
**DRAFT CONFORMITY ANALYSIS
FOR THE 2027 FEDERAL TRANSPORTATION IMPROVEMENT
AND THE 2026 REGIONAL TRANSPORTATION PLAN**

JULY 6, 2026

STANISLAUS COUNCIL OF GOVERNMENTS

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TABLE OF CONTENTS

EXECUTIVE SUMMARY	1
CONFORMITY REQUIREMENTS	2
CONFORMITY TESTS	3
RESULTS OF THE CONFORMITY ANALYSIS	3
REPORT ORGANIZATION	4
CHAPTER 1: FEDERAL AND STATE REGULATORY REQUIREMENTS	6
A. FEDERAL AND STATE CONFORMITY REGULATIONS CLEAN AIR ACT AMENDMENTS	6
B. CONFORMITY REGULATION REQUIREMENTS	8
C. AIR QUALITY DESIGNATIONS APPLICABLE TO THE SAN JOAQUIN VALLEY	9
D. CONFORMITY TEST REQUIREMENTS	11
E. ANALYSIS YEARS	19
CHAPTER 2: LATEST PLANNING ASSUMPTIONS AND TRANSPORTATION MODELING	22
A. SOCIOECONOMIC DATA	26
B. TRANSPORTATION MODELING	26
C. TRAFFIC ANALYSIS ZONES	27
D. MODEL BASE YEAR AND VALIDATION	27
AUTO OPERATING COST	29
HPMS RECONCILIATION	29
E. TRAFFIC ESTIMATES	31
F. VEHICLE REGISTRATIONS	31
G. STATE IMPLEMENTATION PLAN MEASURES	31
H. TELEWORK AND ONLINE SERVICES – OPTION 2	32
CHAPTER 3: AIR QUALITY MODELING	34
A. EMFAC2021	35
B. ADDITIONAL PM-10 ESTIMATES	36
C. PM2.5 APPROACH	37
D. SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES	40
CHAPTER 4: TRANSPORTATION CONTROL MEASURES	41
A. TRANSPORTATION CONFORMITY REGULATION REQUIREMENTS FOR TCMS	41
B. APPLICABLE AIR QUALITY IMPLEMENTATION PLANS	43
C. IDENTIFICATION OF 2002 AND 2022 RACM THAT REQUIRE TIMELY IMPLEMENTATION DOCUMENTATION	44
D. TCM FINDINGS FOR THE TIP AND REGIONAL TRANSPORTATION PLAN	46
E. RTP CONTROL MEASURE ANALYSIS IN SUPPORT OF 2003 PM-10 PLAN	46
CHAPTER 5: INTERAGENCY CONSULTATION	49

STANISLAUS COUNCIL OF GOVERNMENTS
DRAFT Conformity Analysis for the 2027 FTIP and 2026 RTP

A. INTERAGENCY CONSULTATION	49
B. PUBLIC CONSULTATION	50
CHAPTER 6: TIP AND RTP CONFORMITY	51
REFERENCES	57

APPENDICES

Appendix A: Conformity Checklist

Appendix B: Transportation Project Listing

Appendix C: Conformity Analysis Documentation

Appendix D: Timely Implementation Documentation for Transportation Control Measures

Appendix E: Public Hearing Process Documentation

Appendix F: Response to Public Comments

STANISLAUS COUNCIL OF GOVERNMENTS
DRAFT Conformity Analysis for the 2027 FTIP and 2026 RTP

TABLES

Table 1-3: On-Road Motor Vehicle PM-10 Emissions Budgets	15
Table 1-4: On-Road Motor Vehicle 1997 (24-hour and annual) PM2.5 Standard Emissions Budgets	17
Table 1-5: On-Road Motor Vehicle 2012 (annual) PM2.5 Standard Emissions Budgets (Moderate)	18
Table 1-6 On-Road Motor Vehicle 2006 24-Hour PM2.5 Standard Emissions Budgets	19
Table 1-7: San Joaquin Valley Conformity Analysis Years	20
Table 2-1: Summary of Latest Planning Assumptions for the StanCOG	23
Conformity Analysis	23
Table 2-2: Traffic Network Comparison for Horizon Years Evaluated in Conformity Analysis	31
Table 2-3: 2007 PM-10 Maintenance Plan Measures Assumed in the Conformity Analysis	32
The methodology has been reviewed by interagency consultation partners.	32
Table 6-1: Conformity Results Summary	54

EXECUTIVE SUMMARY

This report presents the Draft Conformity Analysis for the 2027 Federal Transportation Improvement Program (2027 FTIP) and the 2026 Regional Transportation Plan (2026 RTP). Stanislaus Council of Governments (StanCOG) is the designated Metropolitan Planning Organization (MPO) in Stanislaus County, California, and is responsible for regional transportation planning.

The Clean Air Act Section 176(c) (42 U.S.C. 7506(c)) and U.S. Environmental Protection Agency (EPA) transportation conformity regulations (40 CFR 93 Subpart A) require that each new RTP and TIP be demonstrated to conform to the State Implementation Plan (SIP) before the RTP and TIP are approved by the MPO or accepted by the U.S. Department of Transportation (DOT). This analysis demonstrates that the criteria specified in the transportation conformity regulations for a conformity determination are satisfied by the 2027 FTIP and the 2026 RTP; a finding of conformity is therefore supported. The 2027 FTIP, the 2026 RTP, and the corresponding Conformity Analysis were approved by the StanCOG Policy Board on September 16, 2026. Federal approval is anticipated on or before December 16, 2026. FHWA/FTA last issued a finding of conformity for the 2027 FTIP and the 2026 RTP, as amended if applicable, on December 16, 2024.

On June 12, 2025, President Trump signed joint resolutions of disapproval under the Congressional Review Act (CRA) for preemption waivers that the EPA had previously issued pursuant to Clean Air Act (CAA) Section 209, including for the Advanced Clean Trucks (ACT), Zero-Emission Airport Shuttle, Heavy-Duty Vehicle Engine Emission Warranty and Maintenance Provisions (Warranty Phase 1), and Heavy-Duty Omnibus (Omnibus) regulations. Each resolution provided that the corresponding waiver “shall have no force or effect.” Accordingly, these regulations were preempted by the CAA, meaning that California was no longer able to enforce or attempt to enforce the regulations, and that estimated emissions reductions attributed to the regulations could not be used for the CAA purposes of transportation conformity. The estimated emission reductions attributed to these regulations were included in baseline calculations for California’s EMFAC2021 model, which was the only emissions model approved for transportation conformity and SIP emission inventory purposes. Certain San Joaquin Valley State Implementation Plans (SIPs) that were pending EPA review, including the 2022 Ozone SIP (2015 standard), could no longer meet federal requirements since they included estimated emission reductions attributed to the disapproved regulations. In response, CARB developed and submitted to the EPA off-model adjustment factors that removed estimated emissions benefits attributed to ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus regulations from EMFAC2021. On November 21, 2025, EPA approved the off-model adjustment factors. As such, EMFAC2021 with the adjustment factors was approved as the latest approved method for modeling emissions available in California, per 40 CFR 93.111.

CARB has revised the 2022 Ozone SIP (2015 standard) in the spring of 2026 to meet the new federal requirements described above; EPA action is pending at this time. Given the uncertainty associated with the timing of federal approval of the 2022 Ozone SIP (2015 standard), the conformity analysis for the 2027 FTIP and 2026 RTP assumes two potential options: Option 1 - new 2015 ozone standard budgets will not become effective in time of FTIP/RTP approval; and

STANISLAUS COUNCIL OF GOVERNMENTS
DRAFT Conformity Analysis for the 2027 FTIP and 2026 RTP

Option 2 – EPA will act on the revised 2015 ozone budgets by December 16, 2026, which is when the current FTIP/RTP expire. A conformity demonstration is provided for both options as documented below; the final conformity analysis adopted by the StanCOG Policy Board will rely on either Option 1 or Option 2 depending on the timing of federal action for the 2022 Ozone SIP (2015 standard).

The 2027 FTIP and the 2026 RTP have been financially constrained in accordance with the requirements of 40 CFR 93.108 and consistent with the U.S. DOT metropolitan planning regulations (23 CFR Part 450). A discussion of financial constraints and funding sources is included in the appropriate documents.

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

CONFORMITY REQUIREMENTS

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

The conformity regulation applies nationwide to “all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan” (40 CFR 93.102). Currently, the San Joaquin Valley (or portions thereof) is designated as nonattainment with respect to Federal air quality standards for ozone, and particulate matter under 2.5 microns in diameter (PM_{2.5}); and has a maintenance plan for particulate matter under 10 microns in diameter (PM-10). Therefore, transportation plans and programs for the nonattainment areas for the Stanislaus area must satisfy the requirements of the Federal transportation conformity regulation.

Under the transportation conformity regulation, the principal criteria for a determination of conformity for transportation plans and programs are:

- (1) the TIP and RTP must pass an emissions budget test using a budget that has been found to be adequate by EPA for transportation conformity purposes, or an interim emission test;
- (2) the latest planning assumptions and emission models specified for use in conformity determinations must be employed;
- (3) the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and
- (4) interagency and public consultation.

On-going interagency consultation is conducted through the San Joaquin Valley Interagency Consultation Group to ensure Valley-wide coordination, communication and compliance with

STANISLAUS COUNCIL OF GOVERNMENTS
DRAFT Conformity Analysis for the 2027 FTIP and 2026 RTP

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 2027, 2029, 2031, 2032, 2035, 2037, 2046 and 2049 as applicable to each pollutant. All analyses were conducted using the latest planning assumptions and emissions model. The major conclusions of the Conformity Analysis for the 2027 FTIP and 2026 RTP are:

- For 2008 8-hour ozone, the total regional on-road vehicle-related emissions (ROG and NOx) associated with implementation of the 2027 FTIP and the 2026 RTP for all years tested are projected to be less than the approved emissions budgets specified in *2026 Updates to Motor Vehicle Emissions Budgets for the 75 parts per billion Ozone State Implementation Plan* (2026 SIP Update). The conformity tests for ozone are therefore satisfied.
- For 2015 8-hour ozone, the total regional on-road vehicle-related emissions (ROG and NOx) associated with implementation of the 2027 FTIP and the 2026 RTP for all years tested are projected to be less than the approved emissions budgets specified either in *2026 Updates to Motor Vehicle Emissions Budgets for the 75 parts per billion Ozone State Implementation Plan* (Option 1) or in the *2026 Extreme Ozone SIP Revision* released for public comment on April 17, 2026 (Option 2). 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 2027 FTIP and the 2026 RTP for all years tested are either (1) projected to be less than the approved emissions budgets, or (2) less than the emission budgets using the approved PM-10 and NOx trading mechanism for transportation conformity purposes from the *2007 PM-10 Maintenance Plan (as revised in 2015)*.

STANISLAUS COUNCIL OF GOVERNMENTS
DRAFT Conformity Analysis for the 2027 FTIP and 2026 RTP

- For the 1997 24-hour PM2.5 standard, the total regional on-road vehicle-related emissions associated with implementation of the 2027 FTIP and the 2026 RTP for the analysis years are either (1) projected to be less than the approved emission budgets, or (2) less than the emission budgets using the approved PM2.5 and NOx trading mechanism for transportation conformity purposes from the *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 2027 FTIP and the 2026 RTP 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 2027 FTIP and the 2026 RTP for the analysis years are either (1) projected to be less than the approved emission budgets, or (2) less than the emission budgets using the approved PM2.5 and NOx trading mechanism for transportation conformity purposes from the *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 2027 FTIP and the 2026 RTP for the analysis years are either (1) projected to be less than the approved emission budgets, or (2) less than the emission budgets using the approved PM2.5 and NOx trading mechanism for transportation conformity purposes from the *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards (2018 PM2.5 Plan)* for 2012 PM2.5 moderate area requirements.

The 2027 FTIP and the 2026 RTP will not impede and will support timely implementation of the TCMs that have been adopted as part of applicable air quality implementation plans. The current status of TCM implementation is documented in Chapter 4 of this report.

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 2027 FTIP, the 2026 RTP and the corresponding Conformity Analysis on July 20, 2026 and August 19, 2026. Comments received on the conformity analysis and responses made as part of the public involvement process are included in Appendix F.

CHAPTER 1: FEDERAL AND STATE REGULATORY REQUIREMENTS

The criteria for determining conformity of transportation programs and plans under the Federal transportation conformity regulation (40 CFR Parts 51 and 93) and the applicable conformity tests for the San Joaquin Valley nonattainment areas are summarized in this section. The Conformity Analysis for the 2027 FTIP and 2026 RTP was prepared based on these criteria and tests. Presented first is a review of the development of the applicable conformity regulation and guidance procedures, followed by summaries of conformity regulation requirements, air quality designation status, conformity test requirements, and analysis years for this Conformity Analysis.

StanCOG is the designated Metropolitan Planning Organization (MPO) for Stanislaus County in the San Joaquin Valley. As a result of this designation StanCOG prepares the TIP, RTP, and associated conformity analyses. The TIP serves as a detailed four year (FY 2026/27 – 2029/30) programming document for the preservation, expansion, and management of the transportation system. The 2026 RTP has a 2049 horizon that provides the long-term direction for the continued implementation of the freeway/expressway plan, as well as improvements to arterial streets, transit, and travel demand management programs. The TIP and RTP include capacity enhancements to the freeway/expressway system commensurate with available funding.

A. FEDERAL AND STATE CONFORMITY REGULATIONS CLEAN AIR ACT AMENDMENTS

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

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

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

FEDERAL RULE

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

EPA published the Transportation Conformity Rule PM_{2.5} and PM₁₀ Amendments on March 24, 2010; the rule became effective on April 23, 2010 (EPA, 2010a). This PM amendments final rule amends the conformity regulation to address the 2006 PM_{2.5} national ambient air quality standard (NAAQS). The final PM amendments rule also addresses hot-spot analyses in PM_{2.5} and PM₁₀ and carbon monoxide nonattainment and maintenance areas.

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

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

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

On August 24, 2016, EPA published its Final Rule titled *Implementing National Ambient Air Quality Standards for Fine Particles: State Implementation Plan Requirements*. According to the implementation rule, areas designated as nonattainment for the 1997 PM_{2.5} standards, must continue to demonstrate conformity to these standards until attainment (EPA, 2016).

MULTI-JURISDICTIONAL GUIDANCE

EPA reissued Guidance for Transportation Conformity Implementation in Multi-Jurisdictional Nonattainment and Maintenance Areas in July 2012 (EPA, 2012c). This guidance updates and supersedes the July 2004 "multi-jurisdictional" guidance (EPA, 2004a), but does not change the

substance of the guidance on how nonattainment areas with multiple agencies should conduct conformity determinations. This guidance applies to the San Joaquin Valley since there are multiple MPOs within a single nonattainment area. The main principle of the guidance is that one regional emissions analysis is required for the entire nonattainment area. However, separate modeling and conformity documents may be developed by each MPO. The Transportation Conformity Guidance for 2015 Ozone NAAQS Nonattainment Areas released in June 2018 incorporates the 2012 Multi-Jurisdictional Guidance by reference.

Part 3 of the guidance applies to nonattainment areas that have adequate or approved conformity budgets addressing a particular air quality standard. This Part currently applies to the San Joaquin Valley for ozone and PM-10. The guidance allows MPOs to make independent conformity determinations for their plans and TIPs as long as all of the other subareas in the nonattainment area have conforming transportation plans and TIPs in place at the time of each MPO and the Department of Transportation (DOT) conformity determination. Alternatively, the multi-jurisdictional guidance allows MPOs to make a joint conformity demonstration using one area-wide budget. DOT will issue its conformity determination on the TIPs/RTPs at the same time.

With respect to PM_{2.5}, the Transportation Conformity Rule – PM_{2.5} and PM₁₀ Amendments published on March 24, 2010 effectively incorporates the “multi-jurisdictional” guidance directly into the rule. The Rule allows MPOs to make either joint or 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.

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 planning assumptions relied upon in this conformity analysis are documented in Chapter 2.

STANISLAUS COUNCIL OF GOVERNMENTS
DRAFT Conformity Analysis for the 2027 FTIP and 2026 RTP

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. On November 21, 2025, EPA approved off-model adjustment factors that removed estimated emissions benefits attributed to ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus regulations from EMFAC2021 in response to California preemption waiver disapproval. EMFAC2021 with off-model adjustment factors 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. StanCOG adopted consultation process and policy for conformity analysis includes a 30-day comment period followed by a public meeting.

C. AIR QUALITY DESIGNATIONS APPLICABLE TO THE SAN JOAQUIN VALLEY

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

StanCOG is located in the federally designated San Joaquin Valley Air Basin. The borders of the basin are defined by mountain and foothill ranges to the east and west. The northern border is consistent with the county line between San Joaquin and Sacramento Counties. The southern border is less defined, but is roughly bounded by the Tehachapi Mountains and, to some extent, the Sierra Nevada range. The Conformity Analysis for the 2027 FTIP and 2026 RTP includes analyses of existing and future air quality impacts for each applicable pollutant.

STANISLAUS COUNCIL OF GOVERNMENTS
DRAFT Conformity Analysis for the 2027 FTIP and 2026 RTP

The San Joaquin Valley is currently designated as nonattainment for the National Ambient Air Quality Standard (NAAQS) for 8-hour ozone (revoked 1997, 2008 and 2015 standards), particulate matter under 2.5 microns in diameter (PM_{2.5}) (1997, 2006 and 2012 standards); and has a maintenance plan for particulate matter under 10 microns in diameter (PM-10).

State Implementation Plans have been prepared to address ozone, PM-10 and PM_{2.5}:

- The 2016 Ozone Plan (2008 standard) was adopted by the Air District on June 16, 2016, and subsequently adopted by ARB on July 21, 2016. EPA found the new ozone budgets adequate on June 29, 2017 (effective July 14, 2017). In response to recent court decisions regarding the baseline RFP year, CARB 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. Then in response to federal CRA actions, CARB adopted the *2026 Updates to Motor Vehicle Emissions Budgets for the 75 parts per billion Ozone State Implementation Plan* on March 26, 2026. EPA approved the new 2008 ozone SIP budgets on [INSERT DATE WHEN FINAL], effective [INSERT DATE WHEN FINAL].
- Option 2: 2022 Ozone Plan (2015 standard) was adopted by CARB on January 26, 2023 and subsequently submitted for EPA review. In response to federal CRA actions, CARB adopted *2026 Extreme Ozone SIP Revision* on May 28, 2026. EPA approved the 2022 Ozone SIP, the revised 2015 ozone SIP budgets, and the revised emission inventory on [INSERT DATE WHEN FINAL], effective [INSERT DATE WHEN FINAL].
- The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016).
- The 2016 PM_{2.5} Plan and portions of the 2018 PM_{2.5} Plan (2012 Standard, moderate) was approved by EPA on November 26, 2021 (effective December 27, 2021).
- The 2018 PM_{2.5} Plan was partially approved by EPA on July 22, 2020 (effective as of publication) inclusive of the revised conformity budgets and trading mechanism for the 2006 24-hr PM_{2.5} standard. Then on November 26, 2021, EPA partially disapproved the original SIP submittal dealing with 1997 annual PM_{2.5} nonattainment. In response, CARB submitted a 2021 revision to the 2018 PM_{2.5} Plan demonstrating attainment by 2023. On January 28, 2022, EPA approved 2018 PM_{2.5} Plan portion dealing with the 1997 24-hour PM_{2.5} 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 PM_{2.5} budgets and trading mechanism for attainment year 2023, effective January 16, 2024. Note that CARB withdrew 2018 PM_{2.5} Plan portions dealing with 2012 serious PM_{2.5} standards on October 27, 2022; therefore, moderate area budgets continue to apply. On November 16, 2024, EPA finalized its approval to extend the attainment deadline for the 1997 annual PM_{2.5} standards by one year to December 31, 2024.

EPA's March 2015 final rule implementing the 2008 Ozone Standard also revoked the 1997 Ozone Standard for transportation conformity purposes. This revocation became effective April 6, 2015. On February 16, 2018, the U.S. Court of Appeals ruled against parts of the EPA's 2015 Ozone Implementation Rule related to the revocation of the 1997 ozone standard and the relevant "anti-backsliding" requirements. However, according to the *Transportation Conformity Guidance for the South Coast II Court Decision*, nonattainment areas with existing 2008 ozone conformity budgets are not required to address the 1997 ozone standards for conformity purposes.

EPA designated the San Joaquin Valley nonattainment area for the 2008 Ozone Standard, effective July 20, 2012. Transportation conformity applies one year after the effective date (July 20, 2013). Federal approval for the eight SJV MPO's 2008 Ozone standard conformity demonstrations was received on July 8, 2013.

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

On November 13, 2009, EPA published Air Quality Designations for the 2006 24-hour PM_{2.5} 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 PM_{2.5} 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 PM_{2.5} nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 annual PM_{2.5} standard.

EPA's nonattainment area designations for the new 2012 PM_{2.5} standards became effective on April 15, 2015. Conformity for a given pollutant and standard applies one year after the effective date (April 15, 2016). It is important to note that the 2012 PM_{2.5} standards nonattainment area boundary for the San Joaquin Valley are exactly the same as the nonattainment area boundary for the 1997 annual PM_{2.5} standard.

On July 29, 2016, EPA released its *Final Rule for Implementing National Ambient Air Quality Standards for Fine Particles*. According to the implementation rule, areas designated as nonattainment for the 1997 PM 2.5 standards, must continue to demonstrate conformity to these standards until attainment. In the San Joaquin Valley, the 1997 standards (both 24-hour and annual) continue to apply.

D. CONFORMITY TEST REQUIREMENTS

The conformity (Section 93.109(c)–(k)) rule requires that either a table or text description be provided that details, for each pollutant and precursor, whether the interim emissions tests and/or

the budget test apply for conformity. In addition, documentation regarding which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years is required.

Specific conformity test requirements established for the San Joaquin Valley nonattainment areas for ozone, and particulate matter are summarized below.

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

OZONE (2008 AND 2015 STANDARDS)

The San Joaquin Valley currently violates both the 2008 and 2015 ozone standards; thus the conformity determination includes all corresponding analyses (see discussion under Air Quality Designations Applicable to the San Joaquin Valley above). Under the existing conformity regulations, regional emissions analyses for ozone areas must address nitrogen oxides (NO_x) and volatile organic compounds (VOC) precursors. It is important to note that in California, reactive organic gases (ROG) are considered equivalent to and are used in place of volatile organic compounds (VOC).

EPA's final rule implementing the 2008 ozone standard also revoked the 1997 ozone standard for transportation conformity purposes. This revocation became effective April 6, 2015. Current federal guidance does not require 2008 ozone nonattainment areas to address the 1997 ozone standard for conformity purposes.

On March 25, 2019, EPA published a final rule approving the 2008 ozone conformity budgets and the *2018 Updates to the California State Implementation Plan*. The EPA final rule identified both reactive organic gases (ROG) and nitrogen oxides (NO_x) subarea budgets in tons per average summer day for each MPO in the nonattainment area.

On June 12, 2025, President Trump signed joint resolutions of disapproval under the Congressional Review Act (CRA) for preemption waivers that the EPA had previously issued pursuant to Clean Air Act (CAA) Section 209, including for the Advanced Clean Trucks (ACT), Zero-Emission Airport Shuttle, Heavy-Duty Vehicle Engine Emission Warranty and Maintenance Provisions (Warranty Phase 1), and Heavy-Duty Omnibus (Omnibus) regulations. Each resolution provided that the corresponding waiver "shall have no force or effect." Accordingly, these regulations were preempted by the CAA, meaning that California was no longer able to enforce or attempt to enforce the regulations, and that estimated emissions reductions attributed to the regulations could not be used for the CAA purposes of transportation conformity. The estimated emission reductions attributed to these regulations were included in baseline calculations for California's EMFAC2021

STANISLAUS COUNCIL OF GOVERNMENTS
DRAFT Conformity Analysis for the 2027 FTIP and 2026 RTP

model, which was the only emissions model approved for transportation conformity and SIP emission inventory purposes. Certain San Joaquin Valley State Implementation Plans (SIPs) that were pending EPA review, including the 2022 Ozone SIP (2015 standard), could no longer meet federal requirements since they included estimated emission reductions attributed to the disapproved regulations. In response, CARB developed and submitted to the EPA off-model adjustment factors that removed estimated emissions benefits attributed to ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus regulations from EMFAC2021. On November 21, 2025, EPA approved the off-model adjustment factors. As such, EMFAC2021 with the adjustment factors was approved as the latest approved method for modeling emissions available in California, per 40 CFR 93.111.

On March 26, 2026, CARB adopted revised conformity budgets for the 2008 ozone standard (75 ppb) to ensure the SJV MPOs can pass conformity and to comply with the new requirements due to CRA actions. EPA is anticipated to act on the revised budgets this summer.

