ATTACHMENT 5, PART 1

Kern Conformity Analysis

DRAFT CONFORMITY ANALYSIS FOR AMENDMENT #8 TO THE 2009 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND 2007 REGIONAL TRANSPORTATION PLAN AMENDMENT #2

JULY 8, 2009

Kern Council of Governments

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Kern Council of Governments
Board of Directors

The Kern Council of Governments is the regional planning agency as well as the technical and informational resource, and rideshare administrator for the area's 11 incorporated cities and the County of Kern. Following Board direction, staff coordinates between local, state, and federal agencies to avoid overlap or duplication of programs. This intergovernmental coordination enables staff to work with many public agencies to ensure that planning and implementation of programs proceed in a coordinated manner.

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EXECUTIVE SUMMARY

This report presents the Conformity Analysis for Amendment #~~2~~8 to the 2009 ~~Interim~~ Federal Transportation Improvement Program (2009 ~~Interim~~ FTIP) and the 2007 Regional Transportation Plan (2007 RTP) Amendment #~~1~~2. The Kern Council of Governments is the designated Metropolitan Planning Organization (MPO) in Kern 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 regional transportation plan (RTP) and transportation improvement program (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 Amendment #~~2~~8 to the 2009 ~~Interim~~ FTIP and 2007 RTP Amendment #~~1~~2, a finding of conformity is therefore supported. Amendment #~~2~~8 to the 2009 ~~Interim~~ FTIP and 2007 RTP Amendment #~~1~~2 and Corresponding Conformity Analysis were approved by the Kern Council of Governments Policy Board on September 17~~January 15,~~ 2009. FHWA/FTA last issued a finding of conformity for the 2007 TIP and 2007 RTP, including amendments, on February 27, 2009~~December 12, 2007~~.

Amendment #~~2~~8 to the 2009 ~~Interim~~ FTIP and 2007 RTP Amendment #~~1~~2 have been financially constrained in accordance with the requirements of 40 CFR 93.108 and consistent with the U.S. DOT metropolitan planning regulations (23 CFR Part 450). A discussion of financial constraint and funding sources is included in the appropriate documents.

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

CONFORMITY REQUIREMENTS

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

The conformity regulation applies nationwide to "all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan" (40 CFR 93.102). Currently, the San Joaquin Valley (or portions thereof) is designated as nonattainment with respect to Federal air quality standards for ozone, and particulate matter under 2.5 microns in diameter (PM2.5); and has a maintenance plan for particulate matter under 10 microns in diameter (PM-10), as well as a maintenance plan for

carbon monoxide (CO) for the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties. Therefore, transportation plans and programs for the nonattainment areas for the Kern County area must satisfy the requirements of the Federal transportation conformity regulation.

KernCOG is also located in the federally designated Mojave Desert, portions of the Indian Wells Valley Planning Area, and the portion of the San Joaquin Valley (SJV) PM-10 nonattainment area that lies within the Kern County Air Pollution Control District (this area is not included in the SJV 2007 PM-10 Maintenance Plan). The Mojave Desert area is currently designated as nonattainment for the National Ambient Air Quality Standards (NAAQS) for 8-hour ozone; whereas the Indian Wells Valley Planning area is designated as a maintenance area for PM-10. There is an additional PM-10 nonattainment area that is included in the SJV PM-10 nonattainment area, but has subsequently come under the jurisdiction of the Kern County APCD. The Kern COG transportation plans and programs also satisfy the requirements of the transportation conformity regulation for these nonattainment areas.

Figure 1 - Air District Boundaries in Kern

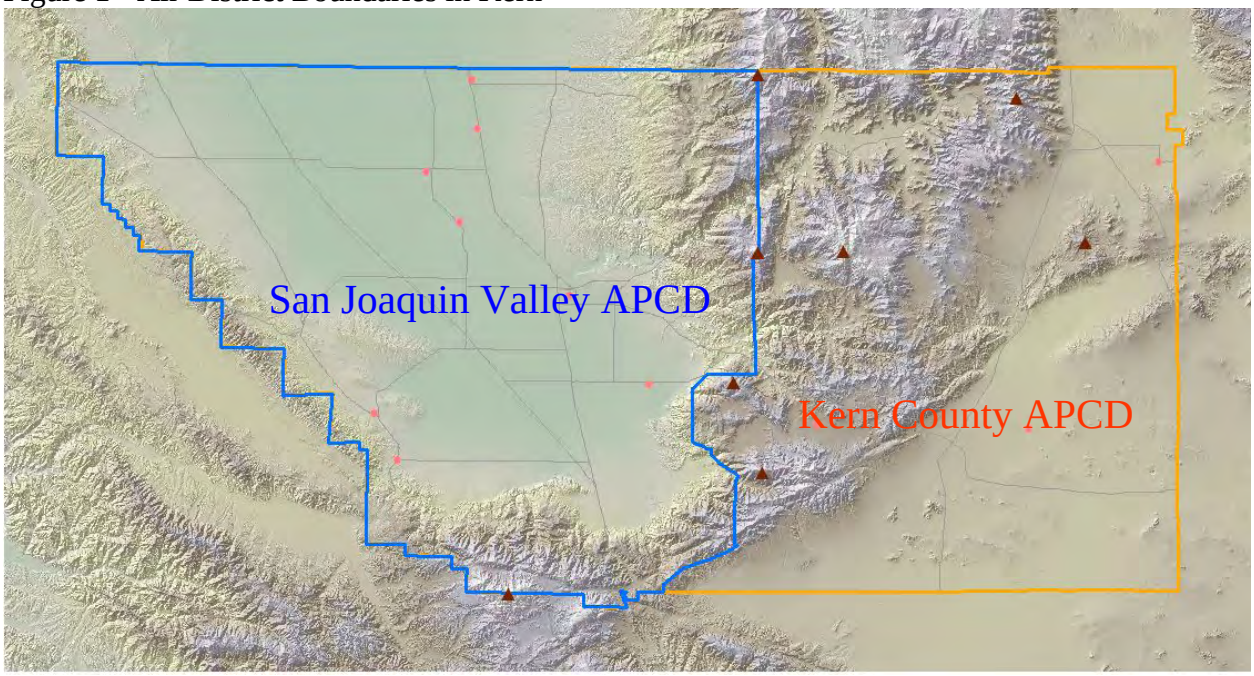


Figure 2 - Ozone and CO Planning Areas in Kern

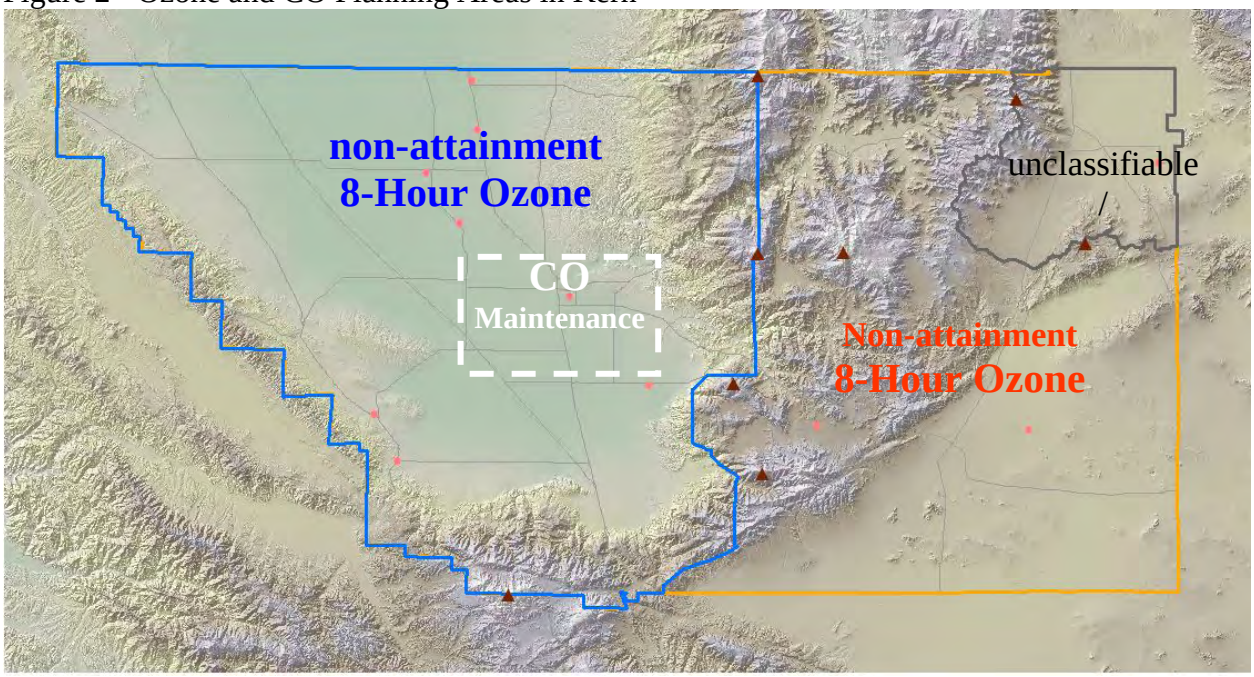
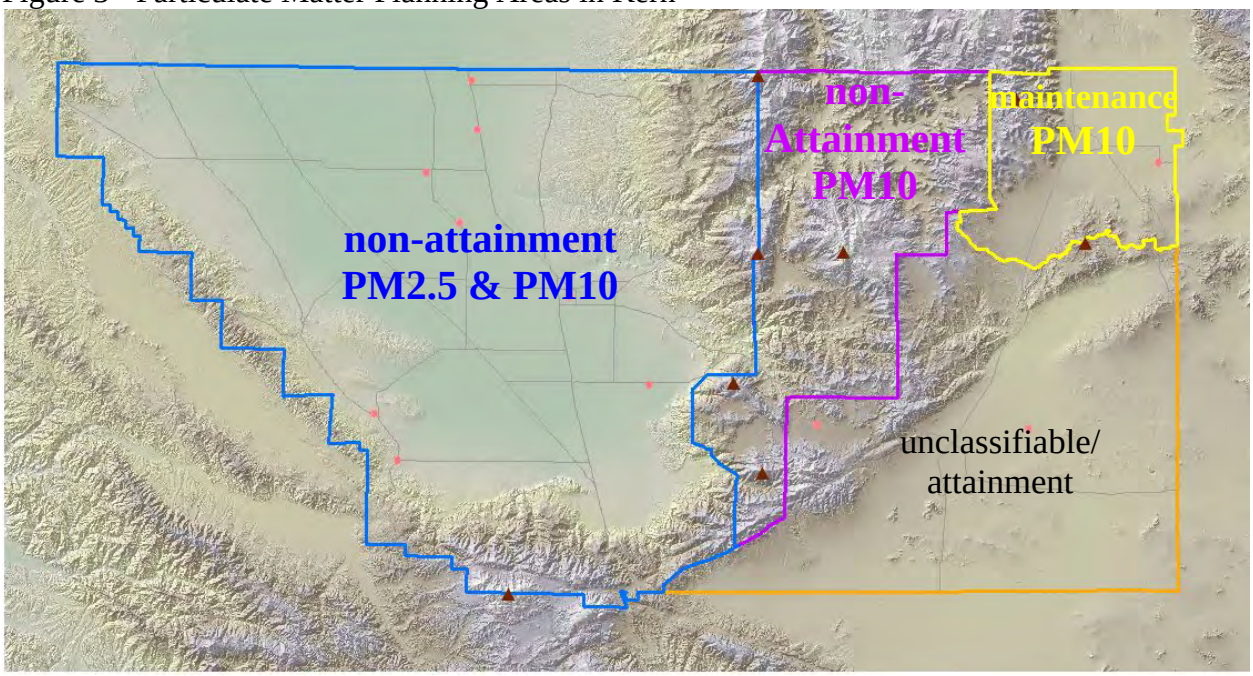


Figure 3 - Particulate Matter Planning Areas in Kern



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 Model Coordinating Committee to ensure Valley-wide coordination, communication and compliance with Federal and California Clean Air Act requirements. Each of the eight Valley Metropolitan Planning Organizations (MPOs) and the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) are represented. The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the U.S. EPA, the California Air Resources Board (ARB) and Caltrans are also represented on the committee. The final determination of conformity for the TIP and RTP is the responsibility of the Federal Highway Administration and the Federal Transit Administration within the U.S. DOT.

FHWA has developed a Conformity Checklist (included in Appendix A) that contains the required items to complete a conformity determination. Appropriate references to these items are noted on the checklist.

CONFORMITY TESTS

The conformity tests specified in the Federal transportation conformity regulation are: (1) the emissions budget test, and (2) the interim emission test. For the emissions budget test, predicted emissions for the TIP/RTP must be less than or equal to the motor vehicle emissions budget specified in the approved air quality implementation plan or the emissions budget found to be adequate for transportation conformity purposes. If there is no approved air quality plan for a pollutant for which the region is in nonattainment or no emission budget has been found to be adequate for transportation conformity purposes, the interim emission test applies. Chapter 1 summarizes the applicable air quality implementation plans and conformity tests for carbon monoxide, ozone, PM-10, and PM2.5.

