traffic Signal Systems		Local, Measure K	N/A	N/A	Benjamin Holt Dr/Harrisburg Place	Complete	Complete
115								Pershing Ave/Thornton Road	Complete	Complete
116								Wilson Way/Alpine Avenue	Complete	Complete
117										
118	SJC5.3	San Joaquin County	Reduce Traffic Congestion at Major Intersections		Local, Measure K	N/A	N/A	SR88 and Elliott Road	Complete	Complete
119								SR12 and Victor Road	Complete	Complete
120										
121	SJC5.4	San Joaquin County	Site-Specific Transportation Control Measures		Local	N/A	N/A	Benjamin Holt Dr/Harrisburg Place	Complete	Complete
122								Pershing Ave/Thornton Road	Complete	Complete
123								Wilson Way/Alpine Avenue	Complete	Complete
124										
125	SJC9.2	San Joaquin County	Encouragement of Pedestrian Travel		Local	N/A	N/A	Woodbridge Main Street Sidewalk Improvements	Complete	Complete
126										
127	SJC9.3	San Joaquin County	Bicycle/Pedestrian Program		Local	N/A	N/A	Class III Bike Route on Armstrong Road	Complete	Complete
128										
129	TCM1	San Joaquin County	Traffic Flow Improvements		Local, Measure K	N/A	N/A	Lower Sacramento Road	Complete	Complete
130								Hammer Lane	Complete	Complete
131								SR88 Improvements PSR	Complete	Complete
132								Traffic Signal at Ham Lane and West Lane	Complete	Complete
133										
134	SJC 1.1	SJRTD	Regional Express Bus Program		Federal and Measure K			purchase vehicles and operate interregional commuter service	Complete	Complete
135										
136	SJC 1.9	SJRTD	Downtown Stockton Transit Center	2 years after ground-breaking	Federal funds	2004	21200000236	Construct Downtown Transit Center	Complete	Complete
137										
138										
139	TCM4	SJCOG	Bicycle Programs		Measure K	N/A	N/A	Duck Creek Class I bicycle path gap closure	Project complete.	Project complete.
140										
141	TCM4	SJCOG	Bicycle Programs		Measure K	N/A	N/A	Corral Hollow Rd/Lowell Ave Class I bikeway in Tracy	Complete	Complete
142										

San Joaquin COG
Timely Implementation Documentation

	A	B	C	D	E	F	G	H	J	K
1	**RACM Commitment**	**Agency**	**Commitment Description**	**Commitment Schedule**	**Commitment Funding**	**TIP**	**TIP Project ID**	**Project Description**	**2023 FTIP/ 2022 RTP, Conformity Analysis**	**2023 FTIP Amend 39 / 2022 RTP Amend 1, Conformity Analysis**
2									**(as of 12/22)**	**(as of 4/24)**
143	TCM4	San Joaquin County	Bicycle Programs		Measure K	N/A	N/A	Lower Sacramento Rd Class III Bikeway in SJ County	On going	On going
144										
145	TCM4	Escalon	Bicycle Programs		Measure K	N/A	N/A	Install bike racks on buses in Escalon	Complete	Complete
146		Escalon						Improvements to McHenry Ave. corridor which included Class 2 Bicycle lanes NB and SB		
147										
148	SJC 5.3	Escalon	Reduce Traffic Congestion at Major Intersections		Local	N/A	N/A	City implemented new turn lane and median divider at St. John and BNSF rail road crossing.	Complete	Complete
149										
150	SJC5.2	Lodi	Coordinate Traffic Signal Systems		Local	N/A	N/A		No further updates are required.	No further updates are required.
151										
152	SJC5.3	Ripon	Reduce Traffic Congestion at Intersections		Local	N/A	N/A	South Frontage Road project between Maple Ave & Garrison Way.	Complete	Complete
153										
154	SJC 9.3	Ripon	Bicycle/Pedestrian Program		Local	N/A	N/A	Jack Tone Class I Bike Path	Complete	Complete
155										
156	SJC5.2	Stockton	Coordinate Traffic Signal Systems		CMAQ/Local	2007	212-0000-03101	Traffic Signal Controller Upgrade/Retiming March Lane, Wilson Way, and Harding Way	Complete	Complete
157										
158	SJC5.3	Stockton	Reduce Traffic Congestion at Intersections		Local	N/A	N/A	Hammer Lane Phase III.	Project complete.	Project complete.
159					CMAQ/Local	2007	212-0000-0376	Installation of traffic signal at Tam O'Shanter Drive	Complete	Complete
160										
161	SJC5.4	Stockton	Site Specific Transportation Control Measures		Local	N/A	N/A	New traffic signals to be installed (2): Turnpike @ Lincoln, Filbert @ Myrtle	Complete	Complete
162					Local	N/A	N/A	Upgrade left turn lanes to include protected left turn signals at three locations: Wilson @ Fremont, Pacific @ Alpine, and Pacific @ Bianchi	Complete	Complete
163										
164	SJC9.2	Stockton	Encouragement of Pedestrian Travel		CMAQ/Local	2007	212-0000-0373	Installation of sidewalks on streets in unincorporated south Stockton	Complete	Complete
165										
166	SJC9.3	Stockton	Bicycle Pedestrian Program		CMAQ/Local	2007	212-0000-3099	Class II Bike Lane on Tam O'Shanter Drive	Complete	Complete
167										