The San Joaquin Valley 2022 Ozone Plan addressing 2015 ozone standard (70 ppb) was adopted by the Air District Board in December of 2022 and submitted for EPA review in February 2023. EPA did not act on the plan prior to CRA actions; therefore, CARB has to resubmit the revised 2022 Ozone SIP, inclusive of new conformity budgets incorporating EMFAC2021 off-model adjustments. In April 2026, CARB released draft *2026 Extreme Ozone SIP Revision* including draft 2015 ozone budgets for public review with CARB Board adoption planned for May 28, 2026; timing of EPA action is currently unknown. Accordingly, the draft conformity analysis for the 2027 FTIP and 2026 RTP assumes two potential options: Option 1 - new 2015 ozone standard budgets will not become effective in time of FTIP/RTP approval; and Option 2 – EPA will act on the revised 2015 ozone budgets by December 16, 2026, which is when the current FTIP/RTP expire.

Option 1 – 2015 Ozone Standard SIP is NOT approved by EPA prior to SJV transportation plans expiring:

If the new 2015 ozone standard SIP budgets do not become effective before this conformity analysis is approved by FHWA, the SJV MPOs will conduct demonstrations for both 2008 and 2015 ozone standards using subarea emissions budgets as established in the *2026 Updates to Motor Vehicle Emissions Budgets for the 75 parts per billion Ozone State Implementation Plan* approved by EPA on [INSERT DATE WHEN FINAL] and effective on [INSERT DATE WHEN FINAL].

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.

The conformity budgets from the *2026 Updates to Motor Vehicle Emissions Budgets for the 75 parts per billion Ozone State Implementation Plan* are provided in Table 1-1 below. These budgets will be used to compare emissions resulting from the 2027 FTIP and the 2026 RTP.

STANISLAUS COUNCIL OF GOVERNMENTS
DRAFT Conformity Analysis for the 2027 FTIP and 2026 RTP

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

County	2026		2029		2031	
	ROG	NOx	ROG	NOx	ROG	Nox
Fresno	4.4	8.4	3.9	7.8	3.6	7.6
Kern (SJV)	3.7	10.6	3.3	10.3	3.1	10.3
Kings	0.8	2.1	0.7	2.1	0.7	2.1
Madera	0.9	1.9	0.8	1.7	0.7	1.6
Merced	1.5	4.6	1.3	4.3	1.2	4.3
San Joaquin	3.5	6	3.1	5.5	2.8	5.2
Stanislaus	2.4	3.9	2.1	3.5	1.9	3.3
Tulare	2.2	3.6	1.9	3.2	1.7	3.1

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

Option 2 – 2015 Ozone Standard SIP is approved and conformity budgets are effective prior to SJV transportation plans expiring:

If EPA acts on the new 2015 Ozone SIP budgets prior to 2027 FTIP/2026 RTP approval, the SJV MPOs will demonstrate conformity to each ozone standard separately. For the 2008 ozone standard, the budgets shown in Table 1-1 will be used. For the 2015 ozone standard, the SJV MPOs will use the area-wide budgets from the 2026 *Extreme Ozone SIP Revision* adopted by CARB on May 28, 2026 and as shown in Table 1-2.

Table 1-2:
On-Road Motor Vehicle 2015 Ozone Standard Emissions Budgets – Area-Wide
(summer tons/day)

Area	2026		2029		2032		2035		2037	
	ROG	NOx	ROG	NOx	ROG	NOx	ROG	NOx	ROG	Nox
SJV Total	19.1	34	16.8	30	14.9	27	14.0	27	13.4	27

^(a) Note that 2015 ozone budgets are rounded up to the nearest tenth of a tpd for emissions higher than 20 tpd, and to the nearest tenth of a tpd for emissions lower than 20 tpd.

Due to the timing of the SIP review and approval, this draft conformity analysis documents how StanCOG meets federal transportation conformity requirements for 2015 ozone using both options described above.

STANISLAUS COUNCIL OF GOVERNMENTS
DRAFT Conformity Analysis for the 2027 FTIP and 2026 RTP

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 1-3 below and will be used to compare emissions for each analysis year resulting from 2027 FTIP and 2026 RTP.

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 1-3:
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. On October 4, 2024, EPA finalized its approval of contingency measure SIP revisions submitted by the Air District and CARB earlier that year.

On May 23, 2024, CARB submitted a request for one-year extension of the attainment deadline for the 1997 PM2.5 annual standards from December 31, 2023 to December 31, 2024. On November 19, 2024, EPA issued a final rule approving the one-year extension, effective December 19, 2024. 2023 budgets continue to apply. However, on February 24, 2026, the Ninth Circuit remanded the decision without vacatur stating the EPA had authority under the Clean Air Act to grant the extension, but was prohibited by their PM2.5 SIP implementation rule. The Court remand permits EPA to take action consistent with the decision.

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,

STANISLAUS COUNCIL OF GOVERNMENTS
DRAFT Conformity Analysis for the 2027 FTIP and 2026 RTP

brake wear and tire wear. VOC, SO_x, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes. The applicable conformity budgets are provided in Table 1-4 for the 1997 annual and 24-hour PM_{2.5} standards and will be used to compare emissions resulting from the 2027 FTIP and the 2026 RTP.

Table 1-4:
On-Road Motor Vehicle 1997 (24-hour and annual) PM_{2.5} Standard Emissions Budgets
(tons per average annual day)

	2020		2023	
County	PM _{2.5}	NO _x	PM _{2.5}	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 PM_{2.5} SIP includes a trading mechanism that allows trading from the motor vehicle emissions budget for the PM_{2.5} precursor NO_x to the motor vehicle emissions budget for primary PM_{2.5} using a 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 PM_{2.5} with a portion of the applicable corresponding budget for NO_x, and use these adjusted motor vehicle emissions budgets for PM_{2.5} and NO_x to demonstrate transportation conformity with the 2018 PM_{2.5} SIP. To ensure that the trading mechanism does not impact the ability to meet the NO_x budget, the NO_x emission reductions available to supplement the PM_{2.5} budget shall only be those remaining after the NO_x budget has been met. The trading mechanism for the 24-hour and annual PM_{2.5} was approved by EPA on January 28, 2022 and December 14, 2023 respectively.

On January 29, 2026, EPA took final action to determine the Valley attained the 1997 annual PM_{2.5} standard by the December 31, 2024, attainment date. District and CARB are working on a redesignation request and maintenance plan for both 1997 PM_{2.5} standards.

2012 Annual PM_{2.5} Standard (Moderate and Serious)

On November 26, 2021, EPA published final approval of the moderate area SIP budgets for the 2012 PM_{2.5} standard contained in the 2016 Moderate Area PM_{2.5} Plan and portions of the 2018 PM_{2.5} plan that pertain to the moderate requirements for the 2012 PM_{2.5} standard. The approval also included reclassification to serious. On December 29, 2021, EPA proposed approval of the

STANISLAUS COUNCIL OF GOVERNMENTS
DRAFT Conformity Analysis for the 2027 FTIP and 2026 RTP

SIP elements and conformity budgets that pertain to the 2012 annual PM_{2.5} serious area requirements (final action expected by end of the year). CARB withdrew 2018 PM_{2.5} Plan portions dealing with the serious 2012 PM_{2.5} standard on October 27, 2022. The 2024 Plan for annual 2012 PM_{2.5} standards (serious) was adopted by CARB on July 25, 2024 and submitted for EPA review on August 22, 2024; EPA approval is pending at this time. Until the new 2012 serious area PM_{2.5} standard budgets are found adequate or approved, the SJV will conduct conformity determination for the 2012 annual PM_{2.5} standard using budgets established in the 2018 PM_{2.5} Plan for moderate nonattainment. The conformity budgets from the November 26, 2021 Federal Register are provided in Table 1-5 will be used to compare emissions resulting from 2027 FTIP and 2026 RTP.

Table 1-5:
On-Road Motor Vehicle 2012 (annual) PM_{2.5} Standard Emissions Budgets (Moderate)
(tons per average annual day)

County	2022	
	PM _{2.5}	NO _x
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 PM_{2.5} SIP includes a trading mechanism that allows trading from the motor vehicle emissions budget for the PM_{2.5} precursor NO_x to the motor vehicle emissions budget for primary PM_{2.5} using a 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 PM_{2.5} with a portion of the applicable corresponding budget for NO_x and use these adjusted motor vehicle emissions budgets for PM_{2.5} and NO_x to demonstrate transportation conformity with the 2018 PM_{2.5} SIP.

2006 24-Hour PM_{2.5} Standard

The 2018 PM_{2.5} Plan addressing 1997, 2006 and 2012 PM_{2.5} standards was adopted by the San Joaquin Valley Air District on November 15, 2018 and then by CARB on January 24, 2019. On March 27, EPA published a proposed rule approving portions of the 2018 PM_{2.5} Plan, including the 2006 PM_{2.5} conformity budgets and trading mechanism. Final rule on sections that pertain to 2006 24-hour PM_{2.5} standard serious area nonattainment was published on July 22, 2020.

STANISLAUS COUNCIL OF GOVERNMENTS
DRAFT Conformity Analysis for the 2027 FTIP and 2026 RTP

The 2018 PM_{2.5} Plan for the 2006 PM_{2.5} standard contains motor vehicle emission budgets for PM_{2.5} and NO_x established based on average winter daily emissions, as well as a trading mechanism. The motor vehicle emissions budget for PM_{2.5} includes directly emitted PM_{2.5} motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SO_x, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes. The conformity budgets from the March 27, 2020 Federal Register, Table 14 are provided in Table 1-6 below and will be used to compare emissions resulting from the 2027 FTIP and the 2026 RTP.

Table 1-6
On-Road Motor Vehicle 2006 24-Hour PM_{2.5} Standard Emissions Budgets
(tons per average winter day)

County	2020		2023		2024	
	PM _{2.5}	NO _x	PM _{2.5}	NO _x	PM _{2.5}	NO _x
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 PM_{2.5} SIP includes a trading mechanism that allows trading from the motor vehicle emissions budget for the PM_{2.5} precursor NO_x to the motor vehicle emissions budget for primary PM_{2.5} using a 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 PM_{2.5} with a portion of the applicable corresponding budget for NO_x, and use these adjusted motor vehicle emissions budgets for PM_{2.5} and NO_x to demonstrate transportation conformity with the PM_{2.5} SIP.

E. ANALYSIS YEARS

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

For the selection of the horizon years, the conformity regulation requires: (1) that if the attainment year is in the time span of the transportation plan, it must be modeled; (2) the last year forecast in the transportation plan must be a horizon year; and (3) horizon years may not be more than ten

STANISLAUS COUNCIL OF GOVERNMENTS
DRAFT Conformity Analysis for the 2027 FTIP and 2026 RTP

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 1-7 below provides a summary of conformity analysis years that apply to this conformity analysis.

**Table 1-7:
San Joaquin Valley Conformity Analysis Years**

Pollutant	Budget Years¹	Attainment/ Maintenance Year	Intermediate Years	RTP Horizon Year
2008 Ozone	2026/2029	2031	2046	2049
2015 Ozone	2026/2029/2032/2035	2037 ²	2046	2049
PM-10	NA	2020	2027/2037/ 2046	2049
1997 24-hour PM2.5	NA	2020	2027/ 2037/2046	2049
1997 Annual PM2.5	NA	2023	2027/2037	2049
2012 Annual PM2.5 (Moderate and Serious)	NA	2022/2025 ³	2027/ 2037	2049
2006 24-hour PM2.5	2020/2023	2024	2027/2037	2049

¹Budget years that are not in the time frame of the transportation plan/conformity analysis are not included as analysis years (e.g., 2020, 2023, 2024, 2025), although they may be used to demonstrate conformity. Some of the early RFP year budgets were not acted on by EPA since they were not applicable.

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

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

STANISLAUS COUNCIL OF GOVERNMENTS
DRAFT Conformity Analysis for the 2027 FTIP and 2026 RTP

For the 2008 ozone standard, the San Joaquin Valley has been classified as an extreme nonattainment area with an attainment date of July 20, 2032. In accordance with the March 2015 *Implementation of the 2008 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements* final rule, the attainment year of 2031 must be modeled. When using the budget test, the attainment year of the 2008 ozone standard must be analyzed (i.e. 2031).

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

The Clean Air Act requires all states to attain the 1997 PM_{2.5} 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 PM_{2.5} problem. The 2018 PM_{2.5} SIP addresses attainment of the 1997 24-hour PM_{2.5} 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 PM_{2.5} budgets for attainment year 2023 adequate (effective February 25, 2022) and issues final approval inclusive of the trading mechanism on December 14, 2023. Then on May 23, 2024, CARB submitted a request for one-year extension of the attainment deadline for the 1997 PM_{2.5} annual standards from December 31, 2023 to December 31, 2024. On November 19, 2024, EPA issued a final rule approving the one-year extension, effective December 19, 2024. The 2023 conformity budgets still apply but the attainment year is not in the timeframe of this conformity analysis.

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

On January 15, 2015, EPA classified the San Joaquin Valley as Moderate nonattainment for the 2012 PM_{2.5} Standards. On November 26, 2021, EPA issued final rule approving the Moderate Area 2016 PM_{2.5} Plan, portions of the 2018 PM_{2.5} SIP pertaining to moderate nonattainment of the 2012 PM_{2.5} standards, and the reclassification request to serious nonattainment. The San Joaquin Valley 2018 PM_{2.5} Plan includes serious area budgets for the 2012 PM_{2.5} standards with an attainment deadline of 2025; however, 2025 is not in the timeframe of this conformity analysis.

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 December of 2025.

Key elements of the latest planning assumptions 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.

StanCOG maintains a Transportation Model to assist decision-makers with questions about travel patterns, transportation investments, land use decisions, and matters regarding air quality. The StanCOG Transportation Model uses a four-step modeling process in the CUBE Modeling Suite Program. The model was validated in 2025 for the 2023 base year. The StanCOG Policy Board accepted the latest planning assumptions, including socioeconomic data, forecasts, and travel model calibration, as described herein, on August 19, 2026. The latest planning assumptions used in the transportation model validation and this conformity analysis are summarized in Table 2-1.

STANISLAUS COUNCIL OF GOVERNMENTS
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Table 2-1:
Summary of Latest Planning Assumptions for the StanCOG
Conformity Analysis

Regulatory Citation	Modeling Assumption	Year and Source of Data	Modeling	Next Scheduled Update
§93.110(a), (b)	Population	Model Base Year (2023) was developed using California Department of Finance 2024. Population projections rely on 2025 Report by University of Pacific, Center for Business & Policy Research.	Socio-economic data disaggregated to TAZ level and used in trip generation and distribution.	Next RTP update cycle in 2029.
	Employment	Model Base Year (2023) was developed using California Department of Finance 2024. Employment projections rely on 2025 Report by University of Pacific, Center for Business & Policy Research.		
§93.110(a); §93.122(b)(1) (iii)	Land Use Allocation	The StanCOG demographics and land use characteristics include population/ household/ housing, employment projection, and future land use assumptions. The allocation of land use is based on the city control totals in the 2025 Report by University of Pacific, Center for Business & Policy Research.	Land use internally consistent with RTP transportation alternatives.	Updated every 4 years together with the demographic projections during the next RTP cycle in 2029.

STANISLAUS COUNCIL OF GOVERNMENTS
DRAFT Conformity Analysis for the 2027 FTIP and 2026 RTP

Regulatory Citation	Modeling Assumption	Year and Source of Data	Modeling	Next Scheduled Update
§93.122(b)(1)(i)	Travel Demand Model Structure	Four Step Trip Based Model, in Cube Voyager, Validated to Base Year 2023.	Trip Generation: The person trip generation rates were updated based on the 2023 CCTS. Trip Distribution: The trip distribution model uses a gravity model equation to distribute trips to all TAZs, including a feedback loop for congested travel. Mode Choice: The model uses defined mode share percentages after trip generation and trip. Traffic Assignment: The model uses an iterative, capacity-restrained equilibrium assignment routine based on an implementation of the Frank-Wolfe algorithm.	The need to update the model structure is revisited with every RTP update cycle.
§93.122(b)(1)(i)	Traffic Counts & Validation	Traffic counts have not been collected for this model update. 2023 REPLICA volume data were used in highway assignment validation.	Link-level and screenline validation conducted; functional class VMT evaluated.	Updated every 5 years, if funding is available.
§93.122(b)(1)(iv),(b)(2)	Capacity-Sensitive Assignment & Speeds	The 2023 year transportation model validation was based on 2023 REPLICA data.	Speeds derived from final peak and off-peak assigned volumes; feedback loop ensures consistency; EMFAC2021 speed bins generated.	Next RTP update cycle in 2028.
§93.122(b)(3)	HPMS Reconciliation	HPMS Base Year: 2023 The model is validated to within 3% of HPMS.	Modeled VMT within the county excluding centroid connectors and intrazonal compared to HPMS totals; adjustment factors were not applied.	The need to re-validate the model is revisited during each RTP update cycle.

STANISLAUS COUNCIL OF GOVERNMENTS
DRAFT Conformity Analysis for the 2027 FTIP and 2026 RTP

Regulatory Citation	Modeling Assumption	Year and Source of Data	Modeling	Next Scheduled Update
§93.122(b)(1)(vi)	Model Sensitivity Testing	The model sensitivity was tested relative to AOC and land use and compared with base year 2023 results.	Model is sensitive to land use, and AOC.	Model sensitivity is re-tested during each model update.
§93.110(a)	Auto Operating Costs (AOC)	SJV Auto Operating Cost Methodology approved by CARB	AOC were based on fuel costs from 2023 EIA/CEC forecasts, non-fuel costs using AAA data and EMFAC2021 fuel efficiency assumptions; converted to constant dollars.	The need to update AOC assumptions is revisited during each RTP update cycle.
§93.111	Latest Emissions Model	EMFAC2021 with November 2025 off model adjustment factors and May 2026 HD I/IM adjustment factors	Fleet mix consistent with CARB defaults. Only total VMT and light-duty speed distributions were modified in line with travel models outputs.	TBD by CARB
§93.110 (a, b)	Vehicle Registrations	Source: EMFAC2021	StanCOG does not estimate vehicle registrations, age distributions or fleet mix. Rather, current forecasted estimates for these data are developed by CARB and included in the 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	TBD by CARB
§93.122(a)	Regionally Significant Projects	Source: 2026 RTP/2027 FTIP (see Appendix D for a full list)	All regionally significant projects are coded into model network.	Each conformity cycle including RTP amendments

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.

For this conformity analysis, socioeconomic projections for StanCOG were developed using the most recent available demographic forecasts and regional planning assumptions available at the time the conformity modeling began. These projections represent the most recent planning assumptions adopted by the MPO and are consistent with the Regional Transportation Plan.

Population and employment projections are developed for the model base year 2023 and for RTP horizon years through 2049. The 2023 data were derived from the previously approved 2022 RTP data updated using the city control totals in the 2025 Report by University of Pacific, Center for Business & Policy Research.

The socioeconomic projections are allocated to traffic analysis zones (TAZs) within the MPO modeling area and are used as key inputs for trip generation and trip distribution steps in the travel demand model.

Population and Employment Data Sources

Population and employment forecasts used in the conformity analysis were derived from DOF 2024 projections and 2025 University of the Pacific forecast.

The demographic forecasts reflect local general plans, development trends, and regional growth projections. These forecasts are periodically reviewed and updated as part of each RTP update cycle.

Land Use Allocation

The socioeconomic projections were distributed spatially across the MPO region using the city control totals in the 2025 Report by University of Pacific, Center for Business & Policy Research.

Socioeconomic data were aggregated to the traffic analysis zone (TAZ) level and incorporated into the travel demand model to estimate trip generation, distribution, and travel patterns.

B. TRANSPORTATION MODELING

The Stanislaus Council of Governments utilizes a travel demand model that is implemented using Cube Voyager software. The Valley MPO regional traffic models consist of traditional four-step traffic forecasting models. The model uses land use, socioeconomic, and road network data to

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

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

The StanCOG Model is a traditional four-step travel demand model built on the Cube Voyager software platform. The model encompasses the entire Stanislaus County area. There are 2334 TAZs.

C. TRAFFIC ANALYSIS ZONES

The model study area is divided into 2334 traffic analysis zones (TAZs). Each TAZ represents a geographic area for which socioeconomic data and travel demand are aggregated for modeling purposes.

D. MODEL BASE YEAR AND VALIDATION

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. The first conformity analysis year 2027 is less than 10 years from the base year that the model was validated to which meets the requirements in Section 93.106(a)(1)(ii).

The model was validated to a base year of 2023. The base year validation process compared modeled traffic volumes to observed traffic counts collected throughout the region. Validation ensures that the model reasonably replicates existing travel patterns.

TRAFFIC COUNTS

The travel demand model was validated using observed traffic count data collected from regional traffic monitoring programs and state highway monitoring systems. Approximately 145 count locations were used to compare modeled and observed traffic volumes for 2023. The validation process included comparisons of modeled volumes with observed counts by facility type and screenline locations across the region.

The 2012 California Household Travel Survey and 2023 Central California Travel Study data were utilized to check the reasonableness of parameters in the StanCOG Model.

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.

The travel demand model uses a capacity-sensitive equilibrium traffic assignment procedure. Traffic volumes are assigned iteratively across the transportation network until equilibrium conditions are reached and no traveler can reduce travel time by switching routes.

Congested travel speeds are calculated based on final assigned traffic volumes and link capacities. A feedback loop is used within the model to ensure that travel times used in trip distribution are consistent with final network travel speeds. No adjustments were made to VMT reported by the model.

TRANSIT

The conformity regulation requires documentation of any changes in transit operating policies and assumed ridership levels since the previous conformity determination.

Transit fares were represented in transit modeling.

VALIDATION/CALIBRATION

The conformity regulation requires documentation that the model results have been analyzed for reasonableness and compared to historical trends.

The models were validated by comparing 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 the county.

The highway assignment validation meet all targets in 2017 Regional Transportation Plan Guidelines for Regional Transportation Planning Agencies, which are shown as follows.

Recommended Static Validation Thresholds

Validation Metric	Thresholds
Percent of links with volume-to-count ratios within Caltrans deviation allowance	At Least 75%
Correlation Coefficient	At Least 0.88
Percent Root Mean Squared Error (RMSE)	Below 40%

The validation statics for AM and PM assignment are shown as follows:

STANISLAUS COUNCIL OF GOVERNMENTS
DRAFT Conformity Analysis for the 2027 FTIP and 2026 RTP

Validation Metric	Thresholds	AM Period	PM Period
(Model-Count)/Count Ratio	< 10%	1.3%	-2.4%
% of Total Links within Caltrans Max Deviations	> 75%	85%	86%
% RMSE	< 40%	33%	32%
Correlation Coefficient	> 0.88	0.96	0.95

There were no major changes to the model structure and parameters from the previously validated 2022 RTP/SCS Model. Thus, no significant differences between past trends and forecasts in per capita vehicle-trips, VMT, trip lengths mode shares, time of day. The StanCOG Travel Model does not account for post-COVID telecommuting travel behavior, and those travel trends were not considered during model calibration.

AUTO OPERATING COST

Auto operating costs were updated for the 2026 RTP/2027 FTIP including fuel price projections, vehicle fuel efficiency, and vehicle maintenance costs. Fuel price projections were based on the 2023 Annual Energy Outlook developed by the U.S. Energy Information Administration. Electricity costs were derived from the California Energy Commission Transportation Energy Demand Forecast. Maintenance costs were based on the AAA “Your Driving Costs” report.

HPMS RECONCILIATION

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.

Model-estimated VMT was compared with HPMS estimates for the base year to ensure consistency between modeled and observed regional travel activity.

The modeled VMT was within 3% of the HPMS estimate for the 2023 base year.

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) require 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.

§93.122(a)(1) requires that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis. StanCOG includes these projects in the transportation network.

§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. It is important to note that the CTIPs exemption code is provided in response to FHWA direction.

The project listing for the 2026 RTP and 2027 FTIP including exempt projects is provided in Appendix B. VMT estimates in Table 2-2 reflect all projects listed in the Appendix.

The build highway networks include qualifying projects based on the 2026 RTP and 2027 FTIP. 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, 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.

E. TRAFFIC ESTIMATES

A summary of the population, employment, and travel characteristics for the StanCOG transportation modeling area for each horizon year in this 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
2027	559,583	267,393	11.65	4,995
2029	562,759	268,637	11.74	N/A
2031	566,157	270,419	11.84	N/A
2032	567,915	271,511	11.96	N/A
2035	574,019	275,725	12.08	N/A
2037	578,455	278,038	12.18	5,074
2046	597,400	288,256	12.55	5,100
2049	602,220	291,900	12.68	5,100

F. VEHICLE REGISTRATIONS

StanCOG does not estimate vehicle registrations, age distributions or fleet mix. Rather, current forecasted estimates for these data are developed by CARB and included in the 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 conformity analysis for the 2027 and the 2026 RTP relies on assumptions incorporated in EMFAC2021.