RESULTS OF THE CONFORMITY ANALYSIS

A regional emissions analysis was conducted for the years 2010, 2011, 2014, 2017, 2020, 2023 and 2030 for each applicable pollutant. All analyses were conducted using the latest planning assumptions and emissions models. The major conclusions of the Kern Council of Governments Conformity Analysis are:

• For carbon monoxide, the total regional on-road vehicle-related emissions associated with implementation of Amendment #~~2~~8 to the 2009 ~~Interim~~ FTIP and the 2007 RTP Amendment #~~1~~2 for the analysis years are projected to be less than the approved emissions budget established in the *2004 Revision to the California State Implementation*

Plan for Carbon Monoxide. The applicable conformity test for carbon monoxide is therefore satisfied.

• For ozone, the total regional on-road vehicle-related emissions (ROG and NOx) associated with implementation of the Amendment #~~2~~8 to the 2009 ~~Interim~~ FTIP and the 2007 RTP as amended for all years tested are projected to be less than the adequate emissions budgets specified in the *2007 Ozone Plan*. 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 Amendment #~~2~~8 to the 2009 ~~Interim~~ FTIP and the 2007 ~~RTP Amendment~~RTP Amendment #~~1~~2 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*. The conformity tests for PM-10 are therefore satisfied.

• For PM2.5, areas violating both the annual and 24-hour standards for PM2.5 must address both standards in the conformity determination. The San Joaquin Valley currently violates both standards, and the conformity determination includes both analyses. Before an adequate or approved SIP budget is available, conformity is generally demonstrated with interim emission tests. Conformity may be demonstrated if the emissions from the proposed transportation system are either less than or no greater than the 2002 motor vehicle emissions in a given area (see Section 93.119). The San Joaquin Valley chooses to use the "no-greater-than-2002 emissions test". The modeling results for all analysis years indicated that the "Build" scenarios are less than the 2002 Base Year emissions estimates for both the 24-hour and annual standards. The Amendment #~~2~~8 to the 2009 ~~Interim~~ FTIP and the 2007 RTP Amendment #~~1~~2 therefore satisfies the conformity emissions tests for PM2.5.

• The Amendment #~~2~~8 to the 2009 ~~Interim~~ FTIP and the 2007 RTP Amendment #~~1~~2 will not impede and will support timely implementation of the TCMs that have been adopted as part of applicable air quality implementation plans. The current status of TCM implementation is documented in Chapter 4 of this report.

• Since the local SJV procedures (e.g., SJVUAPCD Rule 9120 Transportation Conformity) have not been approved by EPA, consultation has been conducted in accordance with Federal requirements.

Regional emissions analyses were also conducted for 2010, 2020, and 2030 for the Eastern Kern ozone area and the Indian Wells Valley PM-10 area; other years have been determined by interpolating between the years for which the regional emissions analysis is performed in accordance with the Federal conformity transportation regulation. No emissions analysis was completed for the portion of the SJV PM-10 nonattainment area that is under Kern County Air Pollution Control District jurisdiction.

• For Mojave Desert ozone, the total regional on-road vehicle-related emissions (ROG and NOx) associated with implementation of the Amendment #~~2~~8 to the 2009 ~~Interim~~ FTIP and the 2007 RTP Amendment #~~1~~2 for all years tested are projected to be less than the adequate emissions budgets specified in the 8-Hour Ozone Early Progress Plan. The conformity tests for ozone are therefore satisfied.

• For Indian Wells Valley PM-10, the total regional vehicle-related emissions associated with implementation of the Amendment #~~2~~8 to the 2009 ~~Interim~~ FTIP and the 2007 RTP Amendment #~~1~~2 for all years tested are projected to be less than the approved emissions budgets from the *PM-10 Attainment Demonstration, Maintenance Plan, and Redesignation Request*. The conformity tests for PM-10 are therefore satisfied.

• For the portion of the SJV PM-10 nonattainment area that is under the jurisdiction of the Kern County APCD, the interim emissions test is satisfied for all years since the transportation projects and planning assumptions in both the "action" and "baseline" scenarios are exactly the same. In accordance with Section 93.119(g)(2), the emissions predicted in the "action" scenario are not greater than the emissions predicted in the "Baseline" scenario for such analysis years. The conformity tests for PM-10 are therefore satisfied.

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 Metropolitan Planning Organizations. The results of the conformity analysis for the TIP/RTP are provided in Chapter 6.

Appendix F includes public meeting documentation conducted on Amendment #~~2~~8 to the 2009 ~~Interim~~ FTIP and 2007 RTP Amendment #~~1~~2 and Corresponding Conformity Analysis on July 16, 2009~~December 18, 2008~~. Comments received on the conformity analysis and responses made as part of the public involvement process are included in Appendix G.

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 Amendment #28 to the 2009 ~~Interim~~ Federal Transportation Improvement Program (2009 ~~Interim~~ TIP) and the 2007 Regional Transportation Plans (RTP), Amendment #12, was prepared based on these criteria and tests. Presented first is a review of the development of the applicable conformity regulation and guidance procedures, followed by summaries of conformity regulation requirements, air quality designation status, conformity test requirements, and analysis years for the Conformity Analysis.

Kern Council of Governments is the designated Metropolitan Planning Organization (MPO) for Kern County in the San Joaquin Valley. As a result of this designation, Kern Council of Governments prepares the TIP, RTP, and associated conformity analyses. The TIP serves as a detailed four-year programming document for the preservation, expansion, and management of the transportation system. The 2007 RTP has a 2030 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.

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 (EPA/DOT, 1991a and 1991b) 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 2002. These amendments have addressed a number of items related to conformity lapses, grace periods, and other related issues to streamline the conformity process.

On July 1, 2004 EPA published the final rule, Transportation Conformity Rule Amendments for the New 8-hour Ozone and PM2.5 National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas; Transportation Conformity Rule Amendments – Response to Court Decision and Additional Rule Changes (EPA, 2004).

EPA issued a final rule on May 6, 2005 to add the following PM2.5 precursors to the transportation conformity rule: nitrogen oxides (NOx), volatile organic compounds (VOCs), sulfur oxides (SOx), and ammonia (NH3) (EPA, 2005). The rule specifies when each of these precursors must be considered in PM2.5 nonattainment areas, before and after PM2.5 SIPs are submitted.

In late March 2006, EPA and FHWA published "Transportation Conformity Guidance for Qualitative Hot-Sport Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas". This guidance affects Federal project-level approvals for "projects of air quality concern" in PM2.5 and PM10 nonattainment areas on or after April 5, 2006.

EPA issued a final rule on January 24, 2008 regarding changes to make the rule consistent with the Clean Air Act Amendment #1 by the most recent transportation funding legislation, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Comments were due June 1, 2007 and the final rule has not been published as of November 2007. The "Transportation Conformity Rule Amendments to Implement Provisions Contained in SAFETEA-LU does not have any impact on the San Joaquin Valley process and/or methodology contained in this document since the changes were already in place under the Joint EPA-DOT Interim Guidance for Implementing SAFETEA-LU's Conformity Provisions, published in February 2006.

MULTI-JURISDICTIONAL GUIDANCE

EPA issued "multi-jurisdictional" guidance on July 21, 2004 to clarify how nonattainment areas with multiple agencies should conduct conformity determinations based on the changes to the Conformity Rule (EPA, 2004b). This guidance applies to the San Joaquin Valley since there are multiple MPOs within a single nonattainment area. The main principle of the guidance is that one regional emissions analysis is required for the entire nonattainment area. However, separate modeling and conformity documents may be developed by each MPO.

Part 2 of the guidance applies to nonattainment areas that do not have conformity budgets for an air quality standard that can be used for conformity. This Part currently applies to the San Joaquin Valley for PM2.5. As a result, the individual modeling and conformity results are compiled into one regional emissions analysis for the entire nonattainment area that accompanies each plan/TIP conformity determination (see Appendix D). DOT will then issue its conformity determination on the TIPs/RTPs at the same time.

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

DISTRICT RULE

The San Joaquin Valley Unified Air Pollution Control District adopted Rule 9120 Transportation Conformity on January 19, 1995 in response to requirements in Section 176(c)(4)(c) of the 1990 Clean Air Act Amendments. Rule 9120 contains the Transportation Conformity Rule promulgated November 24, 1993 verbatim. The Rule provides guidance for the development of consultation procedures and processes at the local level. As required by the Transportation Conformity Rule, Rule 9120 was submitted to EPA on January 24, 1995 as a revision to the State SIP. The rule becomes effective on the date EPA promulgates interim, partial, or final approval in the Federal Register.

To date, the Rule has not received approval by EPA. Section 51.390(b) of the Transportation Conformity Rule states: "Following EPA approval of the State conformity provisions (or a portion thereof) in a revision to the applicable implementation plan, conformity determinations would be governed by the approved (or approved portion of the) State criteria and procedures." It should also be noted that EPA has changed 40 CFR 51.390 to streamline the requirements for State conformity SIPs. Since a transportation conformity SIP has not been approved for the SJV, the Federal transportation conformity rule still governs.

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, 2004a). All analyses for the Conformity Analysis were conducted using the latest planning assumptions and emissions models in force at the time the conformity analysis started in January 2007 (see Chapter 2).

Latest Emissions Models — Section 93.111 requires that the latest emission estimation models specified for use in SIPs must be used for the conformity analysis. EMFAC2007 was used in the Conformity Analysis and is documented in Chapter 3.

3) *Timely Implementation of TCMs* — Section 93.113 provides a detailed description of the steps necessary to demonstrate that the new TIP/RTP are providing for the timely implementation of TCMs, as well as demonstrate that the plan and/or program is not interfering with this implementation. TCM documentation is included in Chapter 4 of the Conformity Analysis.

4) *Consultation* — Section 93.105 requires that the conformity determination be made in accordance with the consultation procedures outlined in the Federal regulations. These include:

- MPOs are required to provide reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, the USDOT and EPA (Section 93.105(a)(1)).

- MPOs are required to establish a proactive public involvement process, which provides opportunity for public review and comment prior to taking formal action on a conformity determination (Section 93.105(e)).

The TIP, RTP, and corresponding conformity determinations are prepared by each MPO. Copies of the Draft documents are provided to member agencies and others, including the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), EPA, Caltrans, CARB, and the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) for review. Both the TIP and RTP are required to be publicly available and an opportunity for public review and comment is provided. The consultation process for the conformity analysis includes a 30-day comment period followed by a public meeting.

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.

Kern Council of Governments is located in the federally designated San Joaquin Valley Air Basin. The borders of the basin are defined by mountain and foothill ranges to the east and west. The northern border is consistent with the county line between San Joaquin and Sacramento Counties. The southern border is less defined, but is roughly bounded by the Tehachapi Mountains and, to some extent, the Sierra Nevada range. Conformity for Amendment #~~2~~8 to the 2009 ~~Interim~~ FTIP and the 2007 RTP Amendment #~~1~~2 includes analysis of existing and future air quality impacts for each applicable pollutant.

The San Joaquin Valley is currently designated as nonattainment for the National Ambient Air Quality Standards (NAAQS) for 8-hour ozone, and particulate matter under 2.5 microns in diameter (PM2.5); and has a maintenance plan for particulate matter under 10 microns in diameter (PM-10), as well as a maintenance for carbon monoxide (CO) for the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties. State Implementation Plans have been prepared to address carbon monoxide, ozone, and PM-10:

- The 2004 Revision to the California State Implementation Plan for Carbon Monoxide was approved by EPA on November 30, 2005 (effective January 30, 2006).

- EPA published ~~is anticipated to publish~~ a budget adequacy determination for the 2011, 2014, and 2017 conformity budgets contained in the 2007 Ozone Plan on January 22, 2009, effective February 6, 2009~~in January 2009.~~

- The 2007 PM-10 Maintenance Plan, which included revisions to the attainment plan, was approved by EPA on November 12, 2008.

EPA also designated the San Joaquin Valley as nonattainment for the 1997 PM2.5 standards. A State Implementation Plan has been developed to address the 1997 PM2.5 standards; however, EPA has not issued an adequacy determination on the conformity budgets nor approved the Plan. It should be noted that EPA issued a final rule establishing revisions to the 24-hour and annual PM2.5 national ambient air quality standard on October 17, 2006. EPA subsequently issued a guidance memo addressing how transportation conformity will be implemented under the revised 24-hour PM2.5 standard. In summary, transportation conformity is unaffected because there has been no change to the nonattainment designations.

CONFORMITY TEST REQUIREMENTS

The conformity (Section 93.109(c)–(k)) rule requires that either a table or text description be provided that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. In addition, documentation regarding which emissions

budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years is required.

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

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

CARBON MONOXIDE

The urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties are classified maintenance for carbon monoxide (CO). The motor vehicle emission budgets for carbon monoxide are specified in the *2004 Revision to the California State Implementation Plan for Carbon Monoxide* in tons per average winter day. EPA published a direct final rulemaking approving the plan on November 30, 2005, effective January 30, 2006.

For carbon monoxide, the Federal transportation conformity regulation requires that the TIP and RTP must pass an emissions budget test with a budget that has been approved by EPA for transportation conformity purposes. New conformity budgets have been approved for 2003, 2010 and 2018 for portions of the San Joaquin Valley as provided in the following table.