San Joaquin COG
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1	**RACM Commitment**	**Agency**	**Commitment Description**	**Commitment Schedule**	**Commitment Funding**	**TIP**	**TIP Project ID**	**Project Description**	**2023 FTIP/ 2022 RTP, Conformity Analysis**	**2023 FTIP Amend 39 / 2022 RTP Amend 1, Conformity Analysis**
2									**(as of 12/22)**	**(as of 4/24)**
168	SJC5.2	Tracy	Coordinate Traffic Signal Systems		Local	N/A	N/A	Coordinate/synchronize traffic signals along Coral Hollow Rd and 11th Street	Complete	Complete
169										
170	SJC5.2	Tracy	Coordinate Traffic Signal Systems		CMAQ/Local	2007	212-0000-0365	Coordinate/synchronize traffic signals along Grant Line Road	Complete	Complete
171										
172	SJC5.3	Tracy	Reduce Traffic Congestion at Major Intersections		CMAQ/Local	2007	212-0000-0377	Installation of traffic signal at Byron Road and Lammers Road	Complete	Complete
173										
174	SJC 5.8	Tracy	On Street Parking Restrictions		Local	N/A	N/A	Parking restrictions on North side of Eaton Avenue East of Tracy Boulevard.	Complete	Complete
175								Parking restrictions on South side of Grant Line Road West of Tracy Boulevard.	Complete	Complete
176										
177	SJC9.3	Tracy	Bicycle/Pedestrian Program		Measure K	N/A	N/A	Gap closure projects to upgrade to Class I at two locations: Lowell Ave between Coral Hollow & Valley View; Corral Hollow between 11th St & Byron Rd	Complete	Complete
178										
179	SJC 9.5	Tracy	Encouragement of Bicycle Travel		Local	N/A	N/A	The City of Tracy Activity Guide advertised local bicycle routes in 2007.	Complete	Complete
180										
181	SJC 15.1	Tracy	Encouragement of Pedestrian Travel		Local	N/A	N/A	The City of Tracy Activity Guide advertised local walking routes in 2007	Complete	Complete
182		Tracy	Encouragement of Pedestrian Travel		Local	N/A	N/A	The City of Tracy Activity Guide advertised local walking routes in 2008	Complete	Complete
183		Tracy	Encouragement of Pedestrian Travel		Local	N/A	N/A	The City of Tracy Activity Guide advertised local walking routes in 2010	Complete	Complete
184										
185	SJC5.3	San Joaquin County	Reduce Traffic Congestion at Major Intersections		Local	N/A	N/A	SR-12 and Davis Road.	Complete	Complete
186					CMAQ/Local	2007	212-0000-0368	New traffic signals at LinneRoad at Chrisman Drive	Complete	Complete
187					CMAQ/Local	2007	212-0000-0369	New traffic signal at Howard Road at Tracy Boulevard	Complete	Complete
188					CMAQ/Local	2007	212-0000-0370	New traffic signal at Byron Road at Grant Line Road.	Complete	Complete
189										
190	SJC9.3	San Joaquin County	Bicycle/Pedestrian Program		Local	N/A	N/A	Class III Bikeway on Austin Road from Louise Ave to French Camp Rd.	Complete	Complete
191					CMAQ/Local	2007	212-0000-0371	Class III Bikelane on Armstrong Road	Complete	Complete
192					CMAQ			South Stockton Sidewalks Phase I	Complete	Complete