G. STATE IMPLEMENTATION PLAN 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.

2026 Extreme Ozone SIP Revision includes reductions from the California's Heavy-Duty Inspection and Maintenance (HD I/M) regulation. However, these are applied as "off-model adjustment factors" to criteria pollutant emission estimates modeled with EMFAC2021 and are incorporated in this conformity analysis. EPA approved the HD I/M off-model adjustments for use in SIP development and transportation conformity determination on May 6, 2026.

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 are included in EMFAC2021 and are not applied separately.

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

PM2.5

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

H. TELEWORK AND ONLINE SERVICES – OPTION 2

Given that six out of eight SJV MPO travel models do not account for post-COVID travel behavior such as telework and telehealth, CARB has developed a methodology that estimates emission reductions associated with telework and online services for Kings, Madera, Merced, San Joaquin, Stanislaus and Tulare¹. The CARB methodology provides these reductions for the entire San Joaquin Valley and not by sub-area, therefore the emission reductions are only used to demonstrate conformity for the 2015 ozone standard given that the **2026 Extreme Ozone SIP Revision** sets Valley-wide budgets for summer ROG and NOx. The methodology has been reviewed by interagency consultation partners.

¹ “Latest Planning Assumptions for Telework and Online Services in San Joaquin Valley Transportation Conformity”. California Air Resources Board, May 20, 2026.

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 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, CARB 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. Then in response to federal CRA actions, CARB adopted the *2026 Updates to Motor Vehicle Emissions Budgets for the 75 parts per billion Ozone State Implementation Plan* on March 26, 2026. EPA approved the new 2008 ozone SIP budgets on [INSERT DATE WHEN FINAL], effective [INSERT DATE WHEN FINAL].
- Option 2: 2022 Ozone Plan (2015 standard) was adopted by CARB on January 26, 2023 and subsequently submitted for EPA review. In response to federal CRA actions, CARB adopted *2026 Extreme Ozone SIP Revision* on May 28, 2026. EPA approved the 2022 Ozone SIP, the revised 2015 ozone SIP budgets, and the revised emission inventory on [INSERT DATE WHEN FINAL], effective [INSERT DATE WHEN FINAL].
- 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 PM_{2.5} Plan portions dealing with 2012 serious PM_{2.5} standards on October 27, 2022; therefore, moderate area budgets continue to apply. On November 16, 2024, EPA finalized its approval to extend the attainment deadline for the 1997 annual PM_{2.5} standards by one year to December 31, 2024.

The conformity regulation requirements for the selection of the horizon years are summarized in Chapter 1; regional emissions have been estimated for the horizon years summarized in Table 1-7.

A. EMFAC2021

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

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

EMFAC is used to calculate current and future inventories of motor vehicle emissions at the state, county, air district, air basin, or MPO level. The model 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.

On January 15, 2021, CARB released the latest update to the EMFAC model – EMFAC2021v1.0.0. Then 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; EMFAC2021 was required for regional conformity use as on November 16, 2024.

On June 12, 2025, President Trump signed joint resolutions of disapproval under the Congressional Review Act (CRA) for preemption waivers that the EPA had previously issued pursuant to Clean Air Act (CAA) section 209, including for the Advanced Clean Trucks (ACT), Zero-Emission Airport Shuttle, Heavy-Duty Vehicle Engine Emission Warranty and Maintenance Provisions (Warranty Phase 1), and Heavy-Duty Omnibus (Omnibus) regulations. In response, CARB developed and submitted to the EPA off-model adjustment factors that removed estimated emissions benefits attributed to ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus regulations from EMFAC2021. On November 21, 2025, the EPA approved the off-model adjustment factors. As such, EMFAC2021 with the adjustment factors was approved as the lasted approved method for modeling emissions available in California, per 40 CFR 93.111.

On March 25, 2026 CARB submitted a request for the use of additional EMFAC2021 off-model adjustment factors that account for the emission benefits of California's Heavy-Duty Vehicle Inspection and Maintenance Program (HD I/M) for the purposes of SIP development and in transportation conformity determinations. On May 6, 2026, EPA approved the use of these factors

in regional conformity analyses in California. The approval letter also clarified that the HD I/M adjustments must be used in conjunction and after the off-model adjustments approved on November 21, 2025 are applied, as EMFAC2021 with the adjustment factors was approved as the lasted approved method for modeling emissions available in California, per 40 CFR 93.111.

A transportation data template and detailed EMFAC modeling instructions have been prepared to summarize the transportation model output for use in EMFAC2021. 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. A conformity post-processing template has been developed to process EMFAC output and to incorporate both the November 21, 2025 and HD I/M off-model adjustment factors, as well as to employ rounding of emission results consistent with SIP conformity budget setting.

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

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

The SJV MPOs use network-based travel models. However, the models only estimate average weekday VMT. The SJV MPOs do not have the data or ability to estimate seasonal variation at this time. Data collection and analysis for some studies are in the preliminary phases and cannot be relied upon for other analyses. Some statewide data for the seasonal variation of VMT on freeways does exist. However, traffic patterns on freeways do not necessarily represent the typical traffic pattern for local streets and arterials. In many cases, traffic counts are sponsored by the MPOs and conducted by local jurisdictions. While some local jurisdictions may collect weekend or seasonal data, typical urban traffic counts occur on weekdays (Tuesday through Thursday). Data collection must be more consistent in order to begin estimation of daily or seasonal variation. The SJV MPOs believe that the average annual day calculated from the current traffic models and 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 PM_{2.5} nonattainment areas must consider directly emitted PM_{2.5} motor vehicle emissions from tailpipe, brake wear, and tire wear. In California, areas will use the latest version of EMFAC emissions modeling software. As indicated under the Conformity Test Requirements, emissions from re-entrained road dust and construction-related fugitive dust from highway or transit projects are not included at this time. In addition, NO_x emissions are included; however, VOC, SO_x, and ammonia emissions are not.

1997 24-Hour and Annual Standards – The portions of the 2018 PM_{2.5} Plan dealing with the 1997 24-hour standard were approved by EPA on January 28, 2022 (effective February 28, 2022) and contain motor vehicle emission budgets for PM_{2.5} and NO_x established based on daily average annual daily emissions. The 1997 annual PM_{2.5} transportation conformity budgets for annual average PM_{2.5} and NO_x emissions were approved by EPA on December 14, 2023 (effective January 16, 2024). The annual inventory methodology contained in the 2018 PM_{2.5} Plan was used to establish emissions budgets is consistent with the methodology used herein. The motor vehicle emissions budget for PM_{2.5} includes directly emitted PM_{2.5} motor vehicle emissions from tailpipe,

brake wear and tire wear. VOC, 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. 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 and off-model adjustments.

Documentation of the Conformity Analysis for the 2027 FTIP and 2026 RTP is provided in Appendix C, including:

- 2026 RTP Conformity EMFAC Spreadsheet
- SJV 2026 RTP 2015 Ozone Conformity EMFAC Spreadsheet (Option 2)
- 2026 RTP Conformity Paved Road Spreadsheet
- 2026 RTP Conformity Unpaved Road Dust Spreadsheet
- 2026 RTP Conformity Construction Spreadsheet
- 2026 RTP Conformity Totals Spreadsheet
- SJV 2026 RTP 2015 Ozone Conformity Totals Spreadsheet (Option 2)

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;

STANISLAUS COUNCIL OF GOVERNMENTS
DRAFT Conformity Analysis for the 2027 FTIP and 2026 RTP

- (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. The 2022 Ozone Plan contains new commitments for the San Joaquin Valley identified through a local RACM process and as documented in the SIP for each MPO.

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 AND 2022 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.

STANISLAUS COUNCIL OF GOVERNMENTS
DRAFT Conformity Analysis for the 2027 FTIP and 2026 RTP

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.

Option 2: In April of 2022, a new local TCM RACM analysis was conducted as part of 2022 Ozone SIP development. This analysis has then been revised to meet PM2.5 SIP BACM requirements in 2023 and again in 2024, as part of 2012 annual PM2.5 standard attainment deadline extension request. The revised TCM listing was approved as part of 2022 Ozone SIP on [INSERT DATE WHEN FINAL]; therefore, 2022 RACM TID is included in the TCM listing for 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, StanCOG undertook a process to identify and evaluate potential control measures that could be included in the 2026 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 2026 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. StanCOG 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 2020. New PM-10 plans reviewed consist entirely of

STANISLAUS COUNCIL OF GOVERNMENTS
DRAFT Conformity Analysis for the 2027 FTIP and 2026 RTP

maintenance plans that rely on existing SIP-approved control strategies, with no new control measures proposed.

- The Indian Wells Valley, California Second 10-Year PM-10 Maintenance Plan was approved by EPA on February 17, 2023. This plan continues to implement control measures from the 1991 Searles Valley PM₁₀ Attainment Plan. These controls include Rule 402 (fugitive dust), Rule 402.2 and SB 700 requirements (agricultural operations), road dust control measures, and contingency provisions for stricter dust controls. Collectively, these controls address emissions from unpaved roads, construction and demolition activities, off-road vehicle use, open storage piles, and the stabilization of disturbed surfaces during periods of inactivity.
- The Sacramento County, California Second 10-Year PM-10 Maintenance Plan approved by EPA on April 15, 2024. This plan did not include new control measures and instead relies on continued implementation of existing SIP and First Maintenance Plan controls. These include fugitive dust rules (Rules 401, 403, 404, and 405), residential wood combustion measures (e.g., change-out programs and Rule 421 curtailments), and agricultural burning controls (Rule 501).
- The Lane County, Oakridge, Oregon PM-10 Maintenance Plan approved by EPA on August 22, 2022. The plan continues existing control strategies, including reducing road dust using anti-icing chemicals and implementing residential wood-burning controls such as winter curtailment programs, replacement of uncertified wood stoves with cleaner units, and restrictions to burn only seasoned wood with no more than 20 percent moisture.
- The Flathead County, Whitefish, Montana PM-10 Limited Maintenance Plan and Redesignation Request was approved by EPA on June 8, 2022. This plan continues implementation of controls from the 2000 SIP, focusing on reducing fugitive dust emissions from roads, parking lots, construction and demolition projects, and barren ground. Key measures include the use of specific sealing materials and requirements, limit sanding and chip seal materials and include prioritized street sweeping and flushing once roads become ice-free and temperatures exceed 35°F.
- The Sanders County (Thompson Falls), Montana PM-10 Limited Maintenance Plan and Redesignation Request was approved by EPA on March 8, 2022. The plan continued controls from 2000 SIP to reduce fugitive dust from roads and parking lots through regular street sweeping based on visible dust, restrictions on sanding materials, paving, and seasonal sweeping protocols.
- The Silver Bow County, Butte, Montana PM-10 Limited Maintenance Plan and Redesignation Request was approved by EPA on June 25, 2021. This plan continued SIP approved controls for residential wood-burning restrictions, open burning prohibitions, and street sanding and cleanup requirements.
- The Coso Junction, California Second 10-Year PM-10 Maintenance Plan was approved by EPA on August 14, 2023. The plan relied on existing control measures for unpaved road

STANISLAUS COUNCIL OF GOVERNMENTS
DRAFT Conformity Analysis for the 2027 FTIP and 2026 RTP

dust, windblown dust stabilization, and industrial source-specific dust, with a focus on Owens Lake.

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. The San Joaquin Valley MPOS already implement similar or more stringent measures through Regulation VIII (Fugitive PM₁₀ Prohibitions) that contains a comprehensive suite of rules designed to reduce fugitive PM₁₀ emissions from a range of sources.

Based on consultation with CARB and the Air District, StanCOG considered priority funding allocations in the 2026 RTP for PM-10 and NO_x emission reduction projects in the post-attainment year timeframe that go beyond the emission reduction commitments made for the 2010 attainment year for the following four measures:

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

StanCOG continues to actively include the reduction of PM₁₀ emissions in the Congestion Mitigation and Air Quality (CMAQ) Improvement Program. PM₁₀ projects are given priority if they meet the criteria of being cost-effective (40 of 100 points).

CHAPTER 5: INTERAGENCY CONSULTATION

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

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

A. INTERAGENCY CONSULTATION

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

STANISLAUS COUNCIL OF GOVERNMENTS
DRAFT Conformity Analysis for the 2027 FTIP and 2026 RTP

IAC calls to discuss the 2027 FTIP and 2026 RTP conformity demonstration methodology and applicable budgets were held on March 17, April 16, 2026, and May 27, 2026. The draft boilerplate conformity document (including latest planning assumptions) was distributed for interagency consultation on May 16, 2026. Comments received were addressed and incorporated into this version of the analysis. EPA and FHWA concurred on May 28, 2026

The Conformity Analysis for the 2027 FTIP and 2026 RTP was developed in consultation with StanCOG local partner agencies, including member jurisdictions, Caltrans, and local transit agencies.

The 2026 RTP/SCS was released on July 6, 2026 for a 55-day public comment period. The Environmental Impact Report (EIR) was released on July 6, 2026 for a 45-day public comment period. The 2027 FTIP, and corresponding conformity analysis were released on July 6, 2026 for a 30-day public comment period, followed by adoption of all documents on September 19, 2026. Federal approval is anticipated on or before December 16, 2026.

Interagency consultation also includes local transportation providers such as Stanislaus Regional Transit Authority. The Stanislaus Council of Governments met directly with each city, county, and transit operator to develop the Conformity Analysis and the accompanying 2027 FTIP and 2026 RTP/SCS. StanCOG took the draft Conformity Analysis and the accompanying draft 2027 FTIP and 2026 RTP/SCS to the following committees for development and approval:

1. **Valley Vision Stanislaus (VVS) Steering Committee:** Standing committee which advises on the development of the RTP/SCS and is comprised of a representative from each of StanCOG's local member agencies, a representative from the Policy Board, the Local Agency Formation Commission (LAFCO), and other regional stakeholder representatives.
2. **Technical Advisory Committee:** Non-voting advisory committee to the Policy Board comprised of staff members from local public works and transit departments/agencies
3. **Bicycle Pedestrian Advisory Committee:** Voting advisory committee to the Policy Board comprised of residents from within the region.
4. **Management and Finance Committee:** Voting advisory committee to the Policy Board comprised of chief administrative officials from each city and county in the region.
5. **Citizens Advisory Committee:** Voting advisory committee to the Policy Board comprised of residents from within the region.

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. StanCOG 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 meeting is also conducted prior to adoption and all public comments are responded to in writing. The Appendices contain corresponding documentation supporting the public involvement procedures.

CHAPTER 6: TIP AND RTP CONFORMITY

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

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

This chapter presents the results of the conformity tests, satisfying the remaining requirement of the transportation conformity regulation. Separate tests were conducted for ozone, PM-10 and PM2.5 (1997 and 2012 PM2.5 standards, and 2006 24-hour PM2.5 standards). The applicable conformity tests were reviewed in Chapter 1. For each test, the required emissions estimates were developed using the transportation and emission modeling approaches required under the transportation conformity regulation and summarized in Chapters 2 and 3. The results are summarized below, followed by a more detailed discussion of the findings for each pollutant. Table 6-1 presents results for ozone (ROG/NO_x), PM-10 (PM-10/NO_x), and PM2.5 (PM2.5/NO_x) respectively, in tons per day for each of the horizon years tested.

Ozone:

The applicable conformity test is the emissions budget test, using either Option 1 – budgets from the *2026 Updates to Motor Vehicle Emissions Budgets for the 75 parts per billion Ozone State Implementation Plan* for both the 2008 and 2015 standards, or Option 2 – budgets from the *2026 Updates* for the 2008 standard and budgets from the *2026 Extreme Ozone SIP Revision* for the 2015 standard. Both SIP revisions establish budgets for ROG and NO_x for an average summer (ozone) season day. EPA approved the plan and the budgets on [INSERT DATE for 2008 and 2015 ozone]. The modeling results for all analysis years indicate that the on-road vehicle ROG and NO_x emissions predicted for each of the “Build” scenarios are less than the emissions budgets. The TIP/RTP therefore satisfy the conformity emissions test for volatile organic compounds and nitrogen oxides.

PM-10:

For PM-10, the applicable conformity test is the emissions budget test, using the 2007 PM-10 Maintenance Plan budgets for PM-10 and NO_x. This Plan revision including conformity budgets

STANISLAUS COUNCIL OF GOVERNMENTS
DRAFT Conformity Analysis for the 2027 FTIP and 2026 RTP

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. The 2024 Plan for annual 2012 PM2.5 standards (serious) was adopted by CARB on July 25, 2024 and submitted for EPA review on August 22, 2024; EPA approval is pending at this time. 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 2027 FTIP and the 2026 RTP is supported.

STANISLAUS COUNCIL OF GOVERNMENTS
DRAFT Conformity Analysis for the 2027 FTIP and 2026 RTP

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

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
2008 Ozone and Option 1 - 2015 Ozone	2026 Budget	2.4	3.9		
	2027	2.2	3.0	YES	YES
	2029 Budget	2.1	3.5		
	2029	2.0	2.7	YES	YES
	2031 Budget	1.9	3.3		
	2031	1.8	2.5	YES	YES
	2037	1.5	2.2	YES	YES
	2046	1.2	2.1	YES	YES
	2049	1.2	2.2	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10	2020 Budget	3.7	9.6		
	2027	3.0	3.2	YES	YES
	2020 Budget	3.7	9.6		
	2037	2.1	2.2	YES	YES
	2020 Budget	3.7	9.6		
	2046	2.1	2.2	YES	YES
	2020 Budget	3.7	9.6		
	2049	2.1	2.2	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
2027	0.372	3.167	1.318		0.272		1.006		2.969	3.167
2037	0.378	2.233	1.378		0.272		0.118		2.146	2.233
2046	0.397	2.182	1.420		0.272		0.042		2.131	2.182
2049	0.406	2.239	1.435		0.272		0.000		2.113	2.239

STANISLAUS COUNCIL OF GOVERNMENTS
DRAFT Conformity Analysis for the 2027 FTIP and 2026 RTP

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	0.4	9.6		
	2027	0.2	3.2	YES	YES
	2020 Budget	0.4	9.6		
	2037	0.2	2.3	YES	YES
	2020 Budget	0.4	9.6		
	2046	0.2	2.2	YES	YES
	2020 Budget	0.4	9.6		
	2049	0.2	2.3	YES	YES

1997 Annual PM2.5 Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2023 Budget	0.4	6.1		
	2027	0.2	3.2	YES	YES
	2023 Budget	0.4	6.1		
	2037	0.2	2.3	YES	YES
	2023 Budget	0.4	6.1		
	2046	0.2	2.3	YES	YES
	2023 Budget	0.4	6.1		
	2049	0.2	2.2	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	0.4	6.0		
	2027	0.2	3.4	YES	YES
	2024 Budget	0.4	6.0		
	2037	0.2	2.4	YES	YES
	2024 Budget	0.4	6.0		
	2046	0.2	2.3	YES	YES
	2024 Budget	0.4	6.0		
	2049	0.2	2.4	YES	YES

STANISLAUS COUNCIL OF GOVERNMENTS
DRAFT Conformity Analysis for the 2027 FTIP and 2026 RTP

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2012 Annual PM2.5 Standard	2022 Budget	0.4	8.1		
	2027	0.2	3.2	YES	YES
	2022 Budget	0.4	8.1		
	2037	0.2	2.3	YES	YES
	2022 Budget	0.4	8.1		
	2046	0.2	2.2	YES	YES
	2022 Budget	0.4	8.1		
	2049	0.2	2.3	YES	YES

REFERENCES

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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.

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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.

STANISLAUS COUNCIL OF GOVERNMENTS
DRAFT Conformity Analysis for the 2027 FTIP and 2026 RTP

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.8-10	
§93.102 (b)(2)(iii)	PM10 areas: document whether EPA or state has found VOC and/or NOx to be a significant contributor or if the SIP establishes a budget	Ch. 1 P.14 Ch. 6 P. 49-50	
§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)	N/A	NOx is a significant contributor.
§93.102 (b) (2)(v)	PM2.5 areas: document whether EPA or state has found VOC, SO2, and/or NH3 to be a significant contributor or if the SIP establishes a budget	Ch. 1 P.15-18	
§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 Appendix E - Resolution	
§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. 1 P. 18-19 Table 1-7 Ch. 2 P. 26 Appendix B – Project List Ch. 2 P. 29	

STANISLAUS COUNCIL OF GOVERNMENTS
DRAFT Conformity Analysis for the 2027 FTIP and 2026 RTP

40 CFR	Criteria	Page	Comments
§93.108	Document that the TIP/RTP is fiscally constrained (23 CFR 450).	E.S. P. 2	
§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. 2-4	
§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 P. 10-18	
§93.109(e)	CO or PM10: Document if the area has a limited maintenance plan and from where that information comes	Ch. 1 P. 14	PM10 only
§93.109(f)	Document if motor vehicle emissions are an insignificant contributor and in what SIP that determination is found	N/A	
§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 Table 2-1 Ch. 2 P. 21	Vehicle registration data is in line with EMFAC2021 assumptions (latest emissions model in California).
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 Table 2-1	
§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. 27 Ch. 2 P. 30-31 Ch. 5 P.47-48 Appendix E	
§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. 33-34	
§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. 47-48 Appendix E	

STANISLAUS COUNCIL OF GOVERNMENTS
DRAFT Conformity Analysis for the 2027 FTIP and 2026 RTP

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. 39-46 Appendix D	No TCMs delayed
§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).	Ch. 3	This conformity analysis addresses both TIP and RTP.
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. 1 P. 10-18 Ch. 3 P. 35, 37	All sub-area budgets, except if Option 2 is implemented No safety margin
§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. 49-50 Table 6-1	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	Ch. 1 P. 18-20	
§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. 1 P. 19 Table 1-7	No interpolation
For Areas without Applicable SIP Budgets:			

STANISLAUS COUNCIL OF GOVERNMENTS
DRAFT Conformity Analysis for the 2027 FTIP and 2026 RTP

40 CFR	Criteria	Page	Comments
§93.119	Document whether the area must meet just one or both interim emissions tests. If both, document that it is the “less than” form of these tests (i.e., §93.119(b)(1) and (c)(1) vs. (b)(2), (c)(2), and (d)).	N/A	
§93.119 ¹ (a, b, c, d)	Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the TIP and regionally significant non-Federal projects, are consistent with the requirements of the “Action/Baseline” or “Action/Baseline Year” emissions tests as applicable.	N/A	
§93.119 (e)	Document the appropriate baseline year.	N/A	
§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 PM ₁₀ is significant or insignificant.	N/A	
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.	N/A	
§93.119 (h, i)	Document how the baseline and action scenarios are defined for each analysis year.	N/A	
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. 29 Appendix B	
§93.122 (a)(2, 3)	Document that only emission reduction credits from TCMs on schedule have been included, or that partial credit has been taken for partially implemented TCMs (a)(2). Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year (a)(3).	N/A	All SIP measures included in EMFAC2021. No additional credits from TCMs applied

STANISLAUS COUNCIL OF GOVERNMENTS
DRAFT Conformity Analysis for the 2027 FTIP and 2026 RTP

40 CFR	Criteria	Page	Comments
§93.122 (a)(4,5,6, 7)	For nonregulatory measures that are not included in the transportation plan and TIP, include written commitments from appropriate agencies (a)(4). Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios (a)(5). 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).	N/A	
§93.122 (b)(1)(i) ⁱⁱ	Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).	Ch. 2 P. 25-29, Table 2-1	
§93.122 (b)(1)(ii) ⁱⁱ	Document the land use, population, employment, and other network-based travel model assumptions.	Ch. 2 P. 25 Table 2-1	
§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. 25 Table 2-1	
§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. 27 Table 2-1	
§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. 25-26 Table 2-1	
§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. 26-28 Table 2-1	
§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. 27 Table 2-1	
§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	Ch. 2 P. 28 Table 2-1	

STANISLAUS COUNCIL OF GOVERNMENTS
DRAFT Conformity Analysis for the 2027 FTIP and 2026 RTP

40 CFR	Criteria	Page	Comments
	and calibrate the network-based travel model estimates of VMT.		
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled	N/A	
§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. 34-35	PM10 only
§93.122 (g)	If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis, i.e. that:	N/A	
	(g)(1)(i): the new plan and TIP contain all the projects that must be started to achieve the highway and transit system envisioned by the plan	N/A	
	(g)(1)(ii): all plan and TIP projects are included in the transportation plan with design concept and scope adequate to determine their contribution to emissions in the previous determination;	N/A	
	(g)(1)(iii): the design concept and scope of each regionally significant project in the new plan/TIP are not significantly different from that described in the previous;	N/A	
	(g)(1)(iv): the previous regional emissions analysis meets 93.118 or 93.119 as applicable	N/A	
§93.126, §93.127, §93.128	Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, traffic signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts.	Ch.5 P. 47 Appendix B	Projects are determined as exempt through San Joaquin Valley Project-Level Working Group IAC consultation