Table 1-1
On-Road Motor Vehicle CO Emissions Budgets

County	2003 Emissions (winter tons/day)	2010 Emissions (winter tons/day)	2018 Emissions (winter tons/day)
Fresno	240	240	240
Kern	180	180	180
San Joaquin	170	170	170
Stanislaus	130	130	130

OZONE

Under the existing conformity regulation, regional emissions analyses for ozone areas must address nitrogen oxides (NOx) and volatile organic compounds (VOC) precursors. It is important to note that in California, reactive organic gases (ROG) are considered equivalent to and are used in place of volatile organic compounds (VOC). The motor vehicle emission

budgets for ozone are specified in the 2007 Ozone Plan in tons per average summer day. EPA published ~~is anticipated to publish~~ the notice of adequacy determination for the 2011, 2014, and 2017 budgets in the Federal Register on January 22, 2009, effective February 6, 2009. ~~in January 2009.~~

The SJV has been classified as a Serious nonattainment area for the 8-hour ozone standard. However, the 2007 Ozone Plan requests an Extreme nonattainment classification and attainment date of 2023, and includes the corresponding additional RFP years. The SIP has identified subarea budgets for each MPO in the nonattainment area. For this Conformity Analysis, the SJV will continue to conduct determinations for subarea emission budgets as established in the applicable implementation plan.

The conformity budgets from Table 9.3 of the Plan are provided in the table below; ~~it is anticipated that~~ EPA published the ~~will publish a~~ budget adequacy determination for the 2011, 2014, and 2017 conformity budgets contained in the 2007 Ozone Plan on January 22, 2009, effective February 6, 2009. ~~in January 2009.~~ These budgets have been used to compare to emissions resulting from Amendment #~~2~~8 to the 2009 ~~Interim~~ FTIP and 2007 RTP Amendment #~~1~~2. ARB subsequently updated Madera County and San Joaquin County budgets; these updates are reflected in the table below.

Table 1-2
Budgets from the 2007 Ozone Plan
(summer tons/day)

County	2008		2011		2014		2017		2020		2023	
	ROG	NOx	ROG	NOx	ROG	NOx	ROG	NOx	ROG	NOx	ROG	NOx
Fresno	**18.6**	**58.5**	**15.5**	**47.9**	**12.9**	**37.2**	**11.1**	**29.1**	**8.0**	**16.9**	**7.8**	**15.7**
Kern (SJV)	**18.1**	**93.9**	**15.7**	**79.4**	**13.5**	**64.1**	**11.6**	**49.5**	**8.5**	**28.4**	**8.1**	**24.8**
Kings	**3.9**	**18.3**	**3.4**	**15.9**	**2.8**	**12.3**	**2.3**	**9.4**	**1.7**	**5.3**	**1.6**	**4.7**
Madera	**4.4**	**14.6**	**3.7**	**12.2**	**3.1**	**9.7**	**2.6**	**7.7**	**1.9**	**4.8**	**1.9**	**4.5**
Merced	**7.4**	**35.5**	**6.2**	**28.8**	**5.1**	**22.3**	**4.2**	**17.1**	**2.9**	**9.9**	**2.8**	**9.0**
San Joaquin	**13.9**	**40.0**	**12.1**	**34.7**	**10.1**	**27.8**	**8.6**	**21.3**	**6.3**	**12.7**	**6.3**	**11.9**
Stanislaus	**10.5**	**26.7**	**9.0**	**22.3**	**7.5**	**17.2**	**6.5**	**13.4**	**4.9**	**8.0**	**4.6**	**7.1**
Tulare	**10.5**	**23.4**	**9.2**	**20.9**	**7.7**	**16.6**	**6.7**	**13.1**	**5.2**	**8.4**	**4.8**	**7.4**

PM-10

The 2007 PM-10 Maintenance Plan was approved by EPA on November 12 2008, which contains motor vehicle emission budgets for PM-10 and NOx, as well as a trading mechanism. Motor vehicle emission budgets are established based on average annual daily emissions. The motor vehicle emissions budget for PM-10 includes regional reentrained dust from travel on paved roads, vehicular exhaust, travel on unpaved roads, and road construction.

The conformity budgets from Tables 6 and 7 of the Plan are provided below (including the minor technical corrections) and have been used to compare emissions for each analysis year. ARB subsequently updated the 2005 attainment budgets; these updates are reflected in the table below.

Table 1-3
On-Road Motor Vehicle PM-10 Emissions Budgets
(tons per average annual day)

County	2005		2020	
	PM-10	**NOx**	**PM-10**	**NOx**
Fresno	13.5	59.2	16.1	23.2
Kern(a)	12.1	88.3	14.7	39.5
Kings	3.1	16.7	3.6	6.8
Madera	3.6	13.9	4.7	6.5
Merced	6.2	39.4	6.4	12.9
San Joaquin	9.1	42.6	10.6	17.0
Stanislaus	5.6	29.7	6.7	10.8
Tulare	7.3	25.1	9.4	10.9

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

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 on November 12, 2008, which includes continued approval of the trading mechanism.

The trading mechanism will be used only for conformity analyses for analysis years after 2005. To ensure that the trading mechanism does not impact the ability to meet the NOx budget, the NOx emission reductions available to supplement the PM-10 budget shall only be those remaining after the NOx budget has been met.

PM2.5

EPA and FHWA have indicated that areas violating both the annual and 24-hour standards for PM2.5 must address both standards in the conformity determination. The San Joaquin Valley currently violates both standards, and the conformity determination includes both analyses. Before an adequate or approved SIP budget is available, conformity is generally demonstrated with interim emission tests.

Conformity may be demonstrated if the emissions from the proposed transportation system are either less than or no greater than the 2002 motor vehicle emissions in a given area (see Section 93.119). The 2002 baseline year emissions level must be based on the latest planning assumptions available for the year 2002, the latest emissions model, and appropriate methods for estimating travel and speeds as required by the conformity regulation. PM2.5 nonattainment areas may also elect to use the "build-no-greater-than-no-build test". Conformity is demonstrated if the emissions from the proposed transportation system ("build" scenario) are less than or equal to emissions from the existing transportation system ("no-build" scenario).

The rule allows PM2.5 nonattainment areas to choose between the two interim emissions test each time that they determine conformity before adequate or approved PM2.5 SIP budgets are established. However, the same test must be used for each analysis year in a given conformity determination. The San Joaquin Valley chooses to use the "no-greater-than-2002 emissions test". The regional emissions analyses in PM2.5 nonattainment areas must consider directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear, and tire wear. In California, areas will use EMFAC2007.

Prior to adequate or approved PM2.5 SIP budgets, re-entrained road dust and construction-related fugitive dust from highway or transit projects will only be included in the regional emissions analyses if EPA or ARB has determined that it is a "significant contributor" to the PM2.5 regional air quality problem. Until a significance finding is made, PM2.5 areas can presume that re-entrained road dust is not a significant contributor and not include road dust in the PM2.5 transportation conformity analysis prior to the SIP. In addition, construction-related dust emissions are not to be included in any PM2.5 conformity analyses before adequate or approved PM2.5 SIP budgets are established. As a result, the SJV PM2.5 conformity analysis will not include re-entrained road dust or construction-related fugitive dust from transportation projects. It is important to note that the San Joaquin Valley 2008 PM2.5 Plan has been developed and submitted to EPA. This plan indicates that re-entrained road dust and construction-related dust emissions are not significant. However, EPA has not acted on the budgets at this time.

In addition, prior to the submission of a SIP, NOx emissions must be considered, unless both ARB and EPA make a finding the NOx is not a "significant contributor" to the PM2.5 air quality problem. Conversely, VOC, SOx, and ammonia emissions do not have to be considered in conformity, unless either ARB or EPA makes a finding that onroad emissions of any of these precursors is a "significant contributor" to the area's PM2.5 air quality issues. It is important to note that the San Joaquin Valley 2008 PM2.5 Plan has been developed and submitted to EPA. This plan indicates that VOC, Sox, and ammonia emissions are not significant. However, EPA

has not acted on the budgets at this time. As a result, the SJV PM2.5 conformity analysis will only address the precursor NOx.

Table 1-4 summarizes PM2.5 and NOx emission estimates for the 2002 base year by sub-area, as documented in the Final PM2.5 Conformity Analysis. These emission estimates were calculated by running EMFAC2007 for the 2002 base year using default vehicle population, VMT, and speed fraction data; the result is then rounded up to the next tenths place (consistent with ARB policy). The 24-hour estimate is multiplied by 365 to yield an annual estimate (rounded to the whole ton).

Table 1-4
On-Road Motor Vehicle PM2.5 Emissions Budgets

County	2002 24-Hour (average annual tons per day)		2002 Annual (average annual tons per year)	
	PM2.5	NOx	PM2.5	NOx
Fresno	2.2	63.4	803	23141
Kern	3.7	94.1	1351	34347
Kings	0.8	18.5	292	6753
Madera	0.5	13.7	183	5001
Merced	1.5	37.1	548	13542
San Joaquin	1.5	43.4	548	15841
Stanislaus	1.0	30.2	365	11023
Tulare	0.8	26.4	292	9636

ANALYSIS YEARS

The conformity regulation (Section 93. 118 b and d) requires documentation of the years for which consistency with motor vehicle emission budgets must be shown. In addition, any interpolation performed to meet tests for years in which specific analysis is not required need to be documented.

For the selection of the horizon years, the conformity regulation requires: (1) that if the attainment year is in the time span of the transportation plan, it must be modeled; (2) the last year forecast in the transportation plan must be a horizon year; and (3) horizon years may not be more than ten years apart. In addition, the conformity regulation requires that conformity must be demonstrated for each year for which the applicable implementation plan specifically establishes motor vehicle emission budgets.

Section 93.118(b)(2) clarifies that when a maintenance plan has been submitted, conformity must be demonstrated for the last year of the maintenance plan and any other years for which the maintenance plan establishes budgets in the time frame of the transportation plan. Section 93.118(d)(2) indicates that a regional emissions analysis may be performed for any years, the attainment year, and the last year of the plan's forecast. Other years may be determined by interpolating between the years for which the regional emissions analysis is performed.

On March 8, 2005, EPA issued Guidance for Determining the "Attainment Year" for Transportation Conformity in new 8-hour ozone and PM2.5 Nonattainment Areas (EPA, 2005b). Per CAA section 172(a)(2), all PM2.5 nonattainment areas will have an initial maximum statutory attainment date of April 5, 2010.

Nonattainment areas that do not have any adequate or approved budgets are not required to demonstrate conformity and perform a regional emissions analysis for their attainment year. For the SJV, this applies to PM2.5. It is important to note that the San Joaquin Valley 2008 PM2.5 Plan has been developed and submitted to EPA. However, EPA has not acted on the budgets at this time. Under Section 93.119(g)(1) of the conformity regulation, nonattainment areas using interim emission tests are required to perform a regional emissions analysis for the following years:

- A year no more than 5 years beyond the year in which the conformity determination is made (e.g., 2010);
- The last year of the transportation plan's forecast period (e.g., 2030); and
- Any additional years within the time frame of the transportation plan so that analysis years are no more than 10 years apart (e.g., 2020).

A summary of the analysis years resulting from the above described rules and guidance for the Conformity Analysis is provided below.

Table 1-5
San Joaquin Valley Conformity Analysis Years

Pollutant	Budget Years[1]	Attainment/Maintenance Year	Intermediate Years	RTP Horizon Year
CO	2010	2018	2020	2030
Ozone	2011/2014/2017	2023[2]	2020	2030
PM-10	NA	2020	2010	2030
PM2.5	NA	2010	2020	2030

Section 93.118 (d)(2) indicates that the regional emissions analysis may be performed for any years in the time frame of the transportation plan provided they are not more than ten years apart and provided the analysis is performed for the attainment year (if it is in the time frame of the transportation plan) and the last year of the plan's forecast period. Emissions in years for which consistency with motor vehicle emissions budgets must be demonstrated, as required in paragraph (b) of this section (i.e., each budget year), may be determined by interpolating between the years for which the regional emissions analysis is performed. For CO, the analysis year 2018 will be interpolated from 2010 and 2020.

[1] Budget years that are not in the time frame of the transportation plan are not included as analysis years (e.g., CO 2003, Ozone 2008, and PM-10 2005), although they may be used to demonstrate conformity.
[2] The attainment year for Serious 8-hour Ozone areas is 2013; however, the 2007 Ozone Plan requests reclassification to Extreme which has an attainment year of 2023.

AIR QUALITY DESIGNATIONS APPLICABLE TO THE OTHER AREAS OF KERN COUNTY

In addition to the San Joaquin Valley planning area, Kern County also includes the federally designated Mojave Desert, portions of the Indian Wells Valley Planning Area, and the portion of the San Joaquin Valley PM-10 nonattainment area that lies within the Kern County Air Pollution Control District (this area is not included in the SJV 2007 PM-10 Maintenance Plan). Conformity for Amendment #~~2~~8 to the 2009 ~~Interim~~ FTIP and the 2007 RTP Amendment # ~~1~~2 also includes analysis of existing and future air quality impacts for each applicable pollutant.