San Joaquin COG
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2									**(as of 12/22)**	**(as of 4/24)**
193										
194	SJC1.5	SJRTD	Expansion of Public Transportation System		CMAQ/Local	2007	212-0000-0360	Purchase vehicles and operate intercity bus service	Complete	Complete
195					CMAQ/Local	2007	212-0000-0362 212-0000-0364	Purchase vehicles and expansion of BRT service.	Complete	Complete
196										
197	**ADDITIONAL PROJECTS IDENTIFIED**									
198										
199	SJC 9.2	Manteca	Encouragement of Pedestrian Travel		Local	N/A	N/A	Pedestiran crossing/crosswalk on Woodward Avenue	Complete	Complete
200	SJC5.3	Stockton	Reduce Traffic Congestion at Intersections		CMAQ	2015	212-0000-0632	Install left turn lane on Thornton Rd at Hammer Lane	On going	On going
201	SJC5.3	Stockton	Reduce Traffic Congestion at Intersections		CMAQ	2015	212-0000-0635	Tam O'Shanter Drive and Castle Oaks Drive Roundabout	On going	On going
202	SJC5.16	Stockton	Adaptive traffic signals and signal timing		CMAQ	2015	212-0000-0641	BRT Phase 5: Adpative Signal on Weber Avenue, Miner Avenue, Wilson Way, Fremont St, Filbert Street, and Main St Corridors	On going	On going
203	SJC5.16	Stockton	Adaptive traffic signals and signal timing		CMAQ	2015	212-0000-0642	West Lane Traffic Responsiveness Signal Control System	On going	On going
204	SJC5.16	Stockton	Adaptive traffic signals and signal timing		CMAQ	2015	212-0000-0643	BRT Phase 1B on Pacific Avenue and Madison Street Corners.	On going	On going

APPENDIX E

PUBLIC HEARING PROCESS DOCUMENTATION

NOTICE OF PUBLIC HEARING ON
DRAFT 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT 39,
DRAFT 2022 REGIONAL TRANSPORTATION PLAN AMENDMENT 1, AND
DRAFT 2024 CONFORMITY ANALYSIS

NOTICE IS HEREBY GIVEN that the San Joaquin Council of Governments (SJCOG) will hold a public hearing on May 7, 2024 at 3:00 PM at the SJCOG Board Room, located at 555 E. Weber Avenue, Stockton, California regarding the Draft 2023 Federal Transportation Improvement Program Amendment 39 (2023 FTIP Amendment 39), the Draft Regional Transportation Plan Amendment 1 (2022 RTP Amendment 1), and the Draft 2024 Conformity Analysis. The purpose of this public hearing is to receive public comments on these documents.

- The 2023 FTIP is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in San Joaquin County during the next four years. Amendment 39 programs updates to the open-to-traffic dates for several regionally significant projects.
- The 2022 RTP is a long-term strategy to meet San Joaquin County transportation needs out to 2046. Amendment 1 updates open-to-traffic dates for existing projects.
- The 2024 Conformity Analysis contains the documentation to support a finding that the 2023 FTIP Amendment 39 and 2022 RTP Amendment 1 meet the federal air quality conformity requirements for ozone and particulate matter.

Individuals with disabilities may call SJCOG (with 3-working-day advance notice) to request auxiliary aids necessary to participate in the public hearing. Interpreting 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 April 17, 2024, and conclude on May 17, 2024. The draft documents are available at the SJCOG office, located at 555 E. Weber Avenue, Stockton, CA and on the SJCOG website at https://www.sjcog.org/110/Federal-Transportation-Improvement-Progr.