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

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

Disclaimers

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

APPENDIX B
TRANSPORTATION PROJECT LISTING

StanCOG Regionally Significant Projects

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost	2027	2029	2031	2032	2035	2037	2046	2049
Ceres	15.5	Hatch Rd	Widen to 4 Lanes	Mitchell to Faith Home	\$6,000,000					X	X	X	X
Ceres	C02	SR-99	Construct New Interchange - Phase I	Mitchell Rd/Service Rd	\$134,000,000				X	X	X	X	X
Ceres	C03	Morgan Rd	Widen from 2 to 4 lanes	7th St to Grayson Rd	\$938,700			X	X	X	X	X	X
Ceres	C04	Whitmore Ave	Widen from 2 to 4 lanes	Eastgate Blvd to Faith Home	\$1,072,500		X	X	X	X	X	X	X
Ceres	C06	Whitmore Ave	Widen from 2 to 4 lanes	Ustick Rd to Crows Landing (see note)	\$4,000,000							X	X
Ceres	C08	Central Ave	Widen from 2 to 4 lanes	Hatch Rd to Grayson Rd	\$8,361,100		X	X	X	X	X	X	X
Ceres	C22	Crows Landing Rd	Widen from 2 to 4 lanes	Service Rd to Grayson Rd	\$6,000,000					X	X	X	X
Modesto	M01	Claratina Ave	Construct new 4 lane roadway	Oakdale Rd to Roselle Ave	\$10,000,000			X	X	X	X	X	X
Modesto	M04	Claratina Ave	Widen from 2 to 6-lane Expressway	McHenry Ave to Coffee Rd	\$16,391,000			X	X	X	X	X	X
Modesto	M05	Claratina Ave	Widen from 2 to 6-lane Expressway	Coffee Rd. to Oakdale Rd	\$10,000,000			X	X	X	X	X	X
Modesto	M06	Dale Rd	Widen from 4 to 6 lanes	Pelandale Ave to Kiernan Ave	\$7,600,700			X	X	X	X	X	X
Modesto	M07	Dale Rd	Widen from 4 to 6 lanes	Pelandale Ave to Standiford Ave	\$3,800,400			X	X	X	X	X	X
Modesto	M08	Claus Rd	Widen from 2 to 4 lanes	Briggsmore to Sylvan	\$10,000,000		X	X	X	X	X	X	X
Modesto	M10	Oakdale Rd	Widen from 3 to 6 lanes	Sylvan Ave to Claribel Ave	\$7,600,700			X	X	X	X	X	X
Modesto	M12	Roselle Ave	Widen from 2 to 4 lanes	Sylvan Ave to Claratina Rd	\$8,867,400		X	X	X	X	X	X	X
Modesto	M18	SR-99	Reconstruct Interchange	Briggsmore Interchange	\$150,000,000				X	X	X	X	X
Modesto	M19	SR-99	Reconstruct Interchange	Standiford/Beckwith Interchange	\$160,000,000			X	X	X	X	X	X
Modesto		Claratina Ave	Extension of Roadway	Oakdale Road to Roselle Avenue	\$8,000,000			X	X	X	X	X	X
Newman	N02	SR-33 (South)	Install 4 Lane Arterial Roadway Improvements	Inyo Ave to South City limits	\$5,700,500					X	X	X	X

StanCOG Regionally Significant Projects

Newman	N05	SR-33	Install 4 Lane Arterial Roadway Improvements	Yolo St to Sherman Pkwy	\$4,753,100					X	X	X	X
Newman	N06	SR-33	Install 4 Lane Arterial Roadway Improvements	Sherman Pkwy to Stuhr Road	\$4,298,600					X	X	X	X
Newman	N08	SR-33	Install 4 Lane Arterial Roadway Improvements	Yolo Avenue to Inyo Avenue	\$3,689,700					X	X	X	X
Oakdale	O01	F St	Widen Roadway to 5-lanes with full frontage improvements. Existing section includes 3 lanes with no frontage improvements.	Maag Ave to Stearns Rd	\$7,806,000			X	X	X	X	X	X
Oakdale	O02	F St	Widen Roadway to 5-lanes, including realignment of existing sidewalk and frontage improvements infill on the North side of the street.	Lee Ave to Stanislaus Ave/Wood Ave	\$992,794					X	X	X	X
Oakdale	O04	Crane Road	Widen Roadway to 4-lanes from existing 2 lane road. Includes full frontage improvements.	F Street to Pontiac	\$6,000,000			X	X	X	X	X	X
Patterson	P01	Sperry Ave	Install Complete Street Improvements, widen to four lanes.	Baldwin Road to Del Puerto Canyon Rd	\$12,610,000			X	X	X	X	X	X
Patterson	P02	Sperry Ave Interchange	Signal, On-Ramp, and Off-Ramp Improvements at interchange. Widen Sperry Ave to 4 Lanes between Rogers Road and I-5.	I-5 to Rogers Road	\$31,000,000			X	X	X	X	X	X
Patterson	P03	Rogers Rd	Widen from 2 to 4 lanes.	Delta Mendota to Keystone Pacific Park Way	\$5,000,000			X	X	X	X	X	X

StanCOG Regionally Significant Projects

Patterson	P06	Zacharias Rd	Construct New Interchange at I-5.	Raines Rd to I-5	\$75,000,000							X	X
Patterson	P14	Sperry Rd	Widen from 2 to 4 lanes.	Ward Av to SR-33	\$7,188,200							X	X
Riverbank	R05	Claus Road	Widen roadway from 2-4 lanes.	California to Claribel	\$1,895,700					X	X	X	X
Riverbank	R40	Coffee Road	Widen roadway from 2-4 lanes.	Claribel Road to Patterson	\$4,000,000					X	X	X	X
Riverbank	R41	Oakdale Road	Widen roadway from 2-4 lanes.	Westgate to Morrill	\$3,000,000	X	X	X	X	X	X	X	X
Riverbank	R42	Claribel Road	Widen roadway from 2-4 lanes.	Squire Wells to Roselle	\$2,500,000					X	X	X	X
StanCOG	S198	SR 132	SR 99/SR 132 Interchange (formerly 2A). Freeway to Freeway connections between SR 132 and SR 99; Kansas Street Interchange reconstruction.	Needham Street to Dakota Avenue	\$295,000,000				X	X	X	X	X
StanCOG	S199	SR 132	Dakota to Gates (formerly 3A). Construct 2-lane divided expressway or freeway; grade separations at Dakota Ave and Hart Rd.; and roundabout at Gates Rd.	Dakota Avenue to Gates Road	\$117,000,000			X	X	X	X	X	X
StanCOG	S200	SR 132	SR 99 to Gates (formerly 2B & 3B). Widen SR 132 from 2 to 4 lanes from Needham St. Overcrossing to Gates Rd. Construct new SR 132 interchanges at Carpenter Road (westbound on and off ramps only), Hart Rd and Gates Rd.	SR 99 to Gates Road	\$150,000,000							X	X

StanCOG Regionally Significant Projects

Stanislaus County	S01	Crows Landing Road Corridor Improvements	Improve 22 miles to Expressway standards.	SR-99 to Interstate 5	\$24,640,000					X	X	X	X
Stanislaus County	S02	SR-99	Reconstruct interchange.	SR-99 Interchange with Crows Landing Road	\$39,200,000					X	X	X	X
Stanislaus County	S03	I-5	Reconstruct interchange.	I-5 Interchange with Fink Road	\$28,000,000					X	X	X	X
Stanislaus County	S04	SR-99	Reconstruct interchange.	SR-99 Interchange with Hammett Road	\$55,800,000					X	X	X	X
Stanislaus County	S103	Faith Home Road	2-Lane Expressway.	Hatch Road to Garner Road	\$83,216,000			X	X	X	X	X	X
Stanislaus County	S131	North County Corridor - Phase 1	Construct 4-lane Expressway.	Oakdale Road to Claus Road	\$195,000,000		X	X	X	X	X	X	X
Stanislaus County	S132	North County Corridor - Phase 2	Construct 4-lane Expressway.	Claus Road to Albers Road	\$199,360,000			X	X	X	X	X	X
Stanislaus County	S133	North County Corridor - Phase 3	Construct 4-lane Expressway.	Albers Road to SR-120	\$199,360,000					X	X	X	X
Stanislaus County	S135	SR-99	Reconstruct interchange.	SR-99 Interchange with Keyes Road	\$28,000,000							X	X
Stanislaus County	S69	SR-219	Widen to 6-lanes	SR-99 to McHenry Ave	\$51,493,604					X	X	X	X
Turlock	T01	Fulkerth Rd	Widen from 2-lane to 4-lane Arterial with Class II bike facility and transit	Tegner Rd to Dianne Dr	\$2,000,000				X	X	X	X	X
Turlock	T02	Monte Vista Ave	Install Median; Add one (1) lane with Class II bike facility	Olive Ave to Berkeley Ave	\$1,713,000				X	X	X	X	X
Turlock	T03	Fulkerth Rd	Widen from 2-lane to 4-lane Arterial with Class II bike facility	Washington Rd to Tegner Rd	\$4,446,000				X	X	X	X	X
Turlock	T04	Washington Rd	Widen from 2-lane to 4-lane Arterial with Class II bike facility and transit	Linwood Ave to Fulkerth Rd	\$2,829,000					X	X	X	X
Turlock	T05	Tegner Rd	Construct new 2-lane Industrial Collector with	Linwood Ave to W. Main St	\$565,000				X	X	X	X	X

StanCOG Regionally Significant Projects

			Class II bike facility										
Turlock	T06	W. Canal Dr	Construct new 2-lane Collector with Class I bike facility	SR-99 to Tegner Rd	\$2,685,000				X	X	X	X	X
Turlock	T07	N. Olive Ave	Widen from 2-lane to 4-lane Arterial with Class II bike facility	Tuolumne Rd to Tornell Rd	\$985,000				X	X	X	X	X
Turlock	T08	N. Olive Ave	Widen from 2-lane to 4-lane Arterial with Class II bike facility and transit	Canal Dr to Wayside Rd	\$1,108,000				X	X	X	X	X
Turlock	T09	N. Olive Ave	Widen from 2-lane to 4-lane Arterial with Class II bike facility and transit	Wayside Dr to North Ave	\$1,155,000				X	X	X	X	X
Turlock	T10	W. Linwood Ave	Widen from 2-lane to 4-lane Collector with Class II bike facility and transit (West Ave. South to Lander)	Walnut Rd to Lander Ave	\$800,000					X	X	X	X
Turlock	T11	W. Linwood Ave	Widen from 2-lane to 4-lane Collector with Class II bike facility	Walnut Rd to Washington Rd	\$5,470,000				X	X	X	X	X
Turlock	T12	W. Canal Dr	Construct new 2-lane Collector with Class I bike facility	Washington Rd to Kilroy Rd	\$3,260,000				X	X	X	X	X
Turlock	T13	East Ave	Widen from 2-lane to 4-lane Arterial with Class III bike facility from Minaret to S. Berkeley/Class II from S. Berkeley to Daubenberger and transit from Oak to S. Johnson	Golden State Blvd to Daubenberger Rd	\$7,746,000					X	X	X	X
Turlock	T14	Golden State Blvd	Complete 6-lane Boulevard with Class II bike facility and transit from Christoffersen to Monte Vista	Taylor Rd to Monte Vista Ave	\$4,303,000					X	X	X	X

StanCOG Regionally Significant Projects

Turlock	T15	Golden State Blvd	Complete 6-lane Boulevard with Class II bike facility	Monte Vista Ave to Fulkerth Rd	\$3,730,000				X	X	X	X	X
Turlock	T16	N. Kilroy Ave	Construct new Collector	W. Main St to W. Canal Dr	\$966,000		X	X	X	X	X	X	X
Turlock	T17	Tegner Rd	Complete 2-lane Industrial Collector	Monte Vista Ave to Fulkerth Rd	\$877,000				X	X	X	X	X
Turlock	T18	Tegner Rd	Construct new 2-lane Industrial Collector	Fulkerth Rd to north of Pedretti Park	\$1,294,000				X	X	X	X	X
Turlock	T19	Taylor Rd	Widen from 2-lane to 4-lane Collector with Class II bike facility	Tegner Rd to Golden State Blvd	\$1,000,000				X	X	X	X	X
Turlock	T20	S. Kilroy Ave	Construct new Industrial Collector	Spengler Way to W. Linwood Ave	\$1,214,000				X	X	X	X	X
Turlock	T21	Taylor Rd	Widen from 2-lane to 4-lane Arterial with Class II bike facility	Golden State Blvd to SR-99	\$500,000				X	X	X	X	X
Turlock	T22	Tegner Rd	Construct new 2-lane Industrial Collector with Class II bike facility	W. Main St to Fulkerth Rd	\$3,635,000				X	X	X	X	X
Turlock	T24	SR-99	Construct New Interchange	Lander Ave (SR-165) to S. City Limits	\$35,785,000						X	X	X
Turlock	T27	SR-99	Construct New Overpass	Tuolumne Rd	\$12,601,000		X	X	X	X	X	X	X
Turlock	T28	Washington Rd	Construct 4-lane Expressway with Class II bike facility and transit	Fulkerth Rd to Monte Vista Ave	\$3,476,000				X	X	X	X	X
Turlock	T29	Golden State Blvd	Widen Intersection from 2 to 4 lanes with bike improvements	Golden State Blvd & Taylor Rd	\$3,498,000		X	X	X	X	X	X	X

StanCOG Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	Facility Name/Route	Type of Improvement	Project Limits	Estimated Cost
Caltrans	CA01	STA-005	REPLACE REST AREA.	IN STANISLAUS COUNTY AT WETLEY REST AREA	\$21,519,000
Caltrans	CA02	STA-132	ADA IMPROVEMENTS.	ON STATE ROUTE 132, BETWEEN REINWAY AVE AND "F" STREET IN THE CITY OF WATERFORD IN STANISLAUS COUNTY	\$19,889,000
Caltrans	CA03	STA-005	BRIDGE REHABILITATION.	BRIDGE DECK OVERLAY WITH POLYESTER CONCRETE, REPLACE APPROACH SLABS & JOINT SEALS IN STA COUNTY SR5	\$30,997,000
Caltrans	CA04	STA-099	INSTALL RAMP METERING, ADD HOV LANES, AND MIXED FLOW LANES. MODIFY ONRAMP & RAMP INTERSECTIONS	IN THE CITY OF MODESTO IN STANISLAUS COUNTY, SR99 PM 18.5 TO 20.9	\$8,599,000
Caltrans	CA05	STA-099	Install and upgrade TMS elements; pave areas for MVP	Various locations in STA and SJ Counties on SR 99,4,5,33,108,120,132 and 219	\$7,796,000
Caltrans	CA06	STA-108	Intersection Control Improvement	STA County on SR 108 Intersection Control Improvement	\$158,000,000
Caltrans	CA07	STA-099	Vending machine building roof replacement	In Stanislaus County SR 99 near Turlock at the Enoch Christofferson Safety Rest Area	\$19,889,000
Caltrans	CA08	STA-004	Bridge replacement	STAN County SR 4 - Bridge replacement at Hoods Creek Bridge (#318041)	\$36,212,000
Caltrans	CA09	STA-099	Maintenance	Stanislaus County SR 99 at Modesto Mtce Station Yard (Facility #38M5715)	\$12,852,000
Caltrans	CA10	STA-132	Install/Upgrade ADA curb ramps, sidewalks and pedestrian crosswalks.	STA County SR 132 between Carpenter Rd & Madison St	\$252,000
Caltrans	CA11	STA-132	ADA curb ramps	In Stanislaus County at the intersection SR132/McClure Rd (PM18.64) in the City of Modesto	\$10,675,000
Caltrans	CA12	STA-120	Install left turn channelization	STA County SR 120	\$12,852,000

StanCOG Exempt Project Listing

Caltrans	CA13	STA-033	Install left turn channelization	STA County SR 33 Install left turn channelization	\$22,518,000
Caltrans	CA14	STA-120	Replace existing double Culvert WildCat Bridge with singal spand bridge	Stanislaus County SR 108 at PM 15.00	\$14,312,000
Caltrans	CA15	STA-108	Replace culverts	STA County near Oakdale SR 108/120 at Deo Gloria Drive and near Westley	\$8,184,000
Caltrans	CA16	STA-108	Intersection Control Improvement	STA County SR 108 Intersection Control Improvement	\$19,310,000
Caltrans	CA17	STA-108	Install/upgrade curb ramps,driveways,sidewalks,accessible pedestrian signals (APS),DWA	SR 108 between Willowood Dr/3rd Ave and on SR 120 between Yosemite Ave/ Valero Gas Station Driveway	\$3,622,000
Caltrans	CA18	STA-108	Install High-Intensity Activated Crosswalk (HAWK) Beacon System.	STA CO SR-108 PM 37.425	\$270,000
Ceres	15.1	Hatch Rd	Grind and Overlay	Herndon to Richland	\$2,000,000
Ceres	15.2	Hatch Rd	Grind and Overlay Add Curb and Gutter	Richland to Central	\$2,500,000
Ceres	15.3	Hatch Rd	Road Reconstruction Add Curb and Gutter	Central to Moffet	\$3,500,000
Ceres	15.4	Hatch Rd	Road Reconstruction Add Curb and Gutter	Moffet to Mitchell	\$3,500,000
Ceres	C07	Hatch Rd	Install Traffic Signal	Hatch Rd & Faith Home Rd	\$600,000
Ceres	C09	Mitchell Rd	Roadway Improvements	River Rd to Service Rd	\$4,000,000
Ceres	C11	Service Road	Install Traffic Signal	Service Road & Ustick	\$499,100
Ceres	C12	Whitmore Ave	Install Traffic Signal	Whitmore Ave. @ E Street	\$499,100
Ceres	C13	Whitmore Ave	Install Traffic Signal	Whitmore Ave & Boothe Rd	\$514,000
Ceres	C14	Whitmore Ave	Install Traffic Signal	Whitmore Ave. @ Knox Rd	\$545,300
Ceres	C15	Hatch Rd	Install Curb, Gutter, Bike Lanes	Herndon Rd to Faith Home Rd	\$27,086,200

StanCOG Exempt Project Listing

Ceres	C16	Service Rd	Install Complete Street Improvements	Lucas Rd to Central Rd	\$6,000,000
Ceres	C17	Crows Landing Rd	Install Traffic Signal	Crows Landing Rd & B Street	\$578,500
Ceres	C18	Ustick Rd	Install Traffic Signal	Ustick Rd & F Street	\$578,500
Ceres	C19	Whitmore Ave	Install Traffic Signal	Whitmore Ave. and Ustick Rd	\$578,500
Ceres	C20	Various Locations	Signal & ITS Improvements	Various Locations	\$3,353,200
Ceres	C21	Various Locations	Reconstruct Major Streets (Annual Basis)	Various Locations	\$19,175,400
Ceres	C23	Ustick Rd	Install Traffic Signal	Ustick Rd & C Street	\$670,700
Ceres	C24	Whitmore Ave	Install Traffic Signal	Whitmore Ave & Faith Home Rd	\$670,700
Ceres	C25	Ustick Rd	Install Traffic Signal	Ustick Rd & G Street	\$777,500
Ceres	C29	Various Locations	Reconstruct Local Streets (Annual Basis)	Various Locations	\$53,756,000
Ceres	C30	Various Locations	Preventive Maintenance Local Streets (Annual Basis)	Various Locations	\$4,084,000
Ceres	C32	El Camino Ave	Surface Parking and undercrossing to ACE station traffic mitigation	El Camino Ave at North St	\$1,500,000
Ceres	C33	Railroad Ave	Overflow Parking ACE Station	Railroad Ave, Central Ave, Hackett Rd	\$1,500,000
Ceres	C36	TID Ceres Main Canal at Service Rd. and Moore Rd. Bridge 38C0222	Replace bridge for safety, widen lanes to meet Caltrans standards, add bike/pedestrian facility	Bridge 38C0222 and 200 feet each direction on Service Rd. and Moore Rd.	\$5,000,000
Ceres	C38	El Camino Ave	Signage/Striping	Don Pedro Rd to Service Rd	\$150,000
Ceres	C39	Herndon Rd	Signage/Striping and widening	Joyce Rd to Whitmore Ave	\$1,500,000
Ceres	C41	Hatch Rd	Hatch Rd TID Bike/Ped Project - Phase IV	East Gate Blvd. to Faith Home Rd	\$600,000

StanCOG Exempt Project Listing

Ceres	C42	Whitmore Ave	Signage/Striping	Mitchell Rd to Blaker Rd	\$250,000
Ceres	C44	Roeding Rd	Signage/Striping	Ceres Main Canal to 6th St	\$58,000
Ceres	C45	Various Locations	Misc. Bike/Pedestrian Facility Projects	Various Locations	\$2,958,100
Ceres	C47	Rohde Rd	Signage/Striping	Mitchell Rd to Esmar Rd	\$58,000
Ceres	C50	TID Lateral #2	Bicycle/Pedestrian Facility	Ustick Rd to Mitchell Rd	\$4,553,700
Ceres	C51	Various Locations	Bike lane facilities	Herndon Ave., El Camino Ave. & Eastgate Blvd.	\$400,000
Ceres	C52	Moore Rd	Class 1 Path. Pave path adjacent to irrigation canal. StanCOG Non-Motorized Transportation Master Plan Project ID: CER-1	Roeding Rd to Frontage Rd	\$1,488,000
Ceres	C54	5th St/6th Street	Bicycle Boulevard (Class 3) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 14)	5th Street (Whitmore Ave to Magnolia St) and 5th Street (Magnolia St to Roeding Rd)	\$250,500
Ceres	C55	Park St	Class 2 Bicycle Lane. Parking removal. StanCOG Non-Motorized Transportation Master Plan Project ID: CER-4	El Camino Ave to 6th Street	\$14,700
Ceres	C56	El Camino Ave	Class 2 Bicycle Lane. Lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: CER-5	North Central Ave to Park St	\$114,000
Ceres	C57	North Central Ave	Class 2 Bicycle Lane. Parking removal. StanCOG Non-Motorized Transportation Master Plan Project ID: CER-6	El Camino Ave to East Whitmore Ave	\$49,700
Ceres	C58	Central Ave, Herndon Rd, North Central Ave	Class 4 Separated Bike Lane. Lane narrowing, parking removal (both sides). StanCOG Non-Motorized Transportation Master Plan Project ID: CER-7	East Hatch Rd to East Whitmore Ave	\$714,900
Ceres	C59	East Whitmore Ave, Whitmore Ave	Class 4 Separated Bike Lane. Lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: CER-8A	Crows Landing Rd to Central Ave	\$1,590,700
Ceres	C60	West Whitmore Ave	Class 1 Path. New construction. StanCOG Non-Motorized Transportation Master Plan Project ID: CER-8B	Ustick Rd to Crows Landing Rd	\$1,590,700
Ceres	C61	East Hatch Rd	Class 1 Path. Paved existing path. StanCOG Non-Motorized Transportation Master Plan Project ID: CER-9	Faith Home Rd to Boothe Rd	\$817,600
Ceres	C62	Herndon Rd	Class 4 Separated Bike Lane. New construction, south side of roadway. StanCOG Non-Motorized Transportation Master Plan Project ID: CER-10	East Hatch Rd to Joyce Ave	\$105,200
Hughson	H01	Euclid Ave	Install Complete Street Improvements	Hatch Rd to Whitmore Ave	\$3,000,000