The Mojave Desert area is currently designated as nonattainment for the National Ambient Air Quality Standards (NAAQS) for 8-hour ozone; whereas the Indian Wells Valley Planning area is designated as a maintenance area for PM-10. There is an additional PM-10 nonattainment area that is included in the SJV PM-10 nonattainment area, but has subsequently come under the jurisdiction of the Kern County APCD and is therefore, not addressed in the 2007 PM-10 Maintenance Plan. The Kern County Air Pollution Control District is responsible for air quality plan development for these areas. State Implementation Plans have been prepared to address 8-hour ozone in the Mojave Desert, and PM-10 in the Indian Wells:

- EPA published a Notice of Adequacy for the 8-hour ozone Early Progress Plans for Eastern Kern County on November 25, 2008 (effective December 10, 2008).

- The PM-10 Attainment demonstration, Maintenance Plan, and Redesignation Request was approved by EPA on May 7, 2003 (effective June 6, 2003).

While there is a 2007 PM-10 Maintenance Plan for the San Joaquin Valley, it does not address the portion of the nonattainment area under the jurisdiction of Kern County APCD. It is important to note that EPA has not designated any area beyond the San Joaquin Valley portion of Kern County as nonattainment for the 1997 PM2.5 standards.

CONFORMITY TEST REQUIREMENTS

Ozone

Under the existing conformity regulation, regional emissions analyses for ozone areas must address nitrogen oxides (NOx) and volatile organic compounds (VOC) precursors. The motor vehicle emission budgets for ozone are specified in the Early Progress Plans for the California State Implementation Plan in tons per average summer day. EPA published the notice of adequacy determination in the Federal Register on November 25, 2008 (effective December 10, 2008). The 2008 motor vehicle emission budgets for ROG and NOx are provided in the table below.

Mojave Desert (Eastern Kern County)
Ozone Emissions Budgets
(summer tons / day)

County	ROG	NOx
Kern - Eastern	5	18

PM-10

The Indian Wells Valley planning area, which includes a portion of Kern County has an approved Maintenance Plan for PM-10 that includes conformity budgets. The motor vehicle emissions budget for PM-10 are specified in the September 5, 2003 PM-10 Attainment Demonstration, Maintenance Plan, and Redesignation Request. EPA finalized approval of this Plan on May 7, 2003, effective June 6, 2003. The budgets for 2001 and 2013 from Table 7-2 of the Plan provided below have been used to compare with each analysis year emissions. Emission budget includes dust from paved and unpaved roads, as well as dust from construction activities. Vehicle exhaust was determined not to be significant and was not included in the budget.

Kern County Indian Wells Valley Area PM-10 Emissions Budgets

County	2001 (tons/day)	2013 (tons/day)
Kern – Indian Wells Valley	1.6	1.7

In addition, the San Joaquin Valley PM-10 nonattainment area includes a portion of Kern County that is not addressed in the 2007 PM-10 Maintenance Plan. This area is now under the jurisdiction of the Kern County APCD. This area currently has no PM-10 air quality plan. Under this scenario, the conformity regulation requires that the PM-10 nonattainment area use the interim emissions tests, which include either the "Action" scenario less than the "Baseline" scenario (Build vs. No-Build) or the "Action" scenario less than baseline emissions (Build vs. 1990). The regional emissions analysis must only address PM-10, since neither VOC nor NOx precursors have been found to be a significant contributor to the PM-10 nonattainment problem in this area.

Section 93.119(g)(2) of the conformity regulation indicates that a regional emissions analysis would not be required for analysis years in which the transportation projects and planning assumptions in the "Action" and "Baseline" scenarios are exactly the same. In such case, the interim test can be satisfied by documenting that the transportation projects and planning assumptions in both scenarios are exactly the same, and consequently, the emission predicted in the "action" scenario are not greater than the emissions predicted in the "Baseline" scenario for such analysis years.

ANALYSIS YEARS

A summary of the analysis years resulting from the above described rules and guidance for the Conformity Analysis is provided below.

Other Portions of Kern County Conformity Analysis Years

Pollutant	Budget Years	Attainment/Maintenance Year	Intermediate Years	RTP Horizon Year
E. Kern Ozone	NA	[1]	2010/2020	2030
Indian Wells Valley PM-10	NA	2013 [2]	2010/2020	2030
SJV PM-10	NA	2010	2020	2030

[1] Since the attainment year is currently 2008, which is NOT in the time span of the transportation plan, it is not included as an analysis year, although the budget itself will be used to demonstrate conformity.

[2] It is anticipated that conformity for the 2013 maintenance year will be demonstrated via interpolation as allowed by the rule.

CHAPTER 2
LATEST PLANNING ASSUMPTIONS AND TRANSPORTATION MODELING

LATEST PLANNING ASSUMPTIONS

The Clean Air Act states that "the determination of conformity shall be based on the most recent estimates of emissions, and such estimates shall be determined from the most recent population, employment, travel, and congestion estimates as determined by the MPO or other agency authorized to make such estimates." On January 18, 2001, the USDOT issued guidance developed jointly with EPA to provide additional clarification concerning the use of latest planning assumptions in conformity determinations (USDOT, 2001).

According to the conformity regulation, the time the conformity analysis begins is "the point at which the MPO or other designated agency begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions." The conformity analysis and initial modeling began in January 2007. A summary of transportation model updates and latest planning assumptions was transmitted to the Model Coordinating Committee (MCC) for interagency consultation. The summary was discussed on the October 11, 2007 MCC conference call. Both EPA and FHWA subsequently indicated that there were no comments or concerns regarding the summary. The conformity analysis and modeling for this TIP/RTP Amendment ~~began~~was finalized on June 1~~5~~0, 2009. It is important to note that both the latest planning assumptions and transportation model have been updated since the initial modeling noted above; documentation regarding updates is included below.

Key elements of the latest planning assumption guidance include:

- Areas are strongly encouraged to review and strive towards regular five-year updates of planning assumptions, especially population, employment and vehicle registration assumptions.

- The latest planning assumptions must be derived from the population, employment, travel and congestion estimates that have been most recently developed by the MPO (or other agency authorized to make such estimates) and approved by the MPO.

- Conformity determinations that are based on information that is older than five years should include written justification for not using more recent information. For areas where updates are appropriate, the conformity determination should include an anticipated schedule for updating assumptions.

- The conformity determination must use the latest existing information regarding the effectiveness of the transportation control measures (TCMs) and other implementation plan measures that have already been implemented.

Kern COG uses the TP+/CUBE transportation model. The model was validated in 200~~9~~1 using a 2006~~1998~~ base year. A model re-validation has been in process since 2005 with scheduled

completion in 2008. ~~The transportation model and latest planning assumption updates in process were not available for use in this conformity analysis.~~ The validation of the new model includes validation test of the existing model's ability to forecast to the new 2006 traffic counts. The validated~~previous~~ model, used for this conformity analysis, predicted 2006 traffic within ~~3~~1 percent of HPMS VMT, well within the tolerance required by federal conformity guidelines. The latest planning assumptions used in the transportation model validation and Conformity Analysis is summarized in Table 2-1.

Table 2-1
Summary of Latest Planning Assumptions for the Kern COG Conformity Analysis

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Population	Base Year: 200~~3~~ Projections: 200~~5~~ The 2006~~1998~~ base year population was based on the DOF estimates from 200~~0~~6. ~~Since the validation, the population forecasts were updated to incorporate 2000 census totals and 2003 DOF Estimates.~~ In July 2005, the Kern COG policy board approved a regional growth forecast target of 2 percent countywide based on historic trend data and public input.	This data is disaggregated to the TAZ level for input into TP+/CUBE for the base year validation. The population data from the DOF and U.S. Census, combined with Kern County Assessor's year-structure-built data provided the 200~~5~~6 base for future year projections.	The Kern COG Board has established a policy to revisit the regional growth forecast every 3-5 years. The most recent ~~current~~ re-~~validation in process is utilizing~~used DOF and Kern estimates from 200~~5~~6. The next countywide target update will be after the revised DOF forecast ~~is~~ scheduled for some time in ~~after July 2009~~8 after the 2010 census data is available. Disaggregation to the TAZs for use by the model normally takes 6 to 9 months to develop after approval of the new forecast by the Kern COG Board.
Employment	Base Year: 200~~3~~ Projections: 200~~3~~ The ~~1998~~2006 base year employment was based on EDD estimates from 200~~0~~6. Projections are based on 2nd Quarter ~~Summer~~ 200~~3~~ employer locations derived from ~~InfoUSA data and~~ California Employment Development Dept (EDD). The forecast is based on a jobs per household (JPH) ratio, and assumes a gradual decrease in the ratio from 1.27JPH in 200~~3~~ to 1.15JPH in 2030 as the population ages.	This data is disaggregated to the TAZ level for input into the TP+/CUBE. The employment data was geocoded by Kern COG and used to allocate the EDD estimates for the ~~1998~~2006 base year, ~~the 2003 employment base year,~~ and extrapolated using the JPH ratio for all forecast years.	~~The current re-validation in process is using EDD employer data by geocoded location for 2006. The employment has been acquired and incorporated into the re-validation. Forecast totals incorporate the 2006 California Economic Forecast Report prepared by Caltrans economists.~~ The next countywide target update for employment may occur with the release of the next update to the DOF forecast.
Traffic Counts	~~1998~~ 2006 traffic counts collected by Kern COG, its member agencies and Caltrans. A test validation was performed using 2006 counts and found that the	TP+/CUBE was validated using these traffic counts.	~~The current re-validation in process is utilizing 2006 base year traffic counts and will be available for use before the end of 2008.~~ Kern COG maintains a regional traffic count program that counts

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
	screenlines averaged within 10% of the observed counts.		over 1000 locations per year. The next full re-validation may occur as early as 2011.
Cont. next page Vehicle Mile of Travel	The transportation model was validated in 200~~1~~9 to the ~~1998~~2006 base year. The validation came within ~~3~~1 percent of Caltrans HPMS VMT estimate.	TP+/CUBE is the transportation model used to estimate VMT in KERN County.	VMT is an output of the transportation model. VMT is affected by the TIP/RTP project updates and is included in each new conformity analysis.
Speeds	The 200~~1~~6 transportation model validation was based on survey data free flow speeds collected in ~~1998~~2006 by the cities, County, Caltrans, and Kern COG. Speed distributions were updated in EMFAC 2007, using methodology approved by ARB and with information from the transportation model.	TP+/CUBE transportation model includes a feedback loop that assures congested speeds are consistent with travel speeds. EMFAC 2007	Speed studies are conducted by the cities and the County on Caltrans functionally classified routes on an on-going basis for setting/enforcing speed limits. This information is gathered and incorporated into each new model validation. Updated speed data ~~for the 2006 base year is scheduled to~~ will be incorporated in the next ~~upcoming~~ model validation. ~~In 2006 Kern COG released an RFP to incorporate local speed survey reporting into a regional traffic count database. This effort will improve the methodology and ease future model updates.~~
Vehicle Registrations	EMFAC 2007 is the most recent model for use in California conformity analyses. Vehicle registration data is included by ARB in the model and cannot be updated by the user.	EMFAC 2007	ARB has incorporated new vehicle registration with the release of EMFAC 2007. ARB has committed to update the fleet information in EMFAC on a 3-year cycle thereafter (see 1/31/06 letter to EPA and FHWA).
State Implementation Plan Measures	Latest implementation status of commitments in prior SIPs.	Emission reduction credits consistent with the SIPs are post-processed via spreadsheets as documented in Ch. 4.	Updated for every conformity analysis.

SOCIOECONOMIC DATA

POPULATION, EMPLOYMENT AND LAND USE

The conformity regulation requires documentation of base case and projected population, employment, and land use used in the transportation modeling. USDOT/EPA guidance indicates that if the data is more than five years old, written justification for the use of older data must be

provided. In addition, documentation is required for how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.

Supporting Documentation:

The Kern Regional Transportation Modeling Committee (KRTMC) provides oversight for the land use and socioeconomic data inputs into the model. The KRTMC is made up of local government planning and public works staff. The KRTMC is a subcommittee of the Transportation Technical Advisory Committee to the Kern COG Board. The KRTMC was established by a Memorandum of Understanding (MOU) between Kern COG (representing the outlying communities), the City of Bakersfield, the County of Kern and Caltrans District 6 to coordinate modeling in the region. The MOU affirms the Kern COG policy for its Board to revise and adopt the countywide forecast targets every 3-5 years.

Land use and socioeconomic data at the zonal level are used for determining trip generation. The KRTMC updates the distribution of zonal data as new information and planning assumptions are available. The housing forecasts are based on the US Census and State of California Department of Finance (DOF) projections, and locally adopted forecasts based on historic performance. The employment forecasts were developed primarily California Employment Development Department (EDD) data and distributed by geocoding using ArcGIG software ~~using directory listing data from InfoUSA~~ and from general plan land use data applying estimates of market absorption rates, jobs housing balance ratios. Employment data is currently stratified into three broad sectors: Retail, Basic/Industrial, and Service/Other based on SIC/NIACs code listings provided by InfoUSA. Population and employment growth were distributed among the County jurisdictions based on local data and a consensus process through the KRTMC. Income stratification for zonal data is based on the 2000 Census and is used in place of vehicle availability to determine mode choice and trip generation rates. Validation in the region shows a strong correlation between vehicle availability and income. School enrollment forecasts and future school location are developed in consultation with local school districts.