Public comments are welcomed at the public hearing, or may be submitted in writing by May 17, 2024, by 5 p.m., to Ty Phimmasone at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the SJCOG Board at a regularly scheduled meeting to be held on May 23, 2024. The documents will then be submitted to state and federal agencies for approval.

Contact Person:
Ty Phimmasone, Senior Regional Planner
555 E. Weber Avenue
Stockton, CA 95202
ftip@sjcog.org

APPENDIX F

RESPONSE TO PUBLIC COMMENTS

This appendix will be finalized after the close of public comment period.

ATTACHMENT 4

PUBLIC NOTICE AND
SJCOG BOARD ADOPTION RESOLUTION

NOTICE OF PUBLIC HEARING ON
DRAFT 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT 39,
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Contact Person:
Ty Phimmasone, Senior Regional Planner
555 E. Weber Avenue
Stockton, CA 95202
ftip@sjcog.org

RESOLUTION
SAN JOAQUIN COUNCIL OF GOVERNMENTS

R-24-0?

RESOLUTION ADOPTING THE
2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT 39,
2022 REGIONAL TRANSPORTATION PLAN AMENDMENT 1,
AND 2024 CONFORMITY ANALYSIS

WHEREAS, the San Joaquin Council of Governments (SJCOG) is a Regional Transportation Planning Agency and a Metropolitan Planning Organization (MPO), pursuant to State and Federal designation; and

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

WHEREAS, a 2022 Regional Transportation Plan Amendment 1 (2022 RTP Amendment 1) has been prepared in full compliance with federal guidance; and

WHEREAS, a 2022 Regional Transportation Plan Amendment 1 has been prepared in accordance with state guidelines adopted by the California Transportation Commission; and

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

WHEREAS, the 2023 Federal Transportation Improvement Program Amendment 39 (2023 FTIP Amendment 39) 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 SJCOG forum and general public involvement; and

WHEREAS, the 2023 FTIP Amendment 39 program listing is consistent with: 1) the 2022 Regional Transportation Plan Amendment 1; 2) the 2024 State Transportation Improvement Program; and 3) the corresponding 2024 Conformity Analysis; and

WHEREAS, the 2023 FTIP Amendment 39 contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2023 FTIP Amendment 39 and 2022 RTP Amendment 1 meet all applicable transportation planning requirements per 23 CFR Part 450; and

WHEREAS, SJCOG 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 2023 FTIP Amendment 39 and 2022 RTP Amendment 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 2024 Conformity Analysis supports a finding that the 2023 FTIP Amendment 39 and 2022 RTP Amendment 1 meet the air quality conformity requirements for ozone and particulate matter; and

WHEREAS, the 2023 FTIP Amendment 39 and 2022 RTP Amendment 1 do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the 2023 FTIP Amendment 39 and 2022 RTP Amendment 1 conform to the applicable SIPs; and

WHEREAS, the documents have been widely circulated and reviewed by SJCOG 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 San Joaquin County consistent with public participation process adopted by SJCOG; and

WHEREAS, a public review process occurred from April 17, 2024, to May 17, 2024, consistent with the SJCOG adopted Public Participation Plan.

WHEREAS, a public hearing was conducted on May 7, 2024 to hear and consider comments on the 2023 FTIP Amendment 39, 2022 RTP Amendment 1, and corresponding Conformity Analysis; and

NOW, THEREFORE, BE IT RESOLVED, that the SJCOG adopts the the 2023 FTIP Amendment 39, 2022 RTP Amendment 1, and the 2024 Conformity Analysis; and

BE IT FURTHER RESOLVED, that MCAG finds that 2023 FTIP Amendment 39 and 2022 RTP Amendment 1 are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

THE FOREGOING RESOLUTION was passed and adopted by the SJCOG this 23rd day of May 2024.

AYES:

NOES:

ABSENT:

_____
DAVID BELLINGER
Chair

_____
DIANE NGUYEN
Executive Director

_____
ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the SJCOG duly adopted at a regular meeting thereof held on the 23rd day of May, 2024.