StanCOG Exempt Project Listing

Hughson	H02	7th Street	Improve to 2-lane Major Minor Collector	Whitmore Ave to Santa Fe Ave	\$2,500,000
Hughson	H03	7th Street and Santa Fe Avenue	Roadway Realignment Project	7th Street and Santa Fe Avenue	\$600,000
Hughson	H04	Tully Road	Improve to 2-lane Major Collector (Goods Movement)	Whitmore Avenue to S City Limit	\$750,000
Hughson	H05	Tully Road	Improve to 2-lane Minor Collector	Fox Road to Santa Fe Ave	\$1,200,000
Hughson	H06	Various Locations	Roadway Rehabilitation	Various Locations	\$8,548,075
Hughson	H09	Whitmore Avenue	Construction Sidewalk and pedestrian improvements (across railroad tracks)	E of Tully Road to Charles Street	\$920,000
Hughson	H10	Various Locations	Construct Bikeway and Pedestrian Improvements (Per Non-Motorized Plan)	Various Locations	\$1,981,300
Hughson	H13	Tully Rd	Bicycle Lane (Class 2), Bicycle boulevard (Class 3), and pedestrian improvements . (Non-Motorized Transportation Plan Top 25: Route 20A)	Fox Road to Santa Fe Ave	\$680,100
Hughson	H14	E. Hatch Rd	Path (Class I) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 20B)	Santa Fe Ave. to Geer Rd	\$3,099,100
Hughson	H15	Santa Fe Ave	Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulder to at least 4 feet, wider preferred. StanCOG Non-Motorized Transportation Master Plan Project ID: HU-3	East Hatch to 7th St	\$1,503,200
Hughson	H16	Santa Fe Ave	East Side - Widening and Frontage Improvements	1000' south of Los Alamos to south of Charles St	\$2,000,000
Hughson	H17	Narcisco Way	Pavement Reconstruction	West Limits to Tully Rd	\$600,000
Hughson	H18	Fox Road	Pavement Reconstruction	Charles to 7th	\$575,000
Hughson	H19	Fox Road	2" Grind and Rubberized Overlay	Tully to Euclid	\$1,750,000
Hughson	H20	Whitmore Avenue	Pavement Reconstruction	West Limits to Euclid	\$3,000,000
Hughson	H21	Locust Street	Pavement Reconstruction	7th Street to Mariposa Dr	\$875,000
Hughson	H22	6th Street	Pavement Reconstruction	Whitmore Ave to 5th St	\$600,000
Hughson	H23	Whitmore/ Santa Fe Intersection	Intersection improvements including signalization	Whitmore and Santa Fe interesction	\$5,000,000

StanCOG Exempt Project Listing

Hughson	H24	Whitmore/ Tully Intersection	Intersection improvements including signalization	Whitmore and Tully Road interesction	\$1,200,000
Modesto	M02	10th Street	Street Improvements and Pedestrian & Bicycle Enhancements	J St. to Morton Blvd	\$8,000,000
Modesto	M03	J Street	Pedestrian & Bike Enhancements	Needham to 9th Street	\$10,000,000
Modesto	M09	Hwy 132	Various improvements	SR-99 to 9th Street	\$7,000,000
Modesto	M100	Modesto City County Airport	Reconstruction of Taxiway E	Modesto Airport	\$1,550,000
Modesto	M101	Modesto City County Airport	Design - Reconstruction of Taxiway D	Modesto Airport	\$150,000
Modesto	M102	Modesto City County Airport	Reconstruction of Taxiway D	Modesto Airport	\$590,000
Modesto	M103	Modesto City-County Airport	Airport Landing Control System Upgrade with Regulators	Modesto Airport	\$476,000
Modesto	M104	Modesto City-County Airport	Airfield Slurry Seal - Design/Construct	Modesto Airport	\$1,214,200
Modesto	M105	Modesto City-County Airport	Computer Base Airfield Drivers Education Program	Modesto Airport	\$134,400
Modesto	M106	Modesto City-County Airport	Construct Entrance Road	Modesto Airport	\$346,600
Modesto	M107	Modesto City-County Airport	Construct New Airport Fire Station	Modesto Airport	\$1,522,700
Modesto	M108	Modesto City-County Airport	Construct New Airport Maintenance Shop	Modesto Airport	\$1,568,400
Modesto	M109	Modesto City-County Airport	Construct Terminal Building	Modesto Airport	\$8,811,300
Modesto	M11	Oakdale Rd	Complete the Street Improvements	Floyd Ave to Sylvan Ave	\$7,600,700
Modesto	M110	Modesto City-County Airport	Engineering & Contingencies	Modesto Airport	\$4,471,700
Modesto	M111	Modesto City-County Airport	Environmental Planning Studies	Modesto Airport	\$756,300
Modesto	M112	Modesto City-County Airport	Equipment Replacement	Modesto Airport	\$2,337,000

StanCOG Exempt Project Listing

Modesto	M113	Modesto City-County Airport	Expand Airport Apron	Modesto Airport	\$2,276,300
Modesto	M114	Modesto City-County Airport	Extend RW/TX 500'	Modesto Airport	\$10,000,000
Modesto	M115	Modesto City-County Airport	Land Acquisition - Phase 1	Modesto Airport	\$2,110,400
Modesto	M116	Modesto City-County Airport	Land Acquisition - Phase 2	Modesto Airport	\$2,173,700
Modesto	M117	Modesto City-County Airport	Land Acquisition - Phase 3	Modesto Airport	\$1,940,400
Modesto	M118	Modesto City-County Airport	Masterplan Update	Modesto Airport	\$453,800
Modesto	M119	Modesto City-County Airport	Obstruction Removal - Tree Trimming	Modesto Airport	\$530,500
Modesto	M120	Modesto City-County Airport	Realign Airport Way	Modesto Airport	\$602,100
Modesto	M121	Modesto City-County Airport	Relocate Localizer	Modesto Airport	\$492,000
Modesto	M122	Modesto City-County Airport	Relocate Perimeter Road	Modesto Airport	\$196,800
Modesto	M123	Modesto City-County Airport	Remove old terminal	Modesto Airport	\$954,600
Modesto	M124	Modesto City-County Airport	Replace VASI with PAPI, RW10L/28R	Modesto Airport	\$101,400
Modesto	M125	Modesto City-County Airport	Runway 28R Extension - NEPA/CEQA	Modesto Airport	\$327,900
Modesto	M126	Modesto City-County Airport	Taxiway E Re-alignment	Modesto Airport	\$633,400
Modesto	M127	Modesto City-County Airport	Terminal Complex - NEPA/CEQA	Modesto Airport	\$514,000
Modesto	M13	Various Locations	Roadway Rehabilitation	Various Locations	\$200,000,000
Modesto	M14	Various Locations	Various intersection Improvements	Various Locations	\$60,000,000
Modesto	M20	Various Locations	Intelligent Transportation System Upgrades	Various Locations	\$40,000,000

StanCOG Exempt Project Listing

Modesto	M22	Tuolumne Blvd.	Complete Street Improvements	Neece Ave. to Paradise Rd.	\$5,000,000
Modesto	M24	Various Locations	Modesto 2024 Non-Motorized Plan Improvements	Various Locations	\$100,000,000
Modesto	M25	Various Locations	Safe Routes to School projects	Various Locations	\$8,000,000
Modesto	M26	Hetch Hetchy ROW	Class I Trail Improvements	Semallon Dr to Riverbank	\$6,000,000
Modesto	M27	Lincoln Corridor	Class I Bike path/Ped Bike Bridge	Yosemite to Orangeburg	\$10,000,000
Modesto	M28	Virginia Corridor	Bike/Ped facility including overcrossings	Woodrow to Pelandale	\$8,000,000
Modesto	M29	Downtown Class IV	Class IV Bike Path	Virginia Corridor to Dry Creek	\$5,000,000
Modesto	M30	Dry Creek Bike Path	Class I Bike Path Connecting Trails	Kewin to Beardbrook Park	\$5,000,000
Modesto	M31	MID Canal System	Construct Class 1 Trail along MID Lateral Nos. 3, 4 and 7	MID Lateral Nos. 3,4 and 7	\$15,000,000
Modesto	M32	MID Canal System	Class I Bike Path along MID	Carver to Virginia Corridor	\$5,000,000
Modesto	M33	Stoddard Ave	MJC Class I Bike Path Phase 3	Campus Way to Tully Rd	\$3,000,000
Modesto	M34	Claus Rd	Class I Bike Path along Claus Rd.	Briggsmore to Sylvan	\$6,000,000
Modesto	M35	Tuolumne River Restoration Project	Remaining Trail Improvements	Mitchell Rd to Carpenter Rd	\$20,000,000
Modesto	M36	Pelandale Ave	Class I bike path	Dale Road to Virginia Corridor	\$5,000,000
Modesto	M37	Various Locations	Pedestrian/ADA modifications	Various Locations	\$20,000,000
Modesto	M38	Various Locations	Class II Bicycle Improvements(Class II - Signage/Striping, Curb, Gutter & Sidewalk)	Various Locations	\$10,000,000
Modesto	M41	9th Street	Complete Streets/Bike Trail Improvements	Carpenter Road to J Street	\$12,000,000
Modesto	M42	Various Locations	Rectangular Rapid Flashing Beacons	Various Locations	\$4,000,000

StanCOG Exempt Project Listing

Modesto	M97	Modesto City-County Airport	Design - Reconstruction of Taxiway C	Modesto Airport	\$250,000
Modesto	M98	Modesto City-County Airport	Reconstruction of Taxiway C	Modesto Airport	\$1,650,000
Modesto	M99	Modesto City-County Airport	Design - Reconstruction of Taxiway E	Modesto Airport	\$250,000
Newman	N01	Merced Avenue	Install Collector Street improvements	Highway 33 to Canal School Rd	\$3,965,100
Newman	N03	SR-33 (South)	Install Traffic Signal	Highway 33/Sherman Parkway	\$1,900,200
Newman	N04	Inyo Ave	Install Collector Street improvements	Highway 33 to Canal School Rd	\$7,751,800
Newman	N07	Stuhr Road	Install 2 Lane Arterial Roadway Improvements	CCID Canal to Highway 33	\$8,117,200
Newman	N09	R Street	Pavement Rehabilitation, Maintenance	Mariposa to Stephens, including Stephens Ave.	\$750,000
Newman	N10	Main Street	Pavement Rehabilitation, Maintenance	Merced to Inyo and Yolo to Kern	\$1,000,000
Newman	N11	Fresno	Pavement Rehabilitation, Maintenance	Main Street to T Street	\$750,000
Newman	N12	Tulare	Pavement Rehabilitation, Maintenance	Main Street to T Street	\$750,000
Newman	N13	Mariposa	Pavement Rehabilitation, Maintenance	Main Street to T Street	\$750,000
Newman	N14	L Street	Pavement Rehabilitation, Maintenance	Merced to Inyo Avenue	\$750,000
Newman	N15	Canal School Road	Realign Canal School Road to meet the Driskell Ave and Hills Ferry Road Intersection.	Driskell to Rodeo Grounds Way	\$6,000,000
Newman	N16	Q Street	Roadway rehabilitation, maintenance, pedestrian, and complete streets improvements	Inyo Ave to Yolo Ave	\$2,500,000
Newman	N17	Sherman Parkway	Pavement Rehabilitation and Maintenance	SR-33 to Hills Ferry Road	\$1,500,000
Newman	N18	SR-33	Highway and pedestrian safety improvements	Merced County line northward to Yolo Avenue	\$10,000,000
Newman	N19	Barrington Ave	Pavement Rehabilitation, Maintenance, and complete streets improvements	Driskell to Sherman Parkway	\$1,500,000

StanCOG Exempt Project Listing

Newman	N20	Balsam Dr	Pavement Rehabilitation, Maintenance, and complete streets improvements	Driskell to Sherman Parkway	\$1,500,000
Newman	N21	Canyon Creek Drive	Pavement Rehabilitation, Maintenance, and complete streets improvements	Upper Rd to Prince Street	\$1,500,000
Newman	N22	Eucalyptus Avenue	Roadway rehabilitation, maintenance, pedestrian, and complete streets improvements	Merced St to Sherman Parkway	\$5,000,000
Newman	N23	Jensen Rd	Roadway rehabilitation, widening, intersection improvements, pedestrian, and complete streets improvements	SR-33 to Hardin Rd	\$6,500,000
Newman	N24	Various Locations	Pavement Rehabilitation and Maintenance	Various Locations	\$5,000,000
Newman	N25	T Street	Roadway rehabilitation, maintenance, pedestrian, and complete streets improvements	From Inyo Ave to Yolo St	\$5,000,000
Newman	N26	Kern Street	Roadway rehabilitation, maintenance, pedestrian, and complete streets improvements	From T Street to Hills Ferry Road	\$4,000,000
Newman	N27	Canal School Road	Roadway rehabilitation, maintenance, pedestrian, and complete streets improvements	From Hills Ferry Road to City Limits	\$3,950,000
Newman	N28	Various Locations	Bicycle and Pedestrian Improvements	Various Locations	\$6,543,500
Newman	N29	Canal School Rd/Hills Ferry Rd	Class I Multiuse Path	Canal School Road/Hills Ferry From Driskell to City LID Project	\$750,000
Newman	N30	Kern, Merced, and Inyo	Install bicycle detector loops	Intersections of SR33 and Kern St	\$100,000
Newman	N31	Kern, Merced, and Inyo	Install bicycle detector loops	Intersection of SR33 and Merced St	\$100,000
Newman	N32	Kern, Merced, and Inyo	Install bicycle detector loops	Intersections of SR33 and Inyo Ave	\$100,000
Newman	N33	City Parks	Bike Parking facilities at City Parks	At City Parks	\$150,000
Newman	N34	City Schools	Bike Parking facilities at City Schools	At City Schools	\$150,000
Newman	N35	Various Locations	Install bicycle crossing warning signs at unsignalized intersections	• At Jensen Road and N Street • Along Sherman Parkway • At Orestimba Road and T Street • At Inyo Avenue and Upper Road • At Inyo Avenue and T Street • At Inyo Avenue and P Street/Prince Street • At Merced Street and Barrington Avenue	\$150,000

StanCOG Exempt Project Listing

				• At Hills Ferry Road and Canal School Road	
Newman	N36	Merced St	Pedestrian RR Crossing Improvements	Merced St at Railroad	\$150,000
Newman	N37	Sherman Pkwy	Pedestrian RR Crossing Improvements	Sherman Pkwy at Railroad	\$150,000
Newman	N38	Driskell Ave	Pedestrian RR Crossing Improvements	Driskell Ave at Railroad	\$150,000
Newman	N39	T Street	T Street Corridor Class I Multiuse Path, pedestrian and bicycle improvements	T Street from Inyo Ave to Orestimba High School	\$1,300,000
Newman	N40	Jensen Rd	Class I Multiuse Path, pedestrian and bicycle improvements	SR33 to Hardin	\$1,300,000
Newman	N41	Various Locations	Construct Bicycle Parking Facilities and Bus Shelters (Figure 4-4 in Non-motorized Transportation Plan)	Various Locations	\$200,000
Newman	N42	Eucalyptus Ave	Bicycle and Pedestrian Improvements	Merced St to Sherman Parkway	\$500,000
Newman	N43	Fig Lane	Bicycle and Pedestrian Improvements	Yolo St to Jensen Rd	\$750,000
Newman	N44	Hardin Rd	Bicycle and Pedestrian Improvements	Yolo St to Jensen Rd	\$750,000
Newman	N45	T St	Buffered Bicycle Lane (Class 2) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 18)	Yolo St to Merced St	\$793,600
Newman	N46	Yolo St	Class 2 Bicycle Lane. Lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: NEW-2	S St to Q St	\$43,900
Newman	N47	CA 33, N St	Class 2 Bicycle Lane. Lane narrowing, widen shoulder to at least 4'. StanCOG Non-Motorized Transportation Master Plan Project ID: NEW-3	Jensen Rd to Merced County Line	\$6,513,800
Oakdale	O03	J St	Install Complete Street Improvements. No existing roadway, will include full frontage improvements with sidewalk and Class 1 Bikeway and 3 lanes.	Orsi Road to Stearns Road	\$4,498,780
Oakdale	O05	Orsi Rd	Install Complete Street Improvements with full frontage improvements.	Sierra Rd to F St	\$3,460,600
Oakdale	O06	Sierra Rd	Install Complete Street Improvements with full frontage improvements on the north side of the road.	Maag Ave to Stearns Rd	\$2,392,000
Oakdale	O07	Stearns Rd	Install Complete Street Improvements to include 2 lanes, median, 2 bike lanes, and full frontage improvements.	F St to Sierra Rd	\$7,567,000
Oakdale	O08	F St / Crane	Improve intersection to include traffic signal pole relocation, modify signal, and restriping.	Intersection	\$367,000

StanCOG Exempt Project Listing

Oakdale	O09	F St / Willowood	Project will include removal of existing median, paving, restriping, and traffic light reconfiguration.	Intersection	\$454,000
Oakdale	O11	Greger / Kaufman	Install Signal & Intersection Improvements	Intersection	\$1,039,000
Oakdale	O12	Sierra / Maag	Striping & Signage to include a 3-way stop, turn lanes for traveling North on Maag.	Intersection	\$37,500
Oakdale	O13	Sierra / Stearns	Install Signal & Intersection Improvements	Intersection	\$1,005,000
Oakdale	O14	Various Locations	Install Traffic Signals and Various Intersection Improvements	Various Locations	\$1,000,000
Oakdale	O15	Various Locations	Roadway Rehabilitation	Various Locations	\$25,000,000
Oakdale	O16	SR-108-SR-120	Roundabout Improvements at Stearns and F (SR-108/120 and Stearns Road intersection)	Oakdale / County	\$10,000,000
Oakdale	O17	Stanislaus River Corridor	Construct Class I Bike Lane to connect to the D Street multi use trail.	South of Kerr Park to A Street	\$3,599,050
Oakdale	O18	Valley View Multi-Use Trail, Phase I	Construct Class I Bike Lane along Stanislaus River to connect to the existing Valley View Trail.	North of Kerr Park to Valley View Park	\$1,144,000
Oakdale	O19	Various Locations	Install Sidewalks, upgrade ADA-compliant ramps, install and/or enhance crosswalks	Various Locations	\$3,000,000
Oakdale	O20	Various Locations	Pedestrian/Bicycle Infrastructure Improvements	Various Locations	\$3,032,200
Oakdale	O21	Willowood Drive	Bicycle Boulevard (Class 3) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 16A)	F Street (SR-108) to Oakdale City Limits North of Pontiac St	\$64,000
Oakdale	O22	F Street	Separated Bicycle Lane (Class 4) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 16B)	Yosemite Ave to Crane Rd	\$3,628,400
Oakdale	O23	North Yosemite Ave	Class 4 Separated Bike Lane. Lane removal. StanCOG Non-Motorized Transportation Master Plan Project ID: OAK-3	South Yosemite Ave to Stanislaus River Trail (Proposed)	\$567,700
Oakdale	O25	Oakdale Municipal Airport	Runway Safety Area		\$275,000
Oakdale	O32	G Street	Asphalt repairs, sidewalk infill, bike lane striping	4th Avenue to East Avenue	\$650,000
Oakdale	O33	South Yosemite Avenue	Asphalt overlay, concrete repairs, bike lane striping	Warnerville to F Street	\$2,236,000
Oakdale	O34	Oakdale Municipal Airport	Runway/Taxiway Lighting Upgrade		\$180,000

StanCOG Exempt Project Listing

Oakdale	O35	Oakdale Municipal Airport	Taxiway Drainage Improvements		\$240,000
Patterson	P04	Various Locations	Install Traffic Signals.	Various Locations	\$17,008,800
Patterson	P05	Various Locations	Roadway Rehabilitation.	Various Locations	\$5,510,100
Patterson	P12	Salado Av	Install Roundabout	Salado Av and Ward Av	\$1,117,428
Patterson	P13	Las Palmas Av	Signalize intersection and Lane improvement	Las Palmas Av and Poplar Av	\$1,616,408
Patterson	P15	Ward Ave	Widen from 2 to 3 lanes.	Sperry Av to American Eagle Way	\$5,402,895
Patterson	P16	Ward Ave	Widen from 2 to 3 lanes.	American Eagle Way to SR-33	\$5,775,968
Patterson	P17	Ward Ave	Widen from 2 to 3 lanes.	Sperry Av to Marshall Rd	\$17,853,476
Patterson	P18	Various Locations	Install Roundabout	Various Locations	\$4,000,000
Patterson	P19	Various Locations	Roadway Rehabilitation and complete street improvements.	Various Locations	\$5,510,100
Patterson	P20	Various Locations	Construct & Rehabilitate Class I and Class II bike lanes	Various Locations	\$3,964,600
Patterson	P21	SR-33, North 2nd St, South 2nd St	Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulder to at least 4 feet, wider preferred. StanCOG Non-Motorized Transportation Master Plan Project ID: PAT-1	Bartch Ave to Eucalyptus Ave	\$2,064,900
Patterson	P22	Plaza, West Las Palmas Ave	Class 2 Bicycle Lane. Lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: PAT-2	Ward Ave to South 2nd St	\$227,900
Patterson	P23	Las Palmas Ave	Bicycle Lane (Class 2) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 17A)	Ward Ave to South 2nd St	\$941,300
Patterson	P24	Ward Ave	Multi-Use Path (Class 1), Bicycle Lane (Class 2), Separated Bike Lane (Class 4) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 17B)	M St to Sperry Ave	\$1,820,400
Patterson	P26	Canal: Ward Ave to Cliff Swallow Drive	Underground Patterson Irrigation District Canal to create multi-use path near Patterson HS (ATP Master Plan Bike ID #41 & TIMP 2020)	Ward Avenue to Cliff Swallow Drive	\$1,694,645.00
Patterson	P27	Cliff Swallow Trail	Underground Salado Creek to create multi-use trail from Cliff Swallow Drive to Highway 33, connect El Solyo Village (ATP Master Plan ID Bike #13 & Ped ID #6)	Cliff Swallow Drive to Highway 33	\$1,694,645.00

StanCOG Exempt Project Listing

Riverbank	R01	Various Locations	Roadway Rehabilitation	Various Locations	\$36,000,000
Riverbank	R02	Various Locations	Preventative Maintenance	Various Locations	\$10,000,000
Riverbank	R03	Patterson Road	Install Complete Street Improvements	First Street to Claus Rd	\$6,844,500
Riverbank	R04	Roselle Avenue	Install Complete Street Improvements	Patterson to Claribel	\$4,311,400
Riverbank	R06	Patterson Rd	Signal improvements	Patterson at Third	\$600,000
Riverbank	R07	Claus Road	Signal improvements	Claus at California	\$600,000
Riverbank	R08	Patterson Rd	Signal improvements	Patterson at Eighth	\$600,000
Riverbank	R09	Roselle/Morrill Intersection Improvements	Intersection Improvements	Roselle at Morrill	\$500,000
Riverbank	R11	First Street	Railroad crossing improvements	First Street north of Patterson Road	\$600,000
Riverbank	R12	Third Street	Railroad crossing improvements	Third Street north of Patterson Road	\$600,000
Riverbank	R13	Eighth Street	Railroad crossing improvements	Eighth Street north of Patterson Road	\$600,000
Riverbank	R14	Snedigar Road	Railroad crossing improvements	Snedigar Road north of Patterson Road	\$600,000
Riverbank	R15	Patterson Rd	Railroad crossing improvements	Patterson Road west of Terminal Avenue	\$600,000
Riverbank	R16	SR-108	Install Congestion Management improvements	SR-108 at First Street	\$2,512,700
Riverbank	R18	Various Locations	Pedestrian/Bicycle Infrastructure Improvements	Various Locations	\$4,768,600
Riverbank	R19	Various Locations	ADA/Sidewalk Improvements	Various Locations	\$3,000,000
Riverbank	R20	Various Locations	School Traffic Safety Project	Various Locations	\$2,000,000
Riverbank	R21	Hetch Hetchy Trail System	Install trail system improvements	Hetch Hetchy Trail	\$1,730,100

StanCOG Exempt Project Listing

Riverbank	R22	Jacob Myer Park Pedestrian Bridge	Install trail system bridge	Jacob Myer Park Bridge	\$9,828,200
Riverbank	R23	Various Locations	Rails with Trails Study	Various Locations	\$1,000,000
Riverbank	R24	Callander Avenue	Install Bicycle & Pedestrian infrastructure improvements	Bicycle/Pedestrian/Traffic Management Improvements	\$3,000,000
Riverbank	R25	Roselle Ave	Sidewalk & ADA Improvements, Drainage and ROW	Roselle Avenue Patterson to Pocket	\$500,000
Riverbank	R27	Roselle Ave	Installation of Sidewalk over MID Canal	Pedestrian Access over MID Canal	\$700,000
Riverbank	R28	Patterson Rd	Bicycle/Pedestrian Path along BNSF Railroad	Terminal to Claus Road	\$3,000,000
Riverbank	R29	Roselle Ave	Bicycle/Pedestrian Path w/ ADA	Westgate Road to Sylvan Avenue	\$4,600,000
Riverbank	R31	Callander Ave	Class 4 Separated Bike Lane. Pave shoulder, lane removal, or lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: RB-2	1st St to Patterson Rd	\$8,227,500
Riverbank	R36	Claus Rd	Buffered Bicycle Lane (Class 2) and Bicycle Route with wide Shoulders (Class 3.5) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 23)	Santa Fe St to Kentucky Ave (Santa Fe Ave changed to St)	\$975,100
Riverbank	R38	J7	Class 3 Bicycle Route. Wayfinding, share the road signs. StanCOG Non-Motorized Transportation Master Plan Project ID: RB-7B	San Joaquin County Line to Orange Ave	\$2,900
Riverbank	R39	Patterson Road	Signal improvements	Patterson Road at First Street	\$600,000
SJIPA	A18	CP East Escalon to CP West Ballico	Construct seven bridges and approximately 19 miles of second mail track	BNSF Stockton Subdivision	\$329,000,000
SJRRC	A07	Stanislaus County	Operations to extend service to Modesto, Ceres, Turlock in 2030, Merced in 2035, and MITC in 2040.	Stanislaus County	\$114,269,437
SJRRC	A08	Stanislaus County	UPRR Capital Access Fees to extend service to Modesto, Ceres, Turlock in 2030, Merced in 2035, and MITC in 2040.	Stanislaus County	\$19,228,519
SJRRC	A09	Stanislaus County	UPRR Capitalized Maintenance Fee to extend service to Modesto, Ceres, Turlock in 2030, Merced in 2035, and MITC in 2040.	Stanislaus County	\$60,971,699
SJRRC	A17	ACE Expansion	Construct bridges, second main track, station platforms, trackwork, parking, pedestrian under- and overcrossings, sidewalks, layover track, and modify at grade crossings,	UPRR Fresno Subdivision MP 103.8 to MP 28.49	\$598,908,974
Stanislaus County	RE21	Faith Home Road	Project Initiation and Corridor Study	SR-132 to SR-99	\$5,000,000