The KRTMC representatives work daily with developers and the public on future growth applications. Recently, developers have begun using the Kern COG model to test infrastructure needs created by new developments. These land use and infrastructure changes are worked into the regional conformity model after the development is approved and reflected in the TIP RTP or Local impact fee project lists as requested by local agencies~~necessary~~.

TRANSPORTATION MODELING

The San Joaquin Valley Metropolitan Planning Organizations (MPOs) utilize the TP+/Viper (Cube) traffic modeling software. The Valley TPA regional traffic models consist of traditional four-step traffic forecasting models. They use land use, socioeconomic, and road network data to estimate facility-specific roadway traffic volumes. Each TPA model covers the appropriate county area, which is then divided into hundreds or thousands of individual traffic analysis zones (TAZs). In addition the model roadway networks include thousands of nodes and links. Link types include freeway, freeway ramp, other State route, expressway, arterial, collector, and local

collector. Current and future-year road networks were developed considering local agency circulation elements of their general plans, traffic impact studies, capital improvement programs, and the State Transportation Improvement Program. The models use equilibrium, a capacity sensitive assignment methodology, and the data from the model for the emission estimates differentiates between peak and off-peak volumes and speeds. In addition, the model is reasonably sensitive to changes in time and other factors affecting travel choices. The results from model validation/calibration were analyzed for reasonableness and compared to historical trends.

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

Supporting Documentation:

The Kern COG regional travel demand model contains ~~incorporates~~ a congestion feedback loop with a fully integrated transit mode choice module~~split~~. The model uses socio-economic data for ~~1100~~1984 TAZs and is integrated with ArcGIS software to manage both network and land use inputs.

TRAFFIC COUNTS

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

Supporting Documentation:

The Kern COG regional travel demand model was validated in 200~~1~~9 to ~~1998~~2006 observed counts at more than 200 locations. The validation incorporated data for Kern County from the most recent available California household travel ~~survey and an on-board bus origin and destination survey~~. 75 percent of freeways, expressways and principle arterials meet the maximum desirable deviation established by the 1992 Caltrans Travel Forecasting Guidelines and transit boardings were with in ~~6~~12 percent of observed counts in the 2006 base year. 67 percent of all the links greater than the daily count of 500 meet the maximum desirable deviation.

The 2006 validation model performed ~~In 2007, the consultant for the transportation model update performed a sensitivity test on the ability of the old model based validation using the 1998 counts to predict the 2006 observed traffic counts when provided with the 2006 updated socio-economic base data. The model preformed suprising~~ well and averaged with in 10% of observed counts along screenlines. The percent difference of 3% is well within the allowable 5% difference for

all links. The validation also meets the maximum allowable deviation criteria for the percent difference for all the different volume ranges.

SPEEDS

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

Supporting Documentation:

Kern COG's member agencies routinely perform speed surveys on functionally classified routes throughout the region. These observed speeds are inputted into the model as the freeflow speeds. The valley traffic models include a feedback loop that uses congested travel times as an input to the trip distribution step. The feedback loop ensures that the congested travel speeds used as input to the air pollution emission models are consistent with the travel speeds used throughout the traffic model process. The observed speeds were also compared to the speeds from the traffic assignment and are shown in the appendix table of the model documentation.

TRANSIT

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

Supporting Documentation:

The Golden Empire Transit (GET) District is a member of the KRTMC and provides updates to the fixed transit network upon request by Kern COG modeling staff. The transit network as modeled reflects the latest available changes from GET.

VALIDATION/CALIBRATION

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

Supporting Documentation:

The models were validated by comparing its estimates of base year traffic conditions with base year traffic counts. The base year validations meet standard criteria for replicating total traffic volumes on various road types and for percent error on links. The base year validation also meets standard criteria for percent error relative to traffic counts on groups of roads (screenlines) throughout each county. The modeled trip lengths were also reasonable compared to the observed trip lengths in minutes.

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

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

The Caltrans HPMS ~~1998~~2006 estimate of VMT in Kern County was ~~18,072,800~~22,400,280. The ~~1998~~2006 model base year estimated ~~17,945,412~~22,652,969 VMT. The ~~1998~~ 2006 model estimate is 1 percent ~~lower~~ higher than the Caltrans ~~1998~~ 2006 HPMS VMT and within the validation of plus or minus 3 percent desirable target range.

FUTURE NETWORKS

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

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

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

§93.126, §93.127, §93.128 require that all projects in the TIP/RTP that are exempt from

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

Supporting Documentation:

The build highway networks include qualifying projects based on Amendment #~~2~~8 to the 2009 ~~Interim~~ FTIP and the 2007 RTP Amendment #~~1~~2. 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, right-of-way acquisition, or non-capacity improvements are not included in the networks. When these projects result in actual facility construction projects, the associated capacity changes are coded into the network as appropriate. Since the networks define capacity in terms of number of through traffic lanes, only construction projects that increase the lane-miles of through traffic are included.

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

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

Kern COG surveys its member jurisdictions twice a year for updates to the transportation model network on regionally significant routes. The latest changes are reflected in Appendix B.

TRAFFIC ESTIMATES

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

Table 2-2
Traffic Network Comparison for Horizon Years Evaluated in Conformity Analysis (SJV)

Horizon Year	Total Population (thousands)	Employment (thousands)	Average Weekday VMT (millions)	Total Lane Miles*
2010	~~709.2~~713.2	~~259.9~~259.8	~~20.6~~19.5	~~4,995~~5299
2011	~~725.4~~741.2	~~264.0~~268.7	~~21.2~~20.3	~~5,057~~NA
2014	~~767.0~~769.3	~~276.7~~277.6	~~23.1~~21.4	~~5,084~~NA
2017	~~810.4~~814.1	~~290.1~~291.8	~~25.0~~23.2	~~5,514~~NA
2020	~~856.3~~860.1	~~304.1~~306.4	~~27.1~~25.0	~~5,570~~5703
2023	~~903.9~~908.1	~~318.9~~321.3	~~28.7~~26.2	~~5,570~~NA
2030	~~1,025.7~~1030.9	~~353.2~~355.4	~~33.5~~29.3	~~5,889~~6185

*Not applicable for years lane miles not used in analysis.

Traffic Network Comparison for Horizon Years Evaluated in Conformity Analysis for Mojave Desert (Eastern Kern)

Horizon Year	Total Population (thousands)	Employment (thousands)	Average Weekday VMT (millions)	Total Lane Miles*
2010	~~98.9~~96.3	~~45.4~~34.5	~~4.6~~4.1	~~1,411~~NA
2020	~~115.1~~112.0	~~53.6~~42.7	~~5.9~~5.2	~~1,509~~NA
2030	~~141.0~~136.5	~~62.6~~51.6	~~7.2~~6.3	~~1,960~~NA

*Not applicable for years lane miles not used in analysis.

Traffic Network Comparison for Horizon Years Evaluated in Conformity Analysis for Indian Wells Valley (Kern County Portion)

Horizon Year	Total Population (thousands)	Employment (thousands)	Average Weekday VMT (millions)	Total Lane Miles
2010	~~37.1~~35.6	~~17.2~~13.8	~~0.8~~0.6	~~282~~358
2020	~~39.5~~38.4	~~20.1~~16.7	~~1.1~~0.7	~~304~~376
2030	~~41.5~~40.5	~~23.3~~19.9	~~1.3~~0.9	~~320~~412

Traffic Network Comparison for Horizon Years Evaluated in Conformity Analysis for San Joaquin Valley PM-10 (Kern APCD Portion)

Horizon Year	Total Population (thousands)		Employment (thousands)		Average Weekday VMT (millions)		Total Lane Miles	
	Build	NO-Build	Build	No-Build	Build	No-Build	Build	No-Build
2010	~~31.8~~34.4	~~31.8~~34.4	~~5.9~~6.4	~~5.9~~6.4	~~1.0~~0.9	~~1.0~~0.9	~~247~~423	~~247~~423
2020	~~34.4~~37.5	~~34.4~~37.5	~~7.1~~7.6	~~7.1~~7.6	~~1.2~~1.1	~~1.2~~1.1	~~247~~423	~~247~~423
2030	~~37.6~~41.1	~~37.6~~41.1	~~8.4~~9.0	~~8.4~~9.0	~~1.4~~1.3	~~1.4~~1.3	~~247~~423	~~247~~423

VEHICLE REGISTRATIONS

Kern Council of Governments does not estimate vehicle registrations, age distributions or fleet mix. Rather, current forecasted estimates for these data are developed by CARB and included in the EMFAC2007 model. EMFAC2007 is the most recent model for use in California conformity analyses. Vehicle registrations, age distribution and fleet mix are developed and included in the model by CARB and cannot be updated by the user.

STATE IMPLEMENTATION PLAN MEASURES

The air quality modeling procedures and associated spreadsheets contained in Chapter 3 Air Quality Modeling assume emission reductions consistent with the applicable air quality plans. The emission reductions assumed for these committed measures reflect the latest implementation status of these measures. Committed control measures in the applicable air quality plans that reduce mobile source emissions and are used in conformity, are summarized below.

CARBON MONOXIDE

No committed control measures are included in the conformity demonstration.

OZONE

Committed control measures in the 2007 Ozone Plan that reduce mobile source emissions and are included in the conformity demonstration are shown in Table 2-3.

Table 2-3
2007 Ozone Plan Measures Assumed in the Conformity Analysis

Measure Description	Pollutants
District Existing Indirect Source Mitigation and School Bus Fleets rules	Summer NOx
ARB existing Reflash, Idling, and Moyer	Summer ROG Summer NOx
District Proposed Employee Trip Reduction	Summer ROG Summer NOx

NOTE: While the ARB Proposed passenger and truck measures included in the Draft State Strategy were included in the 2007 Ozone Plan and conformity budgets, they are not included in the conformity analysis. EPA has indicated that these measures cannot be included, since there is no written commitment to the specific control measures contained in the SIP.

PM-10

Committed control measures in the EPA approved 2007 PM-10 Maintenance Plan that reduce mobile source emissions and are included in the conformity demonstration are shown in Table 2-4.

Table 2-4
2007 PM-10 Maintenance Plan Measures Assumed in the Conformity Analysis

Measure Description	Pollutants
ARB existing Reflash, Idling, and Moyer	PM-10 annual exhaust NOx annual exhaust
District Rule 8061	PM-10 paved road dust PM-10 unpaved road dust
District Rule 8021 Controls	PM-10 road construction dust

PM2.5

Committed control measures in the EPA approved 2007 PM-10 Maintenance Plan that reduce mobile source emissions (exhaust only) are shown in the table above. It is important to note that the PM-10 exhaust reductions are reduced by the ARB size fraction for diesel exhaust to yield a PM2.5 exhaust reduction.

The ARB size fraction data can be accessed at http://www.arb.ca.gov/ei/speciate/speciate.htm The PMSIZE link (under speciation profiles) opens a spreadsheet that contains size fractions. Row 75 of the spreadsheet specifies that the diesel exhaust fraction of PM-10 that represents PM2.5 or smaller is 0.92. This fraction was used because the approved ARB control measure in the EPA approved Amended 2003 PM-10 Plan only affects diesel vehicle exhaust.

The PM-10 diesel exhaust emission reductions are reduced by the ARB size fraction for diesel vehicle exhaust to yield a PM2.5 diesel exhaust emission reduction. This is documented in the spreadsheet EMFAC explanation tab. The PM2.5 fraction is calculated by multiplying the PM-10 diesel exhaust fraction by the ARB size fraction 0.92.

STATE IMPLEMENTATION PLAN MEASURES APPLICABLE TO THE OTHER AREAS OF KERN COUNTY

No committed control measures are included in the conformity demonstration for ozone or PM-10. As previously indicated, EPA has not designated any area beyond the San Joaquin Valley portion of Kern County as nonattainment for the 1997 PM2.5 standards.

CHAPTER 3
AIR QUALITY MODELING

The model used to estimate vehicle exhaust emissions for carbon monoxide, ozone precursors, and particulate matter is EMFAC2007. ARB emission factors for PM-10 have been used to calculate reentrained paved and unpaved road dust, and fugitive dust associated with road construction. For the Conformity Analysis, model inputs not dependent on the Transportation Improvement Program or Regional Transportation Plan (RTP) are consistent with the applicable SIPs, which include:

- The 2004 Revision to the California State Implementation Plan for Carbon Monoxide was approved by EPA on November 30, 2005 (effective January 30, 2006).

- EPA published ~~is anticipated to publish~~ an adequacy determination for the 2011, 2014, and 2017 conformity budgets contained in the 2007 Ozone Plan on January 22, 2009, effective February 6, 2009. ~~in January 2009.~~

- The 2007 PM-10 Maintenance Plan was approved by EPA on November 12, 2008.

It is important to note that the San Joaquin Valley 2008 PM2.5 Plan has been developed and submitted to EPA. However, EPA has not acted on the budget at this time; therefore, the PM2.5 Plan is not an applicable SIP.

Regional emissions have been estimated for the horizon years 2010, 2020, 2023 and 2030; other analysis years are interpolated per conformity regulation. The conformity regulation requirements for the selection of the horizon years are summarized in Chapter 1.

EMFAC2007

The EMFAC model (short for EMission FACtor) is a computer model that can estimate emission rates for motor vehicles for calendar years from 1970 to 2040 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, eight different classes of trucks, motorcycles, urban and school buses and motor homes.

EMFAC is used to calculate current and future inventories of motor vehicle emissions at the state, county, air district, air basin, or county within air basin level. EMFAC contains default vehicle activity data that can be used to estimate a motor vehicle emission inventory in tons/day for a specific day, month, or season, and as a function of ambient temperature, relative humidity, vehicle population, mileage accrual, miles of travel and speeds.

Section 93.111 of the conformity regulation requires the use of the latest emission estimation model in the development of conformity determinations. EMFAC2007 is the latest update to the EMFAC model for use by California State and local governments to meet Clean Air Act (CAA, 1990) requirements. On January 18, 2008 EPA announced the availability of this latest version

of the California EMFAC model for use in State Implementation Plan (SIP) development in California.

Since the transportation conformity regulation (40 CFR 93.110) requires areas to use the latest information for estimating vehicle activity, EPA approved the CARB methodology for updating the default vehicle activity data in EMFAC2002 in April 2003. CARB's methodology, ''Recommended Methods for Use of EMFAC2002 to Develop Motor Vehicle Emission Budgets and Assess Conformity,'' explains how vehicle activity data should be updated. This methodology has not been updated for EMFAC2007, but remains applicable. The methodology explains how each parameter associated with vehicle activity was originally developed in EMFAC, how each parameter is related, and how each can be updated when new data becomes available. These relationships are important when adjusting vehicle trips or VMT (vehicle miles traveled). For example, VMT in EMFAC2007 is directly related to vehicle population and mileage accrual rate. Similarly, start and evaporative vehicle emissions are also related to vehicle population levels. If new VMT data is available, CARB suggests modifying the input vehicle population levels, instead of directly inputting new VMT data, so that start and evaporative emissions are revised appropriately. Updated vehicle activity data can also be input to EMFAC using the WIS interface.

A transportation data template has been prepared to summarize the transportation model output for use in EMFAC 2007. The template includes allocating VMT by speed bin by modeling period, as well as creating a 24-hour VMT percentage by speed bin array for input into EMFAC 2007.

EMFAC was used to estimate exhaust emissions for CO, ozone, PM-10, and PM2.5 conformity demonstrations consistent with the applicable air quality plan. These estimates are further reduced by SIP measures as documented in Chapter 2.

ADDITIONAL PM-10 ESTIMATES

PM-10 emissions for reentrained 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

The core methodology for estimating paved road dust emissions is based on the algorithm published in the 5th Edition of AP-42 (U.S. EPA) (http://www.epa.gov/ttn/chief/ap42/ch13/).

ARB default assumptions for roadway silt loading by roadway class, rainfall correction factor average vehicle weight remain unchanged. Emissions are estimated for five roadway classes including freeways, arterials, collectors, local roads, and rural roads. Countywide vehicle miles traveled (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 an ARB methodology in which the miles of unpaved road are multiplied by the assumed vehicle miles traveled (VMT) and an emission factor. In the 2007 PM-10 Maintenance Plan, it is assumed that all non-agricultural unpaved roads within the SJV 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 an ARB 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.

PM2.5 APPROACH

EPA issued guidance for creating annual on-road mobile source emission inventories for PM2.5 in August 2005 (EPA, 2005c). The guidance indicates that all areas currently designated nonattainment for PM2.5 are violating the annual standard for the pollutant. Therefore, in order to be consistent with the standard, PM2.5 nonattainment areas must develop annual emission inventories for the purpose of developing SIP budgets and demonstrating transportation conformity.

EMFAC2007 includes data for temperature, relative humidity, and characteristics for gasoline fuel sold that vary by geographic area, calendar year, and month and season. The annual average represents an average of all the monthly inventories. As a result, EMFAC will be run to estimate

direct PM2.5 and NOx from motor vehicles for an annual average day that will provide the information for both the annual and 24-hour PM2.5 standards.

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

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

The SJV MPOs all use network based travel models. However, the models only estimate average weekday VMT. The San Joaquin Valley 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 necessary 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 San Joaquin Valley MPOs believe that the average annual day calculated from the current traffic models and EMFAC2007 represent the most accurate data available. The MPOs will continue to discuss and research options that look at how VMT varies by month and season according to the local traffic models.

It is important to note that the guidance indicates that EPA expects the most thorough analysis for developing annual inventories will occur during the development of the SIP, taking into account the needs and capabilities of air quality modeling tools and the limitations of available data. Prior to the development of the SIP, State and local air quality and transportation agencies may decide to use simplified methods for regional conformity analyses.

It is important to note that the San Joaquin Valley 2008 PM2.5 Plan has been developed and submitted to EPA. The annual inventory methodology contained in the plan and used to establish emissions budgets is consistent with the methodology used herein. However, EPA has not acted on the budget at this time.

Whatever approach is selected, the latest planning assumptions, latest emissions model, and appropriate methods for estimating travel and speeds must be used as required by the conformity regulation. In addition, the selected interim emissions tests should be used consistently when completing a conformity test. That is the regional conformity analysis for the baseline year test should be based on the same approach that was used to develop the baseline inventory for conformity purposes.

The regional emissions analyses in PM2.5 nonattainment areas must consider directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear, and tire wear. In California, areas will use EMFAC2007. As indicated under the Conformity Test Requirements, re-entrained road dust and construction-related fugitive dust from highway or transit projects is not included at this time. In addition, NOx emissions are included; however, VOC, SOx, and ammonia emissions are not.

AIR QUALITY MODELING APPLICABLE TO THE OTHER AREAS OF KERN COUNTY

For Mojave Desert (Eastern Kern), the model used to estimate emissions for ozone precursors is EMFAC2007 using the methodology described above.

For Indian Wells Valley (Kern County Portion), PM-10 onroad exhaust is not significant and not included in the emissions budgets or the conformity estimates. ARB emission factors for PM-10 have been used to calculate reentrained paved road dust consistent with the SIP; unpaved road dust, and fugitive dust associated with road construction have been estimated using the methodology described above. However, there is no PM-10 trading mechanism.

For the Conformity Analysis, model inputs not dependent on the Transportation Improvement Program or Regional Transportation Plan (RTP) are consistent with the applicable SIPs, which include:

- EPA published a Notice of Adequacy determination for the Early Progress Plans for Eastern Kern County on November 25, 2008 (effective December 10, 2008).

- The PM-10 Attainment demonstration, Maintenance Plan, and Redesignation Request was approved by EPA on May 7, 2003 (effective June 6, 2003).

Regional emissions have been estimated for the horizon years 2010, 2013, 2020 and 2030. The conformity regulation requirements for the selection of the horizon years are summarized in Chapter 1.

No air quality modeling is being conducted for the San Joaquin Valley PM-10 nonattainment area that is under the jurisdiction of the Kern County APCD. As discussed in Section 1, this area currently has no PM-10 air quality plan and must use the interim emissions test for PM-10. However, as illustrated in Section 2 and Appendix B, the transportation projects and planning assumptions in the “Action” and “Baseline” scenarios are exactly the same.

SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES

Step-by-step air quality modeling procedures, including instructions, references and controls, for the Conformity Analysis are available on the Fresno COG website at [http://www.fresnocog.org/]. In addition, documentation of the conformity analysis is provided in Appendix C, including:

- 2009 adjust_vmt Spreadsheet
- 2009 Conformity EMFAC Spreadsheet
- 2009 Conformity Paved Road Spreadsheet
- 2009 Conformity Unpaved Road Dust Spreadsheet
- 2009 Conformity Construction Spreadsheet
- 2009 Conformity Trading Spreadsheet
- 2009 Conformity Totals Spreadsheet

CHAPTER 4
TRANSPORTATION CONTROL MEASURES

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

TRANSPORTATION CONFORMITY REGULATION REQUIREMENTS FOR TCMs

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

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

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

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

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

(i) programs for improved public transit;
(ii) restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;
(iii) employer-based transportation management plans, including incentives;
(iv) trip-reduction ordinances;
(v) traffic flow improvement programs that achieve emission reductions;
(vi) fringe and transportation corridor parking facilities serving multiple occupancy vehicle programs or transit service;
(vii) programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use;
(viii) programs for the provision of all forms of high-occupancy, shared-ride

services;

(ix) programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;

(x) programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;

(xi) programs to control extended idling of vehicles;

(xii) programs to reduce motor vehicle emissions, consistent with title II, which are caused by extreme cold start conditions;

(xiii) employer-sponsored programs to permit flexible work schedules;

(xiv) programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;

(xv) programs for new construction and major reconstructions of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest. For purposes of this clause, the Administrator shall also consult with the Secretary of the Interior; and

(xvi) program to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks.

TCM REQUIREMENTS FOR A TRANSPORTATION PLAN

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

> "(1) The transportation plan, in describing the envisioned future transportation system, provides for the timely completion or implementation of all TCMs in the applicable implementation plan which are eligible for funding under Title 23 U.S.C. or the Federal Transit Laws, consistent with schedules included in the applicable implementation plan.
>
> (2) Nothing in the transportation plan interferes with the implementation of any TCM in the applicable implementation plan."

TCM REQUIREMENTS FOR A TRANSPORTATION IMPROVEMENT PROGRAM

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

> "(1) An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past

obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs over other projects within their control, including projects in locations outside the nonattainment or maintenance area;

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

• if the funds intended for those TCMs are reallocated to projects in the TIP other than TCMs, or

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

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

APPLICABLE AIR QUALITY IMPLEMENTATION PLANS

Only transportation control measures from applicable implementation plans for the San Joaquin Valley region are required to be updated for this analysis. For the Conformity Analysis, the applicable implementation plans, according to the definition provided at the start of this chapter, are summarized below.

APPLICABLE IMPLEMENTATION PLAN FOR CARBON MONOXIDE

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

APPLICABLE IMPLEMENTATION PLAN FOR OZONE

The only applicable ozone plan is the *1994 Ozone Attainment Demonstration Plan* and the *Revised 1996 Rate of Progress Plan*.

The transportation control measures contained in the *1994 Ozone Attainment Demonstration* are not clearly delineated. Both transportation control measures and mobile source measures are discussed under the heading of transportation control measures. The Attainment Demonstration specifically includes Rule 9001 – Commute Based Trip Reduction; however, this rule was never approved by EPA as part of the SIP. In addition, the Revised 1996 Rate of Progress Plan

specifically identifies TCMs committed for implementation from 1990 through 1996. The commitments are listed within the following TCM categories:

TCM1 – Traffic Flow Improvements
TCM2 – Public Transit
TCM3 – Rideshare Programs (Rule 9001)
TCM4 – Bicycle Programs
TCM5 – Alternative Fuels Program

Most of the TCMs in the plans were implemented in the short term, and have been fully implemented. As a result, any resulting creditable emission reduction benefits have been incorporated into the traffic forecasts for the region. However, the TIP/RTP provides continued funding for transportation projects that support TCM programs (e.g., traffic flow improvements, public transit, rideshare programs, and bicycle programs). In addition, voluntary implementation of Rule 9001 (Employee Commute Options) is ongoing even though the Rule was not approved by EPA and cannot be implemented as a mandatory program under SB437.

APPLICABLE IMPLEMENTATION PLAN FOR PM-10

The 2007 PM-10 Maintenance Plan was approved by EPA on November 12, 2008. No new local agency control measures were included in the Plan.

The Amended 2003 PM-10 Plan was approved by EPA on April 28, 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. Accordingly, they will be tracked for timely implementation through 2010.

Other Portions of Kern: No TCMs are included in the air quality plans for the Mojave Desert (Eastern Kern) or Indian Wells Valley (Kern County portion) and there is no air quality plan for the San Joaquin Valley PM-10 nonattainment area that is under the jurisdiction of the Kern County APCD.

IDENTIFICATION OF 2002 RACM THAT REQUIRE TIMELY IMPLEMENTATION DOCUMENTATION

As part of the 2004 Conformity Determination, FHWA requested that each SIP (Reasonably Available Control Measure - RACM) commitment containing Federal transportation funding and a transportation project and schedule be addressed more specifically. FHWA verbally requested documentation that the funds were obligated and the project was implemented as committed to in the SIP.

The RTPA Commitment Documents, Volumes One and Two, dated April 2002 (Ozone RACM) were reviewed, using a "Summary of Commitments" table. Commitments that contain specific Federal funding/transportation projects/schedules were identified for further documentation. In some cases, local jurisdictions used the same Federal funding/transportation projects/schedules for various measures; these were identified as combined with ("comb w/") reference as appropriate. A not applicable ("NA") was noted where federally-funded project is vehicle technology based, fuel based, and maintenance based measures (e.g., LEV program, retrofit programs, clean fuels - CNG buses, etc.).

In addition, the RTPA Commitment Document, Volume Three, dated April 2003 (PM-10 BACM) was reviewed, using the Summary of Commitments table. Commitments that contain specific CMAQ funding for the purchase and/or operation of street sweeping equipment have been identified. Only one commitment (Fresno - City of Reedley) was identified.

The Project TID Table was developed to provide implementation documentation necessary for the measures identified. Detailed information is summarized in the first five columns, including the commitment number, agency, description, funding and schedule (if applicable).

For each project listed, the TIP in which the project was programmed, as well as the project ID and description have been provided. In addition, the current implementation status of the project has been included (e.g., complete, under construction, etc). MPO staff determined this information in consultation with the appropriate local jurisdiction. Any projects not implemented according to schedule or project changes are explained in the project status column. These explanations are consistent with the guidance and regulations provided in the Transportation Conformity regulation.