StanCOG Exempt Project Listing

Stanislaus County	RE22	South County Corridor	Preliminary Engineering 2-6 Lane Expressway on new alignment	Turlock City Limits to Interstate 5	\$5,000,000
Stanislaus County	RE23	SR-33	Project Initiation and Corridor Study	Stanislaus County Limits	\$2,500,000
Stanislaus County	S106	Quincy Road	Replace Bridge	Over TID Upper Lateral #3	\$2,464,000
Stanislaus County	S107	Eastin Road	Low water crossing - bridge or culvert construction	Eastin Road & Orestimba Creek	\$448,000
Stanislaus County	S108	Crows Landing Road	Raise Road profile	Catfish Camp to 1,200' southwest	\$672,000
Stanislaus County	S109	Geer Road	Intersection Improvements - curb, gutter, SD improvements @ NW corner	Geer Road and Santa Fe Avenue	\$1,240,000
Stanislaus County	S110	Faith Home Road	Intersection Improvements	W. Main St & Faith Home Rd	\$3,124,800
Stanislaus County	S111	Faith Home Road	Intersection Improvements	Faith Home Road @ Whitmore Avenue	\$3,920,000
Stanislaus County	S112	Faith Home Road	Intersection Improvements	Faith Home Road @ Roeding Road	\$3,920,000
Stanislaus County	S113	Faith Home Road	Intersection Improvements	Faith Home Road @ Service Road	\$3,920,000
Stanislaus County	S114	Claribel Road	Intersection Improvements	Claribel Road @ Langworth Road	\$4,480,000
Stanislaus County	S115	Dakota Road	Intersection Improvements	Dakota Road @ Beckwith Road	\$3,920,000
Stanislaus County	S116	Grayson Road	Intersection Improvements	Grayson Road @ Vivian Road	\$3,360,000
Stanislaus County	S117	Crows Landing Road	Intersection Improvements	Crows Landing Road @ Marshall Road/River Road	\$2,240,000
Stanislaus County	S119	Pirrone Road	Roadway Realignment	Pirrone Road - Gateway Drive to Hammett Road	\$2,800,000
Stanislaus County	S120	A Street	Intersection Improvements	A Street @ 3rd Street	\$840,000
Stanislaus County	S121	Various Locations	ITS/Traffic Operations Improvements	Various Locations	\$22,400,000
Stanislaus County	S122	Various Locations	Roadway Safety Improvements	Various Locations	\$22,400,000

StanCOG Exempt Project Listing

Stanislaus County	S123	W. Ike Crow Road	Widen to County Standard	Bell Road to SR-33	\$1,400,000
Stanislaus County	S124	Bell Road	Widen to County Standard	Fink Road to W. Ike Crow Road	\$1,120,000
Stanislaus County	S125	Davis Road	Widen to County Standard	Fink Road to CLIBP West Entrance	\$1,680,000
Stanislaus County	S126	West Marshall Road	Widen to County Standard	Ward Avenue to CLIBP Entrance	\$1,680,000
Stanislaus County	S127	Sperry Avenue	Intersection Improvements	Sperry Avenue @ SR-33	\$1,400,000
Stanislaus County	S128	W. Ike Crow Road	Intersection Improvements	W. Ike Crow Road @ SR-33	\$1,400,000
Stanislaus County	S129	Fink Road	Intersection Improvements	Fink Road @ Bell Road	\$672,000
Stanislaus County	S130	Fink Road	Intersection Improvements	Fink Road @ CLIBP Entrance	\$672,000
Stanislaus County	S134	North County Corridor - Phase 4	Construct 6-lane Freeway	Tully Road to Coffee Road	\$318,080,000
Stanislaus County	S137	Hickman Rd	Shoulders Widening - Class 2 Bikepath	East Ave. to City Limit	\$3,100,000
Stanislaus County	S138	Santa Fe Rd	Shoulder Widening - Class 2 Bikepath	Keyes Rd to SR-132	\$2,480,000
Stanislaus County	S139	Pirrone Rd	Shoulder Widening - Class 2 Bikepath	Hammett Rd to SR-219/Sisk inc. MCS	\$1,132,616
Stanislaus County	S140	Geer Rd. /Albers Rd.	Shoulder Widening - Class 2 Bikepath	Santa Fe to Patterson Rd.	\$2,790,000
Stanislaus County	S141	Coffee Rd	Shoulder Widening - Class 2 Bikepath	Claratina Ave to Ladd Rd	\$620,000
Stanislaus County	S142	East Ave	Shoulder Widening - Class 2 Bikepath	Daubenberger to Hickman	\$620,000
Stanislaus County	S143	Crows Landing Rd	Shoulder Widening - Class 2 Bikepath	SR-33 to Carpenter Rd	\$4,030,000
Stanislaus County	S144	West Main St	Shoulder Widening - Class 2 Bikepath	Sycamore to Washington	\$4,030,000
Stanislaus County	S149	Various Locations	Construct Bicycle and Pedestrian Improvements (Class I Bikeways / Sidewalk, etc.)	Various Locations	\$16,800,000

StanCOG Exempt Project Listing

Stanislaus County	S150	Stanislaus River Trail	Class 1 Path. New Construction. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-1A	North Yosemite Ave to 1st St	\$7,004,368
Stanislaus County	S151	Stanislaus River Trail	Class 1 Path. New Construction. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-1B	North Yosemite Ave (Proposed) to Orange Blossom Rd	\$5,466,272
Stanislaus County	S152	Stanislaus River Trail	Class 1 Path. New Construction. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-1C	630 ft NE of Stanislaus River Court/Stanislaus River Drive to Sonora Rd	\$7,022,736
Stanislaus County	S153	Atchison St, CA 108	Class 3.5 Bicycle Route with Wide Shoulders. Parking removal (both sides). StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-2	270 ft E of Brady Rd/CA 108 to 8th St	\$2,423,120
Stanislaus County	S154	Lateral No. One - Canal Path	Multi-Use Path (Class 1) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 22)	SR-108 to Riverbank City Limits (Near Oakdale Rd)	\$4,147,584
Stanislaus County	S155	Hetch Hetchy Canal, Lateral Number One Path, Minniear Ave	Class 1 Path. New Construction. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-4	Virginia Corridor Bike Path to Terminal Ave	\$3,928,064
Stanislaus County	S156	McHenry Ave, Patterson Rd	Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulders to at least 4', lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-5A	Kiernan Ave to 390 ft W of Hot Springs Ln/Patterson Rd	\$2,525,264
Stanislaus County	S157	McHenry Ave	Class 4 Separated Bike Lane. Parking removal (both sides). StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-5B	Hetch Hetchy Canal (Proposed) to Kiernan Ave	\$659,456
Stanislaus County	S158	Terminal Ave	Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulder to at least 4 feet, wider preferred. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-6	Van Dusen Ave to Claribel Rd	\$484,736
Stanislaus County	S159	Claribel Rd	Class 1 Path. New Construction. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-7	Claus Rd to Terminal Ave (Proposed)	\$375,536
Stanislaus County	S160	SR-33	Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulder to at least 4 feet, wider preferred. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-8	Bartch Ave to 70 ft N of CA 33/East Stuhr Rd/West Stuhr Rd	\$8,417,024
Stanislaus County	S161	East Las Palmas Ave, West Main Ave, West Main St	Class 3.5 Bicycle Route with wide shoulders and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 24)	Sycamore Ave to S. Washington Rd	\$17,535,504
Stanislaus County	S162	SR-33	Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulder to at least 4 feet, wider preferred. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-10	Howard Rd to Eucalyptus Ave	\$4,123,504
Stanislaus County	S163	Grayson Rd, West Grayson Rd	Class 1 Path. Widen shoulder to at least 4', bridge construction. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-11	Shiloh Rd to River Rd	\$11,821,264
Stanislaus County	S164	Shiloh Rd	Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulder to at least 4', wider preferred. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-12	West Grayson Rd to Paradise Rd	\$2,907,856

StanCOG Exempt Project Listing

Stanislaus County	S165	Paradise Rd	Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulder to at least 4', wider preferred. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-13	Shiloh Rd to South Carpenter Rd	\$4,786,768
Stanislaus County	S166	Geer Rd, Santa Fe Ave	Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulder to at least 4', wider preferred. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-14	East Taylor Rd to 7th St	\$3,256,400
Stanislaus County	S167	East Hatch Rd	Class 1 Path. Pave existing path along canal. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-15	Faith Home Rd to Santa Fe Rd	\$3,589,264
Stanislaus County	S168	Golden State Highway Path	Class 1 Path. New Construction. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-16	180 ft E of Lucas Rd/Mitchell Rd to North Golden State Blvd	\$3,873,184
Stanislaus County	S169	Tuolumne River Trail	Class 1 Path. New Construction. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-17	Hickman Rd to Mitchell Rd	\$12,543,776
Stanislaus County	S170	Garst Rd, Lateral Number Two Path	Class 1 Path. New Construction. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-18	Oakdale-Waterford Highway to Claus Rd	\$8,075,648
Stanislaus County	S171	Albers Rd, Geer Rd	Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulder to at least 4', wider preferred. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-19	Lateral Number Two Path (Proposed) to 1180 ft E of East Hatch Rd/Euclid Ave	\$2,108,736
Stanislaus County	S172	Rhode Rd/7th St/Nunes Rd/N. Golden State Blvd	Bicycle Lane (Class 2), Buffered Bicycle Lane (Class 2), Bicycle Route with wide shoulders (Class 3.5), Separated Bike lane (Class 4), and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 25)	Moore Rd to W. Christofferson Pkwy	\$8,990,688
Stanislaus County	S173	Mitchell Rd	Class 4 Separated Bike Lane. Lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-21	Yosemite Blvd to East Hatch Rd	\$2,495,808
Stanislaus County	S174	East Hatch Rd, West Hatch Rd	Class 1 Path. Pave path along irrigation canal, Class 1 bridge over Golden State Highway. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-22	Lateral Number One Trail (Proposed) to Herndon Rd	\$2,600,528
Stanislaus County	S175	Lower Lateral No. 2.5 Canal Path (Parallel to Alpine Ave)	Multi-Use Path (Class 1) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 7)	Ustick Rd to W. Hatch Rd	\$2,258,032
Stanislaus County	S176	Ustick Rd	Class 3 Bicycle Boulevard. Traffic calming, signage, and crossing treatments. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-24	Crater Ave to West Whitmore Ave	\$108,640
Stanislaus County	S177	Yosemite Blvd	Class 4 Separated Bike Lane. Lane narrowing, shoulder widening, parking removal. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-25	I St to Claus Rd	\$6,493,200
Stanislaus County	S178	Yosemite Blvd	Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulder to at least 4', wider preferred. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-26	Leek Rd to I St	\$246,736
Stanislaus County	S179	Broadway Ave, Kiernan Ave	Class 4 Separated Bike Lane. Lane narrowing in some areas, convert angled to parallel parking (both sides). StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-27	Sequoia St to Sisk Rd	\$510,160

StanCOG Exempt Project Listing

Stanislaus County	S180	Sisk Rd	Separated Bicycle Lane (Class 4) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 21)	Pelandale Ave to Kiernan Ave	\$1,484,224
Stanislaus County	S181	Herndon Rd	Class 3 Bicycle Boulevard. Wayfinding, traffic calming, crossing improvements. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-29	River Rd to Joyce Ave	\$115,024
Stanislaus County	S182	Bystrum Rd, Joyce Ave, Latimer Ave	Class 2 Bicycle Lane. Wayfinding, traffic calming, crossing improvements. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-30	Herndon Rd to South 9th St	\$271,936
Stanislaus County	S183	Oakdale-Waterford Highway	Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulder to at least 4', wider preferred, add markings and signage. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-31	Albers Rd to MID Main Canal (Waterford)	\$5,951,456
Stanislaus County	S184	Santa Fe Ave	Class 2 Bicycle Lane. Widen shoulder to at least 4', add markings. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-32	East Hatch Rd to Yosemite Blvd	\$10,057,712
Stanislaus County	S185	Hickman Rd	Class 2 Bicycle Lane. Add shoulder (4 feet min), add markings, and signage. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-33	Lake Rd to F St Bridge	\$4,014,864
Stanislaus County	S186	Albers Rd	Class 3.5 Bicycle Route with Wide Shoulders. Improve shoulder, add markings. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-34	Proposed Canal Path North of Yosemite Blvd to Warnerville Rd	\$6,172,544
Stanislaus County	S187	S Yosemite Ave	Class 2 Bicycle Lane. Lane removal. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-35	E F St to E H St	\$55,664
Stanislaus County	S188	Roselle Ave	Class 2 Bicycle Lane. Widen shoulder, add markings. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-36	Claribel Rd to Sylvan Ave	\$6,129,648
Stanislaus County	S189	Geer Rd	Class 3.5 Bicycle Route with Wide Shoulders. Improve shoulder, add markings. StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-37	Santa Fe Ave to E Hatch Rd	\$1,981,168
Stanislaus County	S190	Crows Landing Industrial Park-Phase 1-A	Restore Airport to support Industrial Development. The 1,528-acre property is bound by Marshall Road and State Route 33 to the north, Fink Road to the south, Bell Road to the east, and Davis Road to the west.	The 1,528-acre property is bound by Marshall Road and State Route 33 to the north, Fink Road to the south, Bell Road to the east, and Davis Road to the west.	\$10,000,000
Stanislaus County	S191	East Avenue	Stand alone bridge scour countermeasure	East Avenue over TID Main Canal, 0.5 MI E/O Santa Fe Avenue	\$911,500
Stanislaus County	S192	Morgan Road	Stand alone bridge scour countermeasure	Morgan Road over TID Lateral #5, JCT at Harding Avenue	\$994,000
Stanislaus County	S193	Lake Road	Stand alone bridge scour countermeasure	Lake Road over Peaslee Creek, 2.6 MI W JCT Yosemite Blvd	\$913,000
Stanislaus County	S194	Warnerville Road	Stand alone bridge scour countermeasure	Warnerville Road over Dry Creek Tributary, 1.0 MI NW JCT Tim Bell Road	\$1,037,500

StanCOG Exempt Project Listing

Stanislaus County	S195	Willms Road	Stand alone bridge scour countermeasure	Willms Road over Dry Creek Tributary, 0.1 MI W Jct Rock River Road	\$899,500
Stanislaus County	S196	Warnerville Road	Stand alone bridge scour countermeasure	Warnerville Road over Dry Creek Tributary, 1.0 MI W Crabtree Road	\$899,500
Stanislaus County	S197	Faith Home Road	Intersection Improvements	Faith Home Road & Redwood Road	\$3,920,000
Stanislaus County	S21	Various Locations	Roadway Rehabilitation	Various Locations	\$204,600,000
Stanislaus County	S24	Albers Rd	Widen to 3 lanes	Milnes Road to Claribel Road	\$8,228,800
Stanislaus County	S27	Hills Ferry Rd	Seismic Bridge Replacement	Hills Ferry Rd at San Joaquin River	\$25,679,360
Stanislaus County	S29	Seventh St	Seismic Bridge Replacement; 4 lane bridge with pedestrian access	Seventh St @ Tuolumne River Bridge	\$81,760,000
Stanislaus County	S30	Crows Landing Rd	Intersection improvements	Crows Landing Rd & Keyes Rd	\$3,360,000
Stanislaus County	S31	Crows Landing Rd	Intersection Improvements	Crows Landing Rd & Fulkerth Rd	\$3,360,000
Stanislaus County	S32	Kilburn Rd	Replace Bridge (Critical)	Kilburn Rd @ Orestimba Creek Bridge	\$4,620,000
Stanislaus County	S33	Carpenter Rd	Intersection Improvements	Crows Landing Rd & Carpenter Rd	\$3,100,000
Stanislaus County	S34	Carpenter Rd	Intersection Improvements	Carpenter Rd & Grayson Rd	\$3,100,000
Stanislaus County	S35	Carpenter Rd	Intersection Improvements	Carpenter Rd & Keyes Rd	\$3,100,000
Stanislaus County	S36	Carpenter Rd	Intersection Improvements	Carpenter Rd & W. Main St	\$3,100,000
Stanislaus County	S38	W. Main St.	Intersection Improvements	W. Main St & Central Ave	\$6,200,000
Stanislaus County	S43	Keyes Road	Ramp Signalization	Keyes Road & SR-99 Exit/Entrance Ramps	\$1,250,000
Stanislaus County	S44	Santa Fe Ave	Intersection Improvements	Santa Fe Ave & East Ave	\$2,976,000
Stanislaus County	S45	Santa Fe Ave	Intersection Improvements; Upgrade Railroad Crossing Equipment	Santa Fe Ave & Keyes Rd	\$4,464,000

StanCOG Exempt Project Listing

Stanislaus County	S46	Santa Fe Ave	Intersection Improvements; Upgrade Railroad Crossing Equipment	Santa Fe Ave & Main St	\$4,464,000
Stanislaus County	S47	Santa Fe Ave	Intersection Improvements; Upgrade Railroad Crossing Equipment	Santa Fe Ave & Service Rd	\$4,464,000
Stanislaus County	S56	Crows Landing Rd	Widen to 3 lanes	Carpenter Rd to River Rd/ Marshall Rd	\$2,480,000
Stanislaus County	S57	Crows Landing Rd	Widen to 3 lanes	River Rd/Marshall Rd to SR-33	\$12,028,000
Stanislaus County	S65	W. Main St	Widen to 3 lanes	San Joaquin River to Carpenter Rd	\$4,836,000
Stanislaus County	S66	W. Main St	Widen to 3 lanes	Carpenter Rd to Crows Landing Rd	\$4,270,188
Stanislaus County	S67	W. Main St	Widen to 3 lanes	Crows Landing Rd to Mitchell Rd	\$5,332,000
Stanislaus County	S68	W. Main St	Widen to 3 lanes	Mitchell Rd to Washington Rd	\$4,692,036
Stanislaus County	S70	Cooperstown Rd	Bridge Replacement - Off System Bridge Toll Credits	Cooperstown Road at Gallup Creek	\$3,472,000
Stanislaus County	S71	Cooperstown Rd	Bridge Replacement - Off System Bridge Toll Credits	Cooperstown Road at Rydberg Creek	\$4,256,000
Stanislaus County	S78	Tim Bell Road	Bridge Replacement - Off System Bridge Toll Credits	Tim Bell Road at Dry Creek	\$22,954,400
Stanislaus County	S80	Milton Road	Bridge Replacement - Off System Bridge Toll Credits	Milton Road over Rock Creek Tributary	\$5,185,600
Stanislaus County	S81	Sonora Road	Scour Countermeasure	Sonora Road over Martells Creek	\$2,689,662
Stanislaus County	S82	Albers Road	Widen from 3 to 5 lanes	Claribel Road to Warnerville Road	\$7,440,000
Stanislaus County	S84	Oakdale-Waterford Hwy	Replace Bridge	Over Claribel Bridge Lateral	\$4,318,720
Stanislaus County	S85	Valley Home Rd.	Bridge Rehabilitation	Over Lone Tree Creek	\$3,360,000
Stanislaus County	S86	Pioneer Ave.	Replace Bridge	Over Lone Tree Creek	\$3,831,520
Stanislaus County	S88	Milton Rd.	Replace Bridge	Over Hood Creek	\$5,292,000

StanCOG Exempt Project Listing

Stanislaus County	S89	Lake Road	Replace Bridge	Over T.I.D. Main Canal	\$5,325,862
Stanislaus County	S90	Montpelier Road	Replace Bridge	Over Main Canal @ Dallas Rd	\$4,872,000
StanRTA	M81	Stanislaus County	Preventative Maintenance		\$211,691,000
StanRTA	M82	Stanislaus County	Purchase Buses (Expansion)		\$12,000,000
StanRTA	M83	Stanislaus County	Support Equipment/Tools		\$11,000,000
StanRTA	M84	Stanislaus County	Training/Education		\$1,850,000
StanRTA	M86	Stanislaus County	Implement Bus Rapid Transit and Operate Service (Various Locations)		\$43,500,000
StanRTA	M87	Stanislaus County	Rideshare Program		\$4,010,000
StanRTA	M88	Stanislaus County	Operation of Fixed Routes		\$565,000,000
StanRTA	M89	Stanislaus County	Operation of Paratransit		\$61,600,000
StanRTA	M90	Stanislaus County	Upgrade Fareboxes		\$26,000,000
StanRTA	M91	Stanislaus County	Short/Long Term Transit and BRT Planning		\$1,200,000
StanRTA	M92	Stanislaus County	Purchase Buses (Replacement)		\$78,000,000
StanRTA	M95	Stanislaus County	Transit facilities amenities: Bus Stop Shelters/Facilities with amenities & Solar lighting		\$8,500,000
StanRTA	M96	Stanislaus County	Install and implement Intelligent Transportation Systems with Traffic (TSP) Traffic Signal Priority in StanRTA's service area		\$14,000,000
StanRTA	M97	Stanislaus County	Operations and Maintenance Facility Design/Planning/Construction		\$91,000,000
StanRTA	M98	Stanislaus County	Ceres Mobility Hub Design/Planning/Construction		\$6,000,000
StanRTA	M99	Stanislaus County	Vintage Faire Mall Transit Hub Design/Planning/Construction		\$6,000,000

StanCOG Exempt Project Listing

Turlock	T23	Various Locations	Install Traffic Signals and Various Intersection Improvements per City's General Plan, Master Plans, and Specific Plans	Various Locations	\$15,000,000
Turlock	T25	SR-99	Reconstruct interchange	W. Main St	\$19,091,000
Turlock	T26	SR-99	Reconstruct existing Interchange	Taylor Rd	\$15,000,000
Turlock	T30	City office/facility	Construct an Intelligent Transportation System (ITS) Transportation Management Center with related equipment and services	Various Locations	\$12,500,000
Turlock	T31	Various Locations	Roadway Rehabilitation	Various Locations	\$94,000,000
Turlock	T32	Various Locations	Construct Class I Bike Paths per an adopted local or regional non-motorized transportation plan	Various Locations	\$7,800,000
Turlock	T33	Various Locations	Construct Class II Bike Lanes and Class III Bike Paths per an adopted local or regional non-motorized transportation plan	Various Locations	\$7,150,000
Turlock	T34	Various Locations	ADA/Pedestrian Improvements per an adopted local or regional non-motorized transportation plan	Various Locations	\$5,200,000
Turlock	T35	Various Locations	Implement bike share program	Various Locations	\$150,000
Turlock	T36	Various Locations	Curb, Gutter, Sidewalk and Bike/Pedestrian Improvements per an adopted local or regional non-motorized transportation plan	Various Locations	\$18,890,900
Turlock	T37	Monte Vista Ave	Separated Bicycle Lane (Class 4) and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 10)	N. Berkeley Ave to Countryside Dr.	\$6,512,000
Turlock	T38	Geer Rd	Class 4 Separated Bike Lane. Lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: TUR-3A	East Christoffersen Parkway to West Taylor Rd	\$474,000
Turlock	T39	Geer Rd	Bicycle Route with wide shoulders (Class 3.5), Separated Bike lane (Class 4), and pedestrian improvements. (Non-Motorized Transportation Plan Top 25: Route 12)	N. Golden St. Blvd to E. Christofferson Pkwy	\$4,819,000
Turlock	T40	East Hawkeye Ave, Fulkerth Rd, West Hawkeye Ave	Class 4 Separated Bike Lane. Lane narrowing, lane removal. StanCOG Non-Motorized Transportation Master Plan Project ID: TUR-4	North Berkeley Ave to Countryside Drive	\$2,214,000
Turlock	T41	East Main St, West Main St	Class 3 Bicycle Boulevard. Wayfinding. StanCOG Non-Motorized Transportation Master Plan Project ID: TUR-5	North Golden State Blvd to Lander Ave	\$35,000
Turlock	T43	High St	Class 3 Bicycle Boulevard. Traffic calming, wayfinding, crossing treatments. StanCOG Non-Motorized Transportation Master Plan Project ID: TUR-7A	South Soderquist Rd to A St	\$116,000