Supplemental documentation was provided to FHWA in August and September 2004 in response to requests for information on timely implementation of TCMs in the San Joaquin Valley. The supplemental documentation included the approach, summary of interagency consultation correspondence, and three tables completed by each of the eight MPOs. The Supplemental Documentation was subsequently approved by FHWA as part of the 2004 Conformity Determination.

The Project TID table that was prepared at the request of FHWA for the 2004 Conformity Analysis has been updated in each subsequent conformity analysis (e.g., 8-hour, PM2.5, 2007 TIP). This documentation has been updated as part of this Conformity Analysis. A summary of

this information is provided in Appendix E.

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 was applied to the 2002 RACM Commitments approved by reference as part of the Amended 2003 PM-10 Plan. In April 2006, EPA transmitted final tables that identified the approved RACM commitments that require timely implementation documentation for the Conformity Analysis. Subsequently, an approach to provide timely implementation documentation was developed in consultation with FHWA.

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

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 E, 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.

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

In May 2003, the San Joaquin Valley COG Directors committed to conduct feasibility analyses as part of each new RTP in support of the 2003 PM-10 Plan. While this commitment was retained in the 2007 PM-10 Maintenance Plan, it is important to note that there is no new RTP development with Amendment #~~2~~8 to the 2009 ~~Interim~~ FTIP. As a result, there is no update to the 2007 conformity analysis with respect to inclusion of additional long-range local government control measures.

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 SJVUAPCD 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 F includes the public hearing process documentation. The response to comments received as part of the public comment process are included in Appendix G.

INTERAGENCY CONSULTATION

Consultation is generally conducted through the San Joaquin Valley Model Coordinating Committee. The San Joaquin Valley Model Coordinating Committee (MCC) has been established by the Valley Transportation Planning Agency's Director's Association to provide a coordinated approach to valley air quality, conformity and transportation modeling issues. The committee's goal is to ensure Valley wide coordination, communication and compliance with Federal and California Clean Air Act requirements. Each of the eight Valley Metropolitan Planning Organizations (MPOs) and the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) are represented. In addition, the Federal Highway Administration, Federal Transit Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans are all represented on the committee. The MCC meets approximately monthly; agendas, minutes, and other air quality related items are posted on the Fresno COG website at http://www.fresnocog.org

The interagency consultation process for the 2009 TIP Conformity Analysis began on the October 11, 2007 MCC conference call with a discussion of the timeline and approach, as well as a review of the latest planning assumptions to be used. A comment period was provided for the summary of latest planning assumptions and both FHWA and EPA responded that they had no comments. Interagency consultation was conducted on the proposed processes, instructions for regional emission estimates, and draft boilerplate documentation in March 2008. All

documentation is contained on the 2009 Conformity web-page on Fresno COG website (see information located at http://www.fresnocog.org.

~~Due to uncertainty with EPA's PM10 Maintenance Plan approval schedule, each MPO prepared both the 2009 FTIP/Conformity Analysis and an Interim TIP (which would allow some, but not all projects to move forward) for public review.~~

~~The 2007 PM-10 Maintenance Plan and Request for Redesignation was submitted to EPA on November 16, 2007. EPA proposed approval of the Plan and conformity budgets on April 25, 2008. In early April, EPA indicated that final action on the plan could be available by late June 2008. On May 15, 2008, EPA provided a signed Federal Register notice for the technical corrections to the motor vehicle budgets which included an extension of the public comment period to June 10, 2008. EPA then indicated that final action on the plan could be available by late July 2008.~~

~~In early June 2008, EPA indicated that they would be unable to issue final action on the PM-10 Maintenance Plan (thus providing conformity budgets needed for the 2009 FTIP) by July 31, 2008 due to two exceedances of the standard monitored in late May. Consequently, the 2009 Interim FTIPs were then adopted in July 2008 by each of the SJV MPOs and submitted to Caltrans by August 1, 2008 for inclusion in the 2009 FSTIP. There was no action taken on the Draft 2009 TIP, corresponding Conformity Analysis, or Draft 2007 RTP Amendments. In summary, there are approximately 100 projects with $2.4 billion in funding that are not included in the Interim TIP four year element (FY 08/09 through FY 11/12).~~

~~In July, 2008, EPA indicated that the anticipated date of final action on the Maintenance Plan was September 20008. However, it was unclear what impact the current and/or future exceedances of the PM-10 standard have on meeting this schedule. Consequently, both FHWA and Caltrans requested that the SJV MPOs process a first off-cycle amendment to the 2009 Interim FTIP that relies on a previous emissions analysis. In response, the SJV MPOs drafted Amendment #1 and released for public review in September, with Board adoption scheduled for October. This amendment included approximately 75 (of the 100) projects that were determined to be eligible to rely on a previous emissions analysis and be added to the Interim TIPs.~~

~~On September 24, 2008, EPA signed the approval notice for the San Joaquin Valley 2007 PM-10 Maintenance Plan, including motor vehicle emissions budgets for conformity. These budgets replace the previously approved budgets and invalidates Amendment #1 that Relies on a Previous Emissions Analysis. Consequently, each MPO has withdrawn Amendment #1 from public review and Board consideration in October.~~

~~At least three MPOs need to process Type #2 and/or Type #3 amendments (no conformity analysis required) prior to this conformity analysis. These amendments are being labeled #2 to the 2009 Interim FTIP and will be processed in accordance with the applicable Public Participation Plan.~~

FHWA/FTA last issued a finding of conformity for the 2009 TIP and 2007 RTP, including amendments, on February 27, 2009. ~~The SJV MPOs began drafting Amendment #2 to the 2009~~

~~Interim FITP to add project phases and/or projects that were not included in the 2009 Interim TIPs in October.~~ A new conformity determination and new regional emissions analysis is required for Amendment #~~2~~8. Amendment #~~2~~8 was released for public review in July ~~November~~, with public hearings to be conducted in July~~December~~, followed by Board adoption in September ~~January~~ 2009. Federal approval of Amendment #~~2~~8 and the corresponding Conformity Analysis is anticipated in December ~~March~~ 2009.

It is important to note that the San Joaquin Valley is a PM2.5 multi-jurisdictional area; there are 8 MPOs within the PM2.5 nonattainment area and no PM2.5 conformity budgets are available for use at this time. Consequently, the PM2.5 conformity determination must be based on a regional emissions analysis that covers the entire nonattainment area. In accordance with EPA guidance, the other 7 MPOs must redetermine conformity. Since no other transportation planning changes are being made, the 7 other MPO's individual conformity analyses remain unchanged. However, the new Appendix D "PM2.5 Conformity Results Summary for Each MPO in the San Joaquin Valley Nonattainment Area" (see Attachment #4, Part 2) will be made available for a 30-day public comment period prior to re-adoption of their conformity determination. In general, the public comment periods will occur in July/August with Board adoption in September 2009; no public hearing is required for the other 7 MPOs since there is no corresponding transportation planning action.

Interagency consultation also includes the local transportation providers in the MPO region (e.g., cities, transit districts, air districts). The cities, county and transit districts include representative on the Transportation Technical Advisory Committee (TTAC), and the Transportation Planning Policy Committee (TPPC), the TTAC also includes a representative from the Kern APCD. The TIP/RTP are developed by the TTAC which then makes advisory recommendations to the TPPC consisting of elected representatives from each local agency. Actions of the TPPC are confirmed by the Kern COG Board.

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 TIPs/RTPs. In addition, all public comments must be addressed in writing.

All MPOs in the San Joaquin Valley have standard public involvement procedures. In general the TIP/RTP and corresponding conformity analysis the subject of a public notice and 30 day review period prior to adoption. 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 carbon monoxide (CO), 8-hour ozone (ROG and NOx), particulate matter under ten and 2.5 microns in diameter (PM-10 and PM2.5). The applicable conformity tests were reviewed in Chapter 1. For each test, the required emissions estimates were developed using the transportation and emission modeling approaches required under the transportation conformity regulation and summarized in Chapters 2 and 3. The results are summarized below, followed by a more detailed discussion of the findings for each pollutant. Table 6-1 presents results for CO, ozone (ROG/NOx), PM-10 (PM-10/NOx), and PM2.5 (PM2.5/NOx) respectively, in tons per day for each of the horizon years tested.

For carbon monoxide, the applicable conformity test is the emissions budget test, using the budgets established in the 2004 Revision to the California State Implementation Plan for Carbon Monoxide. The carbon monoxide budgets were approved by EPA for conformity purposes, effective January 30, 2006. The modeling results indicated that the on-road vehicle CO emissions predicted for the "Build" scenario for 2010 are less than the 2010 emissions budgets and 2018, 2020, and 2030 are less than the 2018 emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for carbon monoxide.

For ozone, the applicable conformity test is the emissions budget test, using the 2007 Ozone Plan budgets established for ROG and NOx for an average summer (ozone) season day. EPA published ~~is anticipated to publish~~ the notice of adequacy determination for the 2011, 2014, and 2017 conformity budgets in the Federal Register on January 22, 2009, effective February 6, 2009. in January 2009. The modeling results for all analysis years indicate that the on-road vehicle ROG and NOx emissions predicted for each of the "Build" scenarios are less than the emissions budgets. The TIP/RTP therefore satisfy the conformity emissions test for volatile organic compounds and nitrogen oxides.

For PM-10, the applicable conformity test is the emissions budget test, using the 2007 PM-10 Maintenance Plan budgets for PM-10 and NOx. This Plan was approved by EPA on November 12, 2008. The modeling results for all analysis years indicate that the PM-10 emissions predicted for the "Build" scenarios are less than the emissions budgets for 2005 and 2020. The TIP/RTP therefore satisfy the conformity emissions tests for PM-10.

For PM2.5, areas violating both the annual and 24-hour standards for PM2.5 must address both standards in the conformity determination. The San Joaquin Valley currently violates both standards, and the conformity determination includes both analyses. Before an adequate or approved SIP budget is available, conformity is generally demonstrated with interim emission tests. Conformity may be demonstrated if the emissions from the proposed transportation system are either less than or no greater than the 2002 motor vehicle emissions in a given area (see Section 93.119). The San Joaquin Valley chose to use the "no-greater-than-2002 emissions test". The modeling results for all analysis years indicated that the "Build" scenarios are less than the 2002 Base Year emissions estimates for both the 24-hour and annual standards. The TIP/RTP therefore satisfy the conformity emissions tests for PM2.5.

In addition to the San Joaquin Valley planning area, Kern County also includes the federally designated Mojave Desert, portions of the Indian Wells Valley Planning Area, and the portion of the San Joaquin Valley PM-10 nonattainment area that lies within the Kern County Air Pollution Control District (this area is not included in the SJV 2007 PM-10 Maintenance Plan).

For Mojave Desert ozone area, the applicable conformity test is the emissions budget test, using the Early Progress Plans for the California State Implementation Plan budgets established for ROG and NOx for an average summer (ozone) season day. EPA published the notice of adequacy determination in the Federal Register on November 25, 2008 (effective December 10, 2008). The modeling results for all analysis years indicate that the on-road vehicle ROG and NOx emissions predicted for each of the "Build" scenarios are less than the emissions budgets for 2008. The TIP/RTP therefore satisfy the conformity emissions test for volatile organic compounds and nitrogen oxides.

For Indian Wells Valley PM-10, the applicable conformity test is the emissions budget test, using the PM-10 Attainment demonstration, Maintenance Plan, and Redesignation Request budgets for PM-10 and NOx. This Plan was approved by EPA on May 7, 2003 (effective June 6, 2003). The modeling results for all analysis years indicate that the PM-10 emissions predicted for the "Build" scenarios are less than the emissions budgets for 2013. The TIP/RTP therefore satisfy the conformity emissions tests for PM-10.

For the portion of the SJV PM-10 nonattainment area that is under the jurisdiction of the Kern County APCD, the interim emissions test is satisfied for all years since the transportation projects and planning assumptions in both the "action" and "baseline" scenarios are exactly the same. In accordance with Section 93.119(g)(2), the emission predicted in the "action" scenario are not greater than the emissions predicted in the "Baseline" scenario for such analysis years. The TIP/RTP therefore satisfy the conformity emissions tests for PM-10.

As all requirements of the Transportation Conformity regulation have been satisfied, a finding of conformity for Amendment #~~2~~8 to the 2009 ~~Interim~~ Federal Transportation Improvement Program and the 2007 Regional Transportation Plan Amendment #~~1~~2, is supported.