StanCOG Exempt Project Listing

Turlock	T44	South Soderquist Rd	Class 2 Bicycle Lane. Lane narrowing, parking removal (one side). StanCOG Non-Motorized Transportation Master Plan Project ID: TUR-7B	West Main St to High St	\$57,000
Turlock	T45	West Main St	Class 4 Separated Bike Lane. Lane removal. StanCOG Non-Motorized Transportation Master Plan Project ID: TUR-8A	South Kilroy Rd to South Soderquist Rd	\$693,000
Turlock	T46	West Main St	Class 3.5 Bicycle Route with Wide Shoulders. Widen shoulder to at least 4', wider preferred. StanCOG Non-Motorized Transportation Master Plan Project ID: TUR-8B	North Washington Rd to South Kilroy Rd	\$1,480,000
Turlock	T49	701 S. Walnut Rd.	Transit Operations Facility (parking, fueling and cleaning facilities for buses and a transit operations support building)	North of Corporation Yard	\$20,000,000
Turlock	T50	Turlock	Capital Purchases (Busses, Bus Stop and Station Improvements, Support Equipment, etc.)		\$17,684,600
Turlock	T51	Turlock	Acquisition of zero emission transit buses and related fueling infrastructure		\$16,500,000
Turlock	T53	Turlock	Upgrades to fareboxes, AVL systems, GIS enhancements, computer systems and other technology improvements		\$1,500,000
Turlock	T54	Turlock	Operating and Transit Costs		\$100,000,000
Turlock	T55	Turlock	Improvements to reduce transit headways		\$2,000,000
Turlock	T57	Turlock	Safe Route to Transit (SRTT) non-motorized improvements		\$8,000,000
Turlock	T58	Turlock	Construct facility improvements at Roger K. Fall Transit Center	1418 North Golden State Blvd.	\$7,000,000
Turlock	T59	Turlock Municipal Airport	Widen Runway 12-30, RSA & Infrastructure Improvements Including Airfield Electrical Upgrades.		\$2,812,000
Turlock	T60	Turlock Municipal Airport	Rehabilitate/Reconstruct Apron A1; Relocate Wind Indicator & Segmented Circle (Construction)		\$845,000
Turlock	T61	Turlock Municipal Airport	Extend Parallel Taxiway "A"; Construct new runway/taxiway connector. (Design Only)		\$98,000
Turlock	T62	Turlock Municipal Airport	Extend Parallel Taxiway "A"; Construct new runway/taxiway connector. Construction.		\$715,000
Turlock	T63	Turlock Municipal Airport	Update Airport Master Plan		\$260,000
Turlock	T64	Lander Ave, Olive Ave.	Resurface pavement from 400' south of D Street to Golden State Boulevard, update ped access ramps to current ADA standard		\$4,000,000
Turlock	T65	Turlock Municipal Airport	Runway and Taxiway asphalt concrete resurfacing		\$1,500,000

StanCOG Exempt Project Listing

Turlock	T66	Various existing intersections	Install Traffic Signal Synchronization Improvements		\$1,000,000
Waterford	W04	Loy St, Barnes St, Tohara Ln, and Welch Dr	Pavement Grind and Overlay, Replace Ex Curb Returns	Loop	\$282,000
Waterford	W05	Riverside	Curb, Gutter & Sidewalk Infill on North, east and west side of Riverside, Pavement Rehabilitation	Western Ave to Yosemite Blvd.	\$950,000
Waterford	W06	Various Locations	Traffic Signals, intersection improvements and other transportation enhancements	Various Locations	\$3,000,000
Waterford	W07	Various Locations	Roadway Rehabilitation	Various Locations	\$15,000,000
Waterford	W08	Yosemite Blvd	Widen Yosemite Blvd per Yosemite Blvd Corridor Study adopted December 2023	Bentley Street to the Eastern City Limit	\$15,000,000
Waterford	W09	North Reinway Ave	Widen Reinway to 2 Lane Collector Standard as defined in the City of Waterford Vision 2025 General Plan	Northern City Limit to Yosemite Blvd	\$845,000
Waterford	W13	Yosemite Blvd ATP Project	Pavement widening with curb, gutter & sidewalk infill on the North side of the roadway.	Reinway to West City Limits	\$946,000
Waterford	W14	Washington ATP Project	Pavement widening (8' parking lane) with curb, gutter & sidewalk infill on the East side of Reinway, North side of the Washington, and West side of Pasadena.	Reinway (from Washington to 620' N), Washington (from Reinway to Pasadena) and Pasadena (from Washington to 500' N)	\$890,000
Waterford	W16	Various Locations	Curb, Gutter, Sidewalk and Bike/Pedestrian Improvements	Various Locations	\$10,000,000
Waterford	W17	Waterford Main Canal	Class 1 Path. New Construction. StanCOG Non-Motorized Transportation Master Plan Project ID: WF-1	Waterford Rivertrail-head to Yosemite Blvd	\$3,351,800
Waterford	W18	Welch St	Class 3 Bicycle Boulevard. Traffic calming, wayfinding, crossing treatments. StanCOG Non-Motorized Transportation Master Plan Project ID: WF-2	Bentley St to F St	\$107,300
Waterford	W20	F St, Oakdale-Waterford Highway	Class 4 Separated Bike Lane. Parking removal (one side), lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: WF-4A	Lateral Number Two Path (Proposed) to Dorsey St	\$371,500
Waterford	W21	F St	Class 4 Separated Bike Lane. Lane narrowing. StanCOG Non-Motorized Transportation Master Plan Project ID: WF-4B	Bentley St to Hickman Rd	\$133,300
Waterford	W22	Hickman Rd	Class 1 Path. Widen shoulder to at least 4', wider preferred. StanCOG Non-Motorized Transportation Master Plan Project ID: WF-4C	F St to 960 ft S of F St/Hickman Rd/Yosemite Blvd	\$832,800

StanCOG Exempt Project Listing

Waterford	W23	Bonnie Brae Ave	Pavement widening with curb, gutter & sidewalk infill on north side of the road.	F Street to Tim Bell Road	\$700,000
Waterford	W24	Bentley Bike/Ped Bridge	Bicycle and Pedestrian bridge over MID Main Canal, connecting to existing Class 1	Bentley Street and MID Main Canal	\$750,000
Waterford	W25	South Reinway Ave	Widen Reinway to 2 Lane Collector Standard as defined in the City of Waterford Vision 2025 General Plan	Yosemite Blvd to Southern City Limit	\$1,000,000
Waterford	W26	Roundabout at Yosemite & Eucalyptus	Construct roundabout per Yosemite Blvd Corridor Study adopted December 2023	Yosemite Blvd and Eucalyptus Ave	\$15,200,000
Waterford	W27	Roundabout at Yosemite & Tim Bell	Construct roundabout per Yosemite Blvd Corridor Study adopted December 2023	Yosemite Blvd and Tim Bell Road	\$11,500,000
Waterford	W28	Roundabout at Yosemite & Rorabaugh	Construct roundabout per Yosemite Blvd Corridor Study adopted December 2023	Yosemite Blvd and Rorabaugh	\$15,400,000

APPENDIX C

CONFORMITY ANALYSIS DOCUMENTATION

Option 1 Conformity Analysis Results

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
2008 Ozone and Option 1 - 2015 Ozone					
	2026 Budget	2.4	3.9		
	2027	2.2	3.0	YES	YES
	2029 Budget	2.1	3.5		
	2029	2.0	2.7	YES	YES
	2031 Budget	1.9	3.3		
	2031	1.8	2.5	YES	YES
	2037	1.5	2.2	YES	YES
	2046	1.2	2.1	YES	YES
	2049	1.2	2.2	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10					
	2020 Budget	3.7	9.6		
	2027	3.0	3.2	YES	YES
	2020 Budget	3.7	9.6		
	2037	2.1	2.2	YES	YES
	2020 Budget	3.7	9.6		
	2046	2.1	2.2	YES	YES
	2020 Budget	3.7	9.6		
	2049	2.1	2.2	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
2027	0.372	3.167	1.318		0.272		1.006		2.969	3.167
2037	0.378	2.233	1.378		0.272		0.118		2.146	2.233
2046	0.397	2.182	1.420		0.272		0.042		2.131	2.182
2049	0.406	2.239	1.435		0.272		0.000		2.113	2.239

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	0.4	9.6		
	2027	0.2	3.2	YES	YES
	2020 Budget	0.4	9.6		
	2037	0.2	2.3	YES	YES
	2020 Budget	0.4	9.6		
	2046	0.2	2.2	YES	YES
	2020 Budget	0.4	9.6		
	2049	0.2	2.3	YES	YES

1997 Annual PM2.5 Standard		PM2.5 (tons/day)	NOx (tons/day)
	2023 Budget	0.4	6.1
	2027	0.2	3.2
	2023 Budget	0.4	6.1
	2037	0.2	2.3
	2023 Budget	0.4	6.1
	2046	0.2	2.3
	2023 Budget	0.4	6.1
	2049	0.2	2.2

PM2.5	NOx
YES	YES
YES	YES
YES	YES
YES	YES

Standard	Analysis Year	Emissions Total	
2006 PM2.5 Winter 24- Hour Standard		PM2.5 (tons/day)	NOx (tons/day)
	2024 Budget	0.4	6.0
	2027	0.2	3.4
	2024 Budget	0.4	6.0
	2037	0.2	2.4
	2024 Budget	0.4	6.0
	2046	0.2	2.3
	2024 Budget	0.4	6.0
	2049	0.2	2.4

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

Standard	Analysis Year	Emissions Total	
		PM2.5 (tons/day)	NOx (tons/day)
2012 Annual PM2.5 Standard			
	2022 Budget	0.4	8.1
	2027	0.2	3.2
	2022 Budget	0.4	8.1
	2037	0.2	2.3
	2022 Budget	0.4	8.1
	2046	0.2	2.2
	2022 Budget	0.4	8.1
	2049	0.2	2.3

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

EMFAC2021 Emissions (tons/day)

Stanislaus

Pollutant	Source	Description						
Ozone 2008 standard and Option 1 - 2015 standard (2026 Updates to MVEBs for the 75 ppb Ozone SIP)	EMFAC 2021 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	2027	2029	2031	2037	2046	2049
			2.15	1.94	1.77	1.46	1.16	1.12
		Conformity Total	2.20	2.00	1.80	1.50	1.20	1.20
Ozone and Option 1 - 2015 standard (2026 Updates to MVEBs for the 75 ppb Ozone SIP)	EMFAC 2021 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	2.97	2.66	2.44	2.10	2.06	2.12
		Conformity Total	3.00	2.70	2.50	2.20	2.10	2.20
PM-10 (2007 Maintenance SIP)	EMFAC 2021 (Annual Run)	PM-10 Total (All Vehicles Total) * includes tire & brake wear	2027			2037	2046	2049
			0.37			0.38	0.40	0.41
		Conformity Total	0.37			0.38	0.40	0.41
PM-10 (2007 Maintenance SIP)	EMFAC 2021 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	3.17			2.23	2.18	2.24
		Conformity Total	3.17			2.23	2.18	2.24
PM2.5 24-hour 1997 standard (2018 PM2.5 SIP)	EMFAC 2021 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	2027			2037	2046	2049
			0.15			0.14	0.14	0.15
		Conformity Total	0.20			0.20	0.20	0.20
PM2.5 24-hour 1997 standard (2018 PM2.5 SIP)	EMFAC 2021 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	3.17			2.23	2.18	2.24
		Conformity Total	3.20			2.30	2.20	2.30
PM2.5 Annual 1997 standard (2018 PM2.5 SIP)	EMFAC 2021 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	2027			2037	2046	2049
			0.15			0.14	0.14	0.15
		Conformity Total	0.20			0.20	0.20	0.20
PM2.5 Annual 1997 standard (2018 PM2.5 SIP)	EMFAC 2021 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	3.17			2.23	2.18	2.24
		Conformity Total	3.20			2.30	2.20	2.30
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	2027			2037	2046	2049
			0.15			0.14	0.14	0.15
		Conformity Total	0.20			0.20	0.20	0.20
PM2.5 24-hour 2006 standard (2018 PM2.5 SIP)	EMFAC 2021 (Winter Run)	NOx Total Exhaust (All Vehicles Total)	3.33			2.34	2.28	2.34
		Conformity Total	3.40			2.40	2.30	2.40
PM2.5 Annual 2012 standard (2018 PM2.5 SIP)	EMFAC 2021 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	2027			2037	2046	2049
			0.15			0.14	0.14	0.15
		Conformity Total	0.20			0.20	0.20	0.20
PM2.5 Annual 2012 standard (2018 PM2.5 SIP)	EMFAC 2021 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	3.17			2.23	2.18	2.24
		Conformity Total	3.20			2.30	2.20	2.30

Paved Road Dust Emissions (tons/day)

STANISLAUS 2027

		VTM Daily	VTM (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control- Adjusted Emissions
Enter Freeway VMT ==>	Freeway	3,995,580	1,458	111.434	107.695	0.295	0.075	0.273
Enter Arterial VMT ==>	Arterial	6,850,715	2,501	317.935	307.266	0.842	0.282	0.604
Enter Collector VMT ==>	Collector	576,080	210	26.735	25.838	0.071	0.407	0.042
	Urban	148,491	54	51.628	49.896	0.137	0.324	0.092
Enter Total of Urban and Rural Local VMT Here ==>	Rural	84,619	31	127.267	122.997	0.337	0.090	0.307
	Totals	233,110	11,655,484	4,254	635.000	613.691	1.681	1.318

STANISLAUS 2037

		VTM Daily	VTM (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control- Adjusted Emissions
Enter Freeway VMT ==>	Freeway	4,158,181	1,518	115.969	112.077	0.307	0.075	0.284
Enter Arterial VMT ==>	Arterial	7,183,257	2,622	333.368	322.181	0.883	0.282	0.634
Enter Collector VMT ==>	Collector	597,489	218	27.729	26.798	0.073	0.407	0.044
	Urban	155,206	57	53.963	52.152	0.143	0.324	0.097
Enter Total of Urban and Rural Local VMT Here ==>	Rural	88,446	32	133.023	128.559	0.352	0.090	0.321
	Totals	243,652	12,182,578	4,447	664.052	641.767	1.758	1.378

STANISLAUS 2046

		VTM Daily	VTM (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control- Adjusted Emissions
Enter Freeway VMT ==>	Freeway	4,278,710	1,562	119.330	115.326	0.316	0.075	0.292
Enter Arterial VMT ==>	Arterial	7,405,782	2,703	343.695	332.162	0.910	0.282	0.653
Enter Collector VMT ==>	Collector	617,473	225	28.656	27.695	0.076	0.407	0.045
	Urban	159,926	58	55.604	53.738	0.147	0.324	0.100
Enter Total of Urban and Rural Local VMT Here ==>	Rural	91,135	33	137.068	132.468	0.363	0.090	0.330
	Totals	251,060	12,553,025	4,582	684.354	661.388	1.812	1.420

STANISLAUS 2049

		VTM Daily	VTM (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control- Adjusted Emissions
Enter Freeway VMT ==>	Freeway	4,326,842	1,579	120.673	116.623	0.320	0.075	0.296
Enter Arterial VMT ==>	Arterial	7,477,224	2,729	347.011	335.366	0.919	0.282	0.660
Enter Collector VMT ==>	Collector	627,186	229	29.107	28.130	0.077	0.407	0.046
	Urban	161,606	59	56.188	54.303	0.149	0.324	0.101
Enter Total of Urban and Rural Local VMT Here ==>	Rural	92,093	34	138.508	133.860	0.367	0.090	0.334
	Totals	253,699	12,684,952	4,630	691.488	668.282	1.831	1.435

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

STANISLAUS

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

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

STANISLAUS

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

Unpaved Road Dust Emissions (tons/day)

STANISLAUS 2027

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control- Adjusted Emissions
City/County	47.02	10	171.6	171.623	148.585	0.407	0.333	0.272

STANISLAUS 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	47.02	10	171.6	171.623	148.585	0.407	0.333	0.272

STANISLAUS 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	47.02	10	171.6	171.623	148.585	0.407	0.333	0.272

STANISLAUS 2049

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control- Adjusted Emissions
City/County	47.02	10	171.6	171.623	148.585	0.407	0.333	0.272

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

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

Road Construction Dust

STANISLAUS

Description								
	2027		2037		2046		2049	
	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
Baseline	2005	3513	2027	4994.83	2037	5074.09	2046	5099.63
Horizon	2027	4,995	2037	5,074	2046	5,100	2049	5,100
Difference	22	1482	10	79	9	26	3	0
Lane Miles per Year		67		8		3		0
Acres Disturbed		261		31		11		0
Acre-Months		4703		553		198		0
Emissions (tons/year)		517.293		60.872		21.794		0.000
Annual Average Day Emissions (tons)		1.417		0.167		0.060		0.000
District Rule 8021 Control Rates		0.290		0.290		0.290		0.290
Total Emissions (tons per day)		1.006		0.118		0.042		0.000

Option 2 Conformity Analysis Results

San Joaquin Valley (All Subareas)

Standard	Analysis Year	Emissions Total	
		ROG (tons/day)	NOx (tons/day)
Option 2 2015 Ozone	2026 Budget	19.1	34
	2027	16.7	30
	2029 Budget	16.8	30
	2029	15.2	28
	2032 Budget	14.9	27
	2032	13.4	26
	2035 Budget	14.0	27
	2035	12.2	25
	2037 Budget	13.4	27
	2037	11.6	25
	2046	9.4	26
	2049	9.1	26

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

EMFAC2021 Emissions (tons/day)

Pollutant	Source	Description	San Joaquin Valley Total						
Ozone 2015 standard (2026 Extreme SIP Revision)	EMFAC 2021 (Summer Run) <i>Emission Reductions from Telework*</i>	ROG Total Exhaust (All Vehicles Total)	2027	2029	2032	2035	2037	2046	2049
			17.75	16.15	14.30	12.99	12.37	10.08	9.77
			-1.06	-0.95	-0.94	-0.86	-0.82	-0.69	-0.67
			16.7	15.2	13.4	12.2	11.6	9.4	9.1
			Conformity Total						
Ozone 2015 standard (2026 Extreme SIP Revision)	EMFAC 2021 (Summer Run) <i>Emission Reductions from Telework*</i>	NOx Total Exhaust (All Vehicles Total)	30.65	28.17	25.95	24.79	24.48	25.35	26.26
			-0.74	-0.63	-0.56	-0.47	-0.43	-0.33	-0.32
			30	28	26	25	25	26	26
			Conformity Total						

Pollutant	Source	Description	Fresno (SJV)						
	EMFAC 2021 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	2027	2029	2032	2035	2037	2046	2049
			4.14	3.76	3.31	3.00	2.85	2.32	2.23
	EMFAC 2021 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	6.45	5.90	5.37	5.09	4.98	5.04	5.16

Pollutant	Source	Description	Kern (SJV)						
	EMFAC 2021 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	2027	2029	2032	2035	2037	2046	2049
			3.34	3.08	2.78	2.57	2.45	2.01	1.95
	EMFAC 2021 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	7.57	7.17	6.91	6.87	6.90	7.56	7.94

Pollutant	Source	Description	Kings (SJV)						
	EMFAC 2021 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	2027	2029	2032	2035	2037	2046	2049
			0.83	0.76	0.67	0.60	0.57	0.46	0.44
	EMFAC 2021 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	1.77	1.65	1.55	1.50	1.50	1.59	1.65

Pollutant	Source	Description	Madera (SJV)						
	EMFAC 2021 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	2027	2029	2032	2035	2037	2046	2049
			0.82	0.74	0.65	0.59	0.57	0.46	0.45
	EMFAC 2021 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	1.42	1.28	1.16	1.09	1.08	1.07	1.10

EMFAC2021 Emissions (tons/day)

<u>Pollutant</u>	<u>Source</u>	<u>Description</u>	<u>San Joaquin Valley Total</u>						
			2027	2029	2032	2035	2037	2046	2049
Ozone	EMFAC 2021 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	17.75	16.15	14.30	12.99	12.37	10.08	9.77
2015 standard	Emission Reductions from Telework*		-1.06	-0.95	-0.94	-0.86	-0.82	-0.69	-0.67
(2026 Extreme SIP Revision)									
		Conformity Total	16.7	15.2	13.4	12.2	11.6	9.4	9.1
Ozone	EMFAC 2021 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	30.65	28.17	25.95	24.79	24.48	25.35	26.26
2015 standard	Emission Reductions from Telework*		-0.74	-0.63	-0.56	-0.47	-0.43	-0.33	-0.32
(2026 Extreme SIP Revision)									
		Conformity Total	30	28	26	25	25	26	26

<u>Pollutant</u>	<u>Source</u>	<u>Description</u>	<u>Fresno (SJV)</u>						
			2027	2029	2032	2035	2037	2046	2049
EMFAC 2021 (Summer Run)	ROG Total Exhaust (All Vehicles Total)		4.14	3.76	3.31	3.00	2.85	2.32	2.23
EMFAC 2021 (Summer Run)	NOx Total Exhaust (All Vehicles Total)		6.45	5.90	5.37	5.09	4.98	5.04	5.16

<u>Pollutant</u>	<u>Source</u>	<u>Description</u>	<u>Kern (SJV)</u>						
			2027	2029	2032	2035	2037	2046	2049
EMFAC 2021 (Summer Run)	ROG Total Exhaust (All Vehicles Total)		3.34	3.08	2.78	2.57	2.45	2.01	1.95
EMFAC 2021 (Summer Run)	NOx Total Exhaust (All Vehicles Total)		7.57	7.17	6.91	6.87	6.90	7.56	7.94

<u>Pollutant</u>	<u>Source</u>	<u>Description</u>	<u>Kings (SJV)</u>						
			2027	2029	2032	2035	2037	2046	2049
EMFAC 2021 (Summer Run)	ROG Total Exhaust (All Vehicles Total)		0.83	0.76	0.67	0.60	0.57	0.46	0.44
EMFAC 2021 (Summer Run)	NOx Total Exhaust (All Vehicles Total)		1.77	1.65	1.55	1.50	1.50	1.59	1.65

<u>Pollutant</u>	<u>Source</u>	<u>Description</u>	<u>Madera (SJV)</u>						
			2027	2029	2032	2035	2037	2046	2049
EMFAC 2021 (Summer Run)	ROG Total Exhaust (All Vehicles Total)		0.82	0.74	0.65	0.59	0.57	0.46	0.45
EMFAC 2021 (Summer Run)	NOx Total Exhaust (All Vehicles Total)		1.42	1.28	1.16	1.09	1.08	1.07	1.10

APPENDIX D

TIMELY IMPLEMENTATION DOCUMENTATION FOR TRANSPORTATION CONTROL MEASURES

RACM Commitment	Agency	Measure Title	Measure Description	2022 RTP/2025 FTIP Conformity (as of 9/24)	2026 RTP Conformity (as of 6/26)
ST5.3	Ceres	Reduce Traffic Congestion at Major Intersections	Traffic Signal Coordination	Complete	Complete
ST 1.4	Ceres	Implement fixed route bus service	Purchase new CNG Minibus	Complete	Complete
ST 9.2/9.3/9.11/15.1	Hughson	Install pedestrian facilities along the north side of Whitmore Avenue from Charles Avenue to 6th Street	Whitmore Avenue--Install pedestrian facilities along north side from Charles Ave to 6th St	Complete	Complete
		Install pedestrian and bike facilities on Charles Street from Hughson Avenue to north of Fox Road	bike/ped. Facilities on Charles St. from Hughson Ave. to north of Fox Road	Complete	Complete
ST 1.7	Modesto	Free Transit During Special Events	Try Transit Week, Modesto's International Festival and annual Thanksgiving dinner	Complete	Complete
ST 5.1	Modesto	Expansion of ATMS Northeast, ATMS Northwest and Phase III of CCT	Expand ATMS Northeast	Complete	Complete
			Expand ATMS Northwest	Complete	Complete
			Phase III of CCTV	Complete	Complete
ST 1.4	Oakdale	Restructure transit to a fixed route service	Purchase 2 natural gas trolleys	Complete	Complete

ST 5.3	Oakdale	Roundabout at Gilbert avenue and G Street	Gilbert Ave/"G" St Round-about	Complete	Complete
ST 9.2/9.3/9.5/15.1	Oakdale	Two bicycle/pedestrian trail projects and one bike rack	Bicycle/pedestrian trail (PG & E)	Complete	Complete
			Bicycle/pedestrian trail (Valley View)	Project has successfully received E-76 for preliminary engineering. Project delays due to staff turnover. Project sponsor is currently reassessing schedule.	Project has successfully received E-76 for preliminary engineering. Project delays due to staff turnover. Project sponsor is currently reassessing schedule.
			Bike Racks	Complete	Complete
ST 10.2	ROTA (Riverbank Oakdale Transit Authority)	Bike Racks on Buses	Add bike racks to buses	Complete	Complete
ST 9.2/9.3/9.5/15.1/10.2	Oakdale/Riverbank	Bike racks on buses	Bike racks	Complete	Complete
ST9.2	Patterson	Encouragement of Pedestrian Travel	Class I and II Bike Lane and pedestrian facilities	Complete	Complete
ST 5.3	Patterson	Reduce Traffic Congestion at Major Intersections	Install traffic signals at		
			1. Ward @ Eagle and	Complete	Complete

			2. Hwy 33 and M Street	Complete	Complete
ST17.15	Riverbank	Encourage the purchase and use of alternative cleaner vehicles	Purchase CNG VAC Truck	Complete	Complete
ST 1.4/1.5	Riverbank	Restructure transit to include a fixed route service	Purchase 2 natural gas trolleys	Complete	Complete
ST 9.3	Riverbank	Infill project to provide sidewalks	Downtown sidewalk infill project	Complete	Complete
ST1.4	Turlock	Mass Transit Alternatives	Purchase new bus	Complete	Complete
ST10.2	Turlock	Bike Racks on Buses	Bike Racks	Complete	Complete
ST 17.15	Turlock	Encourage the purchase and use of alternative cleaner vehicles	Purchase CNG Vehicles	Complete	Complete
ST 5.2/5.3/5.4/5.13	Turlock	Signal project at intersection of Hawkeye and Del	E Hawkeye & Dels Lane -- install signal with interconnection and coordination with existing signals	Complete	Complete
ST 9.2/9.3/9.5/15.1	Turlock	Bike/ped trail on Canal Drive	Canal drive, Quincy to Daubenburger -- extend class 1 bicycle path	Complete	Complete

ST 9.2/9.3	Waterford	Welch bike path extension from Amy Lane to Bentley Street	Welch St, Amy to Bentley - construct bicycle path	Complete	Complete
ST 5.3/5.4	County	Reduce Traffic Congestion at Major Intersections; Site-specific TCMs	1. Albert Road widening and improvements;	Complete	Complete
			2. install five (5) traffic signals at:		
			(a) Carpenter Rd @ Robertson;	Complete	Complete
			(b) Crows Landing @ Butte Ave;	Complete	Complete
			(c) Finch Rd @ Mariposa;	Complete	Complete
			(d) Keyes Rd @ Geer; and,	Complete	Complete
			(e) Stoddard Rd @ Kiernan Ave	Complete	Complete
ST 8.1	County	Employee Ride Program	Transit Fare Subsidy Program	Complete	Complete
ST 9.3/9.11	County	River Road bicycle project, Shackelford area sidewalk project, and Glenn/Luster/Maud sidewalk project	River Rd Bike Lane from Ninth St to Mitchell Rd	On May 7, 2008 EPA concurred on TCM substitution for this project. The substitute project (Grayson Road Bike Lane) was completed in August 2005. No further updates are required.	On May 7, 2008 EPA concurred on TCM substitution for this project. The substitute project (Grayson Road Bike Lane) was completed in August 2005. No further updates are required.