Table 6-1
Conformity Results Summary

Pollutant	Scenario	Emissions Total		DID YOU PASS?
		CO (tons/day)		CO
Carbon Monoxide	2010 Budget	180		
	2010	121		YES
	2018 Budget	180		
	2018	79		YES
	2020	68		YES
	2030	54		YES

Pollutant	Scenario	ROG (tons/day)	NOx (tons/day)		ROG	NOx
Ozone	2011 Budget	15.7	79.4			
	2011	15.0	75.7		YES	YES
	2014 Budget	13.5	64.1			
	2014	12.1	57.8		YES	YES
	2017 Budget	11.6	49.5			
	2017	10.7	45.3		YES	YES
	2020	9.4	35.3		YES	YES
	2023	8.4	28.6		YES	YES
	2030	7.5	22.9		YES	YES

		PM-10 (tons/day)	NOx (tons/day)		PM-10	NOx
PM-10	Adjusted 2005 Budget	13.2	86.7			
	2010	13.2	83.0		YES	YES
	2020 Budget	14.7	39.5			
	2020	13.0	35.8		YES	YES
	2030	14.6	23.0		YES	YES

		PM2.5 (tons/day)	NOx (tons/day)		PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	3.7	94.1			
	2010	3.2	83.0		YES	YES
	2020	1.8	35.8		YES	YES
	2030	1.5	23.0		YES	YES

		PM2.5 (tons/year)	NOx (tons/year)		PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	1351	34347			
	2010	1168	30295		YES	YES
	2020	657	13067		YES	YES
	2030	548	8395		YES	YES

2009 Conformity Results Summary -- KERN (Mojave Desert)

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
Ozone	2008 Budget	5	18		
	2010	3.5	14.6	YES	YES
	2020	2.0	6.2	YES	YES
	2030	1.8	4.2	YES	YES

2009 Conformity Results Summary -- KERN (Indian Wells Valley)

Pollutant	Scenario	Emissions Total	DID YOU PASS?
		PM-10 (tons/day)	PM-10
PM-10	2001 Budget	1.6	
	2010	1.3	YES
	2013 Budget	1.7	
	2013	1.2	YES
	2020	1.0	YES
	2030	1.1	YES

REFERENCES

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

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

EPA. 2004. 40 CFR Part 93. *Transportation Conformity Rule Amendments for the New 8-hour Ozone and PM2.5 National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas; Transportation Conformity Rule Amendments – Response to Court Decision and Additional Rule Changes.* U.S. Environmental Protection Agency. Federal Register, July 1, 2004, Vol. 69, No. 126, p. 40004.

EPA. 2004b. *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. 2005. *Transportation Conformity Rule Amendments for the New PM2.5 National Ambient Air Quality Standards: PM2.5 Precursors; Final Rule*. U.S. Environmental Protection Agency. Federal Register, May 6, 2005, Vol. 70, No. 87, p. 24280.

EPA. 2005b. *Guidance for Determining the "Attainment Years" for Transportation Conformity in New 8-Hour Ozone and PM2.5 Nonattainment Areas*. U.S. Environmental Protection Agency. Memorandum, March 8, 2005.

EPA. 2005c. *Guidance for Creating Annual On-Road Mobile Source Emission Inventories for PM2.5 Nonattainment Areas for Use in SIPs and Conformity.* U.S. Environmental Protection Agency. EPA420-B-05-008. August 2005

EPA/DOT. 1991a. *Guidance for Determining Conformity of Transportation Plans, Programs, and Projects with Clean Air Act Implementation Plans During Phase I of the Interim Period.* U.S. Environmental Protection Agency and Department of Transportation. June 7, 1991.

EPA/DOT. 1991b. *Guidance for Determining Conformity of Transportation Plans, Programs, and Projects with Clean Air Act Implementation Plans During Phase I of the Interim Period.* Extended Applicability of the Interim Conformity Guidance. U.S. Environmental Protection Agency and Department of Transportation. October 25, 1991.

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

APPENDIX A

CONFORMITY CHECKLIST

Conformity Analysis Documentation

FHWA Checklist for MPO TIPs/RTPs

June 27, 2005

40 CFR	Criteria	Page	Comments
§93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	Ch. 1 p. 11	
§93.104 (b, c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding.	E.S. p. 1	
§93.104 (e)	If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate.	N/A	
§93.106 (a)(2)ii	Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year. Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	Ch. 2, p. 21; App. B, p. 60	
§93.108	Document that the TIP/RTP is financially constrained (23 CFR 450).	E.S. p. 1	
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	Ch. 1, 2,3,4, 5,6; pp.7ff	
§93.109 (c-k)	Provide either a table or text description that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years.	Ch. 1, pp. 11-20	
§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, pp. 22ff	
USDOT/EPA guidance	Document the use of planning assumptions less than five years old. If unable, include written justification for the use of older data. (1/18/02)	Ch. 2, p.22ff	
§93.110 (c,d,e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination. Document the use of the latest transit fares and road and bridge tolls. Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented. Document the key assumptions and show that they were agreed to through Interagency and public consultation.	Ch. 2, p. 26	
§93.111	Document the use of the latest emissions model approved by EPA.	Ch. 3, p. 33	
§93.112	Document fulfillment of the interagency and public consultation requirements	Ch. 5,	

40 CFR	Criteria	Page	Comments
	outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450. Include documentation of consultation on conformity tests and methodologies as well as responses to written comments.	p. 44; App. F, p. 130	
§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. 43; App. E, p. 121	
§93.114	Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2).	Analysis addresses both documents	
§93.118 (a, c, e)	For areas with SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs.	Ch. 6, p. 48	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	Ch. 1, p.11ff	
§93.118 (d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	Ch. 6, p. 51-53	
§93.119 [1]	For areas without applicable SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with the requirements of the “Action/Baseline”, “Action/1990” and/or “Action/2002” interim emissions tests as applicable.	Ch. 6, p. 51-53	
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.	Ch. 1, p.11ff	
§93.119 (h,i)	Document how the baseline and action scenarios are defined for each analysis year.	Ch. 3, p.33ff	
§93.122 (a)(1)	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis	Ch. 2, p. 21; App B p.60ff	
§93.122 (a)(2, 3)	Document that only emission reduction credits from TCMs on schedule have been included, or that partial credit has been taken for partially implemented TCMs. Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit	Ch. 2, p. 30	

40 CFR	Criteria	Page	Comments
	for each analysis year.		
§93.122 (a)(4,5,6)	For nonregulatory measures that are not included in the STIP, include written commitments from appropriate agencies. Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios. Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation.	N/A	
§93.122 (b)(1)(i) [2]	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.22ff	
§93.122 (b)(1)(ii) [2]	Document the land use, population, employment, and other network-based travel model assumptions.	Ch. 2, p.22ff	
§93.122 (b)(1)(iii) [2]	Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.	Ch. 2, p.22ff	
§93.122 (b)(1)(iv) [2]	Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes.	Ch. 2, p.22ff	
§93.122 (b)(1)(v) [2]	Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split.	Ch. 2, p.22ff	
§93.122 (b)(1)(vi) [2]	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	Ch. 2, p.22ff	
§93.122 (b)(2) [2]	Document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.	Ch. 2, p.22ff	
§93.122 (b)(3) [2]	Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT.	Ch. 2, p.22ff	
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled	Ch. 2, p.22ff	
§93.122 (e, f)	Document, in areas where a SIP identifies construction-related PM10 or PM 2.5 as significant pollutants, the inclusion of PM10 and/or PM 2.5 construction emissions in the conformity analysis.	Ch. 3, p.35ff	
§93.122 (g)	If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis.	N/A	
§93.126, §93.127, §93.128	Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, traffic signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts.	Ch. 2, p. 27; App B p. 60	

[1] Note that some areas are required to complete both interim emissions tests.
[2] 40 CFR 93.122(b) refers only to serious, severe and extreme ozone areas and serious CO areas above 200,000 population

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

Document #46711

APPENDIX B

TRANPORTATION PROJECT LISTING

This appendix contains a Highway Project Listing and an Exempt Project Listing. ~~Note that the following~~The Highway Project Listing ~~project listing~~ is by model segment for regionally significant routes ~~of~~ such as existing urban arterials, expressways and freeways as defined by the Caltrans Functionally Classified Roadway System. Some projects that are not on these routes are also modeled. Blacked out areas in the table denote road segments in planning areas with-out attainment dates for those years.

Appendix B – Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled

Highlighted text denotes modeling changes or additions to the table | Blacked out areas denote planning areas without attainment dates in those years | **Year # of lanes modeled**(each direction)

AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Improvement	RTP PROJECT ID/Other ID	COST (RTP, Other)	10	11	14	17	20	23	30
Bakersfield														
Bakersfield	SJV	AIRPORT	ROBERTS LN	SR99	Add Lanes	Local		2	2	2	2	3	3	3
Bakersfield	SJV	ALFRED HARRELL	MT VERNON	CHINA GRADE LOOP				2	2	2	2	2	2	2
Bakersfield	SJV	ALFRED HARRELL	CHINA GRADE LOOP	FAIRFAX				2	2	2	2	2	2	2
Bakersfield	SJV	ALFRED HARRELL	FAIRFAX	WEST END HARTPARK	Add Lanes	Local		2	2	2	2	2	2	2
Bakersfield	SJV	ALFRED HARRELL	WEST END HARTPARK	LAKE MING	Add Lanes	Local		1	1	1	1	1	1	1
Bakersfield	SJV	ALFRED HARRELL	LAKE MING	PALADINO	Add Lanes	Local		1	1	1	1	1	1	1
Bakersfield	SJV	ALFRED HARRELL	PALADINO	SR178	Add Lanes	Local		1	1	1	1	1	1	1
Bakersfield	SJV	ALLEN	SR58	BRIMHALL	Add Lanes	Local		2	2	2	3	3	3	3
Bakersfield	SJV	ALLEN	BRIMHALL	WESTSIDE PARKWAY	Add Lanes		$7,000,000	1	1	2	2	2	2	2
Bakersfield	SJV	ALLEN	WESTSIDE PARKWAY	STOCKDALE	Add Lanes		$7,000,000	1	1	2	2	2	2	2
Bakersfield	SJV	ALLEN	CAMPUS PARK	Panama Lane				0	0	0	0	0	1	2
Bakersfield	SJV	CALLOWAY	SNOW	NORRIS				2	2	2	2	2	2	3
Bakersfield	SJV	CALLOWAY	NORRIS	OLIVE				2	2	3	3	3	3	3
Bakersfield	SJV	CALLOWAY	OLIVE	NORIEGA				3	3	3	3	3	3	3
Bakersfield	SJV	CALLOWAY	NORIEGA	HAGEMAN				3	3	3	3	3	3	3
Bakersfield	SJV	CALLOWAY	HAGEMAN	MEACHAM				3	3	3	3	3	3	3
Bakersfield	SJV	CALLOWAY	MEACHAM	SR58				3	3	3	3	3	3	3
Bakersfield	SJV	CALLOWAY	SR58	HOLLAND ST				2	2	2	3	3	3	3
Bakersfield	SJV	CALLOWAY	BRIMHALL	WESTSIDE PARKWAY	Add Lanes	Local		3	3	3	3	3	3	3
Bakersfield	SJV	CALLOWAY	WESTSIDE PARKWAY	STOCKDALE				3	3	3	3	3	3	3
Bakersfield	SJV	CALIFORNIA	STOCKDALE	MOHAWK				3	3	3	3	3	3	3
Bakersfield	SJV	CALIFORNIA	MOHAWK	REAL				3	3	3	3	3	3	3
Bakersfield	SJV	CALIFORNIA	REAL	SR99				3	3	3	3	3	3	3
Bakersfield	SJV	CALIFORNIA	SR99	OAK				3	3	3	3	3	3	3
Bakersfield	SJV	CALIFORNIA	OAK	A ST				3/2	3/2	3/2	3/2	3/2	3/2	3/2
Bakersfield	SJV	CALIFORNIA	A ST	H ST				3	3	3	3	3	3	3
Bakersfield	SJV	CALIFORNIA	H ST	CHESTER				3	3	3	3	3	3	3
Bakersfield	SJV	CALIFORNIA	CHESTER	L ST				3	3	3	3	3	3	3
Bakersfield	SJV	CALIFORNIA	L ST	N ST				3	3	3	3	3	3	3
Bakersfield	SJV	CALIFORNIA	N ST	Q ST				3	3	3	3	3	3	3
Bakersfield	SJV	CALIFORNIA	Q ST	UNION				3	3	3	3	3	3	3
Bakersfield	SJV	CALIFORNIA	UNION	BAKER				3	3	3	3	3	3	3

Appendix B – Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled

Highlighted text denotes modeling changes or additions to the table | Blacked out areas denote planning areas without attainment dates in those years | **Year # of lanes modeled**(each direction)

AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Improvement	RTP PROJECT ID/Other ID	COST (RTP, Other)	10	11	14	17	20	23	30
Bakersfield	SJV	CALIFORNIA	BAKER	KING				3	3	3	3	3	3	3
Bakersfield	SJV	CALIFORNIA	KING	BEALE				3	3	3	3	3	3	3
Bakersfield	SJV	CALIFORNIA	BEALE	HALEY				3	3	3	3	3	3	3
Bakersfield	SJV	CALIFORNIA	HALEY	WASHINGTON				2	2	2	2	2	2	2
Bakersfield	SJV	CASA LOMA	UNION	MADISON				1	1	2	2	2	2	2
Bakersfield	SJV	CASA LOMA	MADISON	COTTONWOOD				1	1	2	2	2	2	2
Bakersfield	SJV	CASA LOMA	COTTONWOOD	WASHINGTON				1	1	1	1	1	2	2
Bakersfield	SJV	CHESTER	34TH ST	COLUMBUS				2	2	2	2	2	2	2
Bakersfield	SJV	CHESTER	30TH ST	34TH ST				2	2	2	2	2	2	2
Bakersfield	SJV	CHESTER