			Construct sidewalks and curb ramps	Complete	Complete
			School Sidewalk Program	Complete	Complete
Additional Projects Identified					
ST 3.1	StanCOG	Commute Connection	Provide regional rideshare services through FY2002/03	Complete	Complete
ST5.2	Ceres	Coordinate Traffic Signal Systems	Update traffic signal coordination program within the existing system	Complete	Complete
ST5.4	Ceres	Site-Specific Transportation Control Measures	Evaluate intersections (a) widen the south approach of the Central Avenue / Hatch Road intersection; (b) widen Service Road / Mitchell Road intersection; (c) Widen Whitmore Overpass	Complete	Complete
ST1.1	Modesto	Regional Express Bus Program	Purchase of buses to operate regional express bus service	Complete	Complete
ST5.2	Modesto	Coordinate Traffic Signal Systems	Downtown Traffic Signal Coordination	Complete	Complete
			Traffic Signal coordination outside the Downtown Core	Complete	Complete
			Outside Downtown Traffic Signal Coordination.	Complete	Complete
ST5.3	Modesto	Reduce Traffic Congestion at Major Intersections	Construction of right turns at Scenic Ave & Bodem Ave.	Complete	Complete

			Right Turn Lanes (a) Briggsmore Overpass (b) Orangeburg at Sisk	Complete	Complete
			Construction of left turn lanes Briggsmore at McHenry	Complete	Complete
			Install Traffic Signal detector loops	Complete	Complete
			Install Roundabout at Sharon and Maid Mariane	Complete	Complete
ST5.4	Modesto	Site-Specific Transportation Control Measures	Geometric or traffic control improvements at specific congested intersections (a) Briggsmore Ave (b) Pelandale Ave (c) Floyd Ave	Complete	Complete
			Traffic signal modification at 10th and G Streets, 11th and G Streets, 12th and G Streets, 14th and G Streets, and 17th and G Streets	Complete	Complete
ST15.2	Modesto	Pedestrian and Bicycle Overpasses Where Safety Dictates	Pedestrian overpass on Sylvan Avenue at Millbrook Avenue	Complete	Complete
ST5.13	Modesto	Fewer stop signs	Encinia Ave Roundabout- Install Roundabout w/signing & striping La Loma at Buena Vista & Conejo @ Encia	Complete	Complete
			Roundabout at Sylvan/Roselle	Complete	Complete
ST5.2	Patterson	Coordinate Traffic Signal Systems	Ward Avenue/Las Palmas Ave Traffic Signals	Complete	Complete

ST17.15	Riverbank	Encourage the Purchase and use of alternative, cleaner vehicles.	Purchase CNG Vehicles	Complete	Complete
ST 17.15	Riverbank	Encourage the Purchase and use of alternative, cleaner vehicles	Purchase CNG Vehicles	Complete	Complete
			Purchase CNG Vehicles	Complete	Complete
			Purchase CNG Vehicles	Complete	Complete
			Purchase CNG Vehicles	Complete	Complete
New Projects Identified					
(None)					

Option 2: 2022 RACM TCMs

Agency	Measure Title	Measure Description	2022 RTP/2025 FTIP Conformity	2026 RTP Conformity (as of June 2026)
County	Complete Streets and Transit Oriented Development	Robertson Road Elementary Safe Crossing and Active Transportation Connectivity Project	N/A	In progress
County	Complete Streets and Transit Oriented Development	Bret Harte Elementary Safe Crossing and Active Transportation Connectivity Project	N/A	Complete
Waterford	Complete Streets and Transit Oriented Development	F St from Oakdale-Waterford Highway, Lateral Number Two Path (Proposed) to Dorsey St, Separated Bike Lane	N/A	Complete

Waterford	Complete Streets and Transit Oriented Development	F St, from Bentley St to Hickman Rd, Separated Bike Lane	N/A	Complete
Waterford	Complete Streets and Transit Oriented Development	Waterford Safe Routes to School Project - Yosemite Blvd	N/A	Complete
StanCOG	Rideshare/Carpool promotion	Promote carpool and rideshare programs through information posted on StanCOG website linking to rideshare services available in the county.	N/A	Complete
StanCOG	Encouragement of Pedestrian Travel	Promote pedestrian travel by implementing an informational campaign on new pedestrian facilities, safety and air quality benefits through periodic updates to StanCOG website.	N/A	Complete
StanCOG	Encouragement of bicycle travel	Promote bike travel by implementing an informational campaign on bicycle transportation opportunities, safety, and air quality benefits through periodic updates to StanCOG website.	N/A	Complete
StanCOG	Eco-driving educational program	Include information on eco-driving and related air quality benefits and fuel savings through periodic StanCOG website updates.	N/A	Complete

APPENDIX E

PUBLIC MEETING PROCESS DOCUMENTATION

RESOLUTION
STANISLAUS COUNCIL OF GOVERNMENTS

R-XX-XX

**RESOLUTION ADOPTING THE STANCOG
2027 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM, THE 2026
REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITY STRATEGY,
AND THE CORRESPONDING CONFORMITY ANALYSIS**

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

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

WHEREAS, Senate Bill (SB) 375 (Steinberg, 2008) requires that Metropolitan Planning Organizations prepare a Sustainable Communities Strategy (SCS) as part of the 2026 RTP that demonstrates how the region will reduce the greenhouse gas emissions (GHG) from automobiles and light trucks to achieve, if there is a feasible way to do so, the applicable greenhouse gas emission reduction targets approved by the California Air Resources Board (ARB), and

WHEREAS, pursuant to SB 375, the applicable ARB per capita GHG emission reduction targets for the StanCOG are 12% below 2005 per capita emissions levels by 2020 and 16% below 2005 per capita emissions levels by 2035; and

WHEREAS, pursuant to SB 375, the SCS must: (1) identify the general location of uses, residential densities, and building intensities within the region; (2) identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth; (3) identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Government Code Section 65584; (4) identify a transportation network to service the transportation needs of the region; (5) gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (1) and (b) of the Government Code Sections 65080 and 65581; and (6) consider the statutory housing goals specified in Sections 65580 and 65581, (7) set forth a forecasted development pattern for the region which when integrated with the transportation network, and other transportation measures and policies, will reduce the GHG emissions from automobiles and light trucks to achieve the GHG reduction targets, and (8) allow the RTP to comply with air quality conformity requirements under the federal Clean Air Act; and

WHEREAS, the 2026 RTP/SCS has been prepared in accordance with state guidelines adopted by the California Transportation Commission and;

WHEREAS, a 2026 RTP/SCS has been prepared in full compliance with federal guidance; and

WHEREAS, federal planning regulations require that Metropolitan Planning Organizations prepare and adopt a short range Federal Transportation Improvement Program (FTIP) for their region; and

WHEREAS, projects submitted in the 2027 FTIP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the 2027 FTIP has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the StanCOG forum and general public involvement; and

WHEREAS, the 2027 FTIP program listing is consistent with: 1) the 2026 RTP/SCS; 2) the 2026 State Transportation Improvement Program; and 3) the Corresponding Conformity Analysis; and

WHEREAS, the 2027 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2027 FTIP meets all applicable transportation planning requirements per 23 Code of Federal Regulations (CFR) Part 450; and

WHEREAS, StanCOG has established performance targets that address the performance standards per 23 CFR Part 490, 49 United States Code (U.S.C.) 5326(c), and 49 U.S.C. 5329(d) to use in tracking progress toward attainment of critical outcomes for the region of the MPO; and

WHEREAS, StanCOG 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, the MPO must demonstrate conformity per 40 CFR Part 93 for the 2026 RTP/SCS and 2027 FTIP; and

WHEREAS, the 2026 RTP/SCS and 2027 FTIP includes a new Conformity Analysis; and

WHEREAS, the 2026 RTP/SCS and 2027 FTIP conforms to the applicable SIPs; and

WHEREAS, the 2026 RTP/SCS and 2027 FTIP do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, in accordance U.S. EPA’s 2012 Multi-Jurisdictional Nonattainment and Maintenance Areas Guidance StanCOG has developed their portion of the 2015 Ozone standard regional emission analysis separately and provided the entire 2015 Ozone non-attainment area conformity demonstration for the 2026 RTP and 2027 FTIP; and

WHEREAS, the 2015 Ozone standard nonattainment area conformity demonstration is contingent upon adoption by all MPOs in the 2015 Ozone standard non-attainment area; and

WHEREAS, StanCOG has also developed a sub-area regional emissions analysis for 2008 Ozone, PM2.5, and PM-10 for Stanislaus County; and

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

WHEREAS, public hearings were conducted on July 20, 2026, and August 19, 2026, to hear and consider comments on the 2026 RTP/SCS, 2027 FTIP, and Corresponding Conformity Analysis;

NOW, THEREFORE, BE IT RESOLVED, that the StanCOG adopts the 2026 RTP/SCS, 2027 FTIP, and Corresponding Conformity Analysis.

BE IT FURTHER RESOLVED, that the StanCOG finds that the 2026 RTP/SCS and 2027 FTIP are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

BE IT FURTHER RESOLVED, that the StanCOG also finds that the 2026 RTP/SCS meets the SB 375 GHG reduction targets of 12% below 2005 per capita emissions levels by 2020 and 16% below 2005 per capita emissions levels by 2035.

THE FOREGOING RESOLUTION was passed and adopted by the StanCOG this 16th day of September 2026.

AYES:

NOES:

ABSENT:

MATTHEW “BUCK” Condit,

Chair

I hereby certify that the foregoing is a true copy of a resolution of the Stanislaus Council of Governments duly adopted at a regular meeting thereof held on the 16th day of September, 2026.

Signed: _____
Amber Collins, Executive Director

**STANISLAUS COUNCIL OF GOVERNMENTS (STANCOG)
NOTICE OF 30-DAY and 55-DAY PUBLIC REVIEW AND COMMENT PERIOD
AND PUBLIC HEARINGS
DRAFT 2027 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
(FTIP), 2026 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE
COMMUNITIES STRATEGY (RTP/SCS), AIR QUALITY CONFORMITY
ANALYSIS,
AND
NOTICE OF AVAILABILITY
DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE STANCOG
RTP/SCS
45-DAY PUBLIC COMMENT PERIOD**

NOTICE IS HEREBY GIVEN that the Stanislaus Council of Governments (StanCOG) has released the following documents for public review and comment and will be holding public hearings to receive public comment: The Draft 2027 Federal Transportation Improvement Program (FTIP), 2026 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), accompanying Air Quality Conformity Analysis, and the Draft Environmental Impact Report (EIR) prepared for the 2026 RTP/SCS.

Public Review and Comment

A 30-day public review and comment period for the Draft 2027 FTIP will begin on July 6, 2026 and end on August 5, 2026, at 4:00 PM. A 55-day public review and comment period for the Draft 2026 RTP/SCS and Air Quality Conformity Analysis will begin on July 6, 2026, and end on August 30, 2026, at 4:00 PM. A 45-day public comment period for the PEIR will begin on July 10, 2026, and end on August 24, 2026, at 4:00 PM.

Following the public comment period, the documents will be considered for adoption, by resolution, by StanCOG at a regularly scheduled Policy Board meeting to be held on September 16, 2026. The documents will then be submitted to state and federal agencies for approval.

Project Descriptions: The 2027 FTIP is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Stanislaus County during the next four years. The 2026 RTP/SCS is the region's long range transportation plan through 2049 and is an update to the 2022 RTP/SCS. The accompanying Conformity Analysis contains the documentation to support a finding that the 2027 FTIP and 2026 RTP/SCS meet the air quality conformity requirements for ozone and particulate matter.

Project Location: The 2026 RTP/SCS covers the entire area of Stanislaus County and includes the cities of Ceres, Hughson, Modesto, Newman, Oakdale, Patterson, Riverbank, Turlock, and Waterford. Capital improvement transportation projects, identified in the draft 2026 RTP/SCS, are located on State highways, County roads, and locally owned

streets, as well as on transit district property, airports, rail lines and property, and public utility lands.

Probable Environmental Effects: The Draft PEIR provides a programmatic analysis of environmental impacts related to the implementation of the 2026 RTP/SCS. It discloses significant effects for the following resource categories: aesthetics; agriculture; air quality; biology; cultural resources; energy; geology and soils; greenhouse gas and climate change; hazards and hazardous materials; hydrology and water quality; noise; transportation; tribal cultural resources; and wildfire.

Public Hearings

StanCOG will hold two public hearings at the following dates, times, and locations:

- **July 20, 2026, at 4:00 PM at the Turlock Public Library (in-person/virtual)**
 - Location: 550 N Minaret Ave, Turlock, CA 95380
 - Virtual Attendance via Zoom: <https://tinyurl.com/3trk9h3z>
 - Meeting ID: 893 1251 9655
 - Passcode: 873631
 - Phone Number: +1 669 444 9171
- **August 19, 2026, at 6:00 PM during the StanCOG Policy Board Meeting (in-person/virtual)**
 - Location: 1111 I Street, Suite 308, Modesto CA, 95354
 - To attend virtually, please use the information in the Policy Board agenda for the August meeting at: <https://www.stancog.org/AgendaCenter/Policy-Board-9>

How to submit comments ahead of public hearings:

- **Email:** publiccomment@stancog.org
- **Phone:** (209) 525-4600
- **Mail:** StanCOG, 1111 I Street, Suite 308, Modesto CA, 95354, Attn: Nick St Cook

Contact Person:

Nick St Cook, Associate Planner
1111 I Street, Suite 308
Modesto, CA 95354
Phone: (209) 525-4639
Email: nstcook@stancog.org

CONSEJO DE GOBIERNOS DE STANISLAUS (STANCOG)
AVISO DE AUDIENCIAS PÚBLICAS Y DE PERÍODOS DE 30 Y 55 DÍAS
ABIERTO A LA INSPECCIÓN Y COMENTARIO PÚBLICO RESPECTO DE
LOS SIGUIENTES REPORTES PRELIMINARES: PROGRAMA FEDERAL DE
MEJORA DEL TRANSPORTE (FTIP) DE 2027; PLAN REGIONAL DE
TRANSPORTE & ESTRATEGIA DE COMUNIDADES AUTOSUSTENTABLES
(RTP/SCS) DE 2026; Y DEL ANÁLISIS DE CONFORMIDAD DE LA CALIDAD
DEL AIRE.
ADEMÁS: AVISO DE DISPONIBILIDAD DEL INFORME PRELIMINAR DE
IMPACTO AMBIENTAL (EIR) PARA EL RTP/SCS DE STANCOG Y
APERTURA DEL CORRESPONDIENTE PERIODO DE COMENTARIOS
PÚBLICOS DE 45 DÍAS

POR LA PRESENTE SE NOTIFICA QUE el Consejo de Gobiernos de Stanislaus (StanCOG) ha publicado los siguientes documentos para su inspección y comentarios por parte del público, y que celebrará audiencias públicas con el propósito de aceptar comentarios sobre la versión preliminar del Programa Federal de Mejora del Transporte (FTIP) de 2027; del Plan Regional de Transporte & Estrategia de Comunidades Sostenibles (RTP/SCS) de 2026; el correspondiente Análisis de Conformidad de la Calidad del Aire; y la versión preliminar del Informe de Impacto Ambiental (EIR) elaborado para el RTP/SCS de 2026.

Inspección y Comentario del Público:

El período de inspección y comentario público de 30 días para el FTIP Preliminar de 2027 iniciará el 6 de julio de 2026 y concluirá a las 4:00 pm del 5 de agosto de 2026. Un periodo de 55 días para la lectura pública y la recepción de comentarios sobre las versiones preliminares —tanto del RTP/SCS de 2026 como del Análisis de Conformidad de la Calidad del Aire— se iniciará el 6 de julio de 2026 y concluirá a las 4:00pm del 30 de agosto de 2026. Finalmente, el periodo de 45 días abiertos al comentario público sobre el EIR comenzará el 10 de julio de 2026 y finalizará a las 4:00pm del 24 de agosto de 2026.

Luego de cumplido el periodo abierto a comentarios públicos, StanCOG considerará la aceptación de los documentos —mediante resolución— en una reunión ordinaria del Comité de Políticas programada para el 16 de septiembre de 2026. Posteriormente, los documentos se remitirán a las agencias estatales y federales para su aprobación.

Descripciones del Proyecto: FTIP de 2027 es un listado de mejoras críticas y gastos operativos a corto plazo que dependen de fondos federales y estatales para proyectos de infraestructura de transporte en el Condado de Stanislaus durante los próximos cuatro años. El RTP/SCS de 2026 es el plan de transporte a largo plazo de la región —con vigencia hasta el año 2049— y es una actualización del RTP/SCS de 2022.

El Análisis de Conformidad adjunto contiene la documentación necesaria para respaldar la conclusión de que el FTIP de 2027 y el RTP/SCS de 2026 se adhieren a las normas vigentes de protección a la calidad del aire respecto el ozono y la materia en suspensión.

Ubicación del Proyecto: El RTP/SCS de 2026 abarca toda el área del Condado Stanislaus e incluye las ciudades de Ceres, Hughson, Modesto, Newman, Oakdale, Patterson, Riverbank, Turlock, y Waterford. Los proyectos de mejoras de infraestructura de transporte identificados en el RTP/SCS Preliminar de 2026 se ubican en carreteras estatales, caminos del condado y calles de jurisdicción local —así como en propiedades de distritos de transporte público, aeropuertos, líneas e instalaciones ferroviarias y terrenos de servicios públicos.

Potenciales Efectos Medioambientales: El Informe Preliminar de Impacto Ambiental (EIR) ofrece un análisis programático de los impactos medioambientales relacionados con la implementación del RTP/SCS de 2026. En él se develan los efectos significativos para las siguientes categorías de recursos: estética; agricultura; calidad del aire; biología; recursos culturales; energía; geología y suelos; gases de efecto invernadero y cambio climático; peligros y materiales peligrosos; hidrología y calidad del agua; ruido; transporte; recursos culturales tribales; e incendios forestales.

Audiencias Públicas

StanCOG celebrará dos audiencias públicas en las siguientes fechas, horarios y locales:

- **20 de julio de 2026, a las 4:00 pm. en la Biblioteca Pública de Turlock (presencial o virtual)**
 - Ubicación: 550 N Minaret Ave, Turlock, CA 95380
 - Asistencia Virtual a través de Zoom: <https://tinyurl.com/3trk9h3z>
 - **ID de la Reunión:** 893 1251 9655
 - **Código de Acceso:** 873631
 - **Teléfono:** +1 (669) 444-9171
- **19 de agosto de 2026, a las 6:00 pm. durante la reunión ordinaria Comité de Políticas del StanCOG (presencial o virtual)**
 - Ubicación: Calle “I” N°1111, Suite 308, Modesto, CA 95354
 - Para asistir virtualmente, por favor utilice la información que aparece en la agenda de la reunión de agosto del Comité de Políticas del StanCOG en: <https://www.stancog.org/AgendaCenter/Policy-Board-9>

Cómo enviar comentarios antes de las audiencias públicas:

- **Correo electrónico:** publiccomment@stancog.org
- **Teléfono:** (209) 525-4600
- **Correo Postal:** StanCOG, 1111 I Street, Suite 308, Modesto, CA 95354
Atención: Nick St Cook

Persona de Contacto:

Nick St Cook, Planificador Adjunto
1111 I Street, Suite 308
Modesto, CA 95354
Teléfono: (209) 525-4639
Correo electrónico: nstcook@stancog.org

IAC Concurrence on Conformity Analysis Methodology and Latest Planning Assumptions:

Re: DRAFT 2026 RTP/2027 FTIP San Joaquin Valley Conformity Analysis Documents for IAC



Contreras, Gilberto <gilberto.contreras@dot.gov>

To:  Wickensham, Lindsay

Cc:  Alex Marcucci;  John Washam;  Aceba, Mervin (FTA);  Adedemi Ademuyewu;  elicia.adams@arb.ca.gov;  Lee, Anita;  Antonio Johnson;  Becky Napier (bnapiet@kerncog.org);  Ben Raymond;  Blake Dunford;  Blake Rincon;  Carey Knecht;  Cesar Valle;  Christopher Winkels; **+90 others**

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[Attachments](#)

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⋮

Thu 5/28/2025 2:34 PM

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Hi Alex,

Please receive this email as concurrence on behalf of FHWA. We have reviewed the documents provided to the SJV IAC partners and have no comments at this time. If any come up in the near future, we will share them during the public comment period.

Thank you,

On Wed, May 27, 2025 at 5:14 PM Wickensham, Lindsay <wickensham.lindsay@epa.gov> wrote:

Hi Alex,

Thank you for sharing these documents with us for review and concurrence.

At this EPA has finished its review of the following items:

1. The conformity boilerplate language was prepared to address all applicable conformity requirements. The document contains tracked changes based on the latest approved conformity analysis to expedite your review.
2. The EMFAC calculation templates show how all the relevant off-model adjustments are applied to EMFAC emission results. SICOG template is provided as an example of sub-area analysis.
3. The SJV LPA Summary table provides a comparison matrix of the latest planning assumptions used in this conformity analysis for each MPO.

Additionally, we have reviewed the Telework adjustment memo for the 2015 O3 valley-wide budget created by CARB.

We concur with all these documents and will review the more detailed planning assumption information provided in conformity documentation for each MPO during the public comment period. We will let you know if we have any additional questions or comments for the individual MPOs then.

Thank you again for sharing these resources with us ahead of the formal public comment period!

Have a good one,

Lindsay

APPENDIX F
RESPONSE TO PUBLIC COMMENTS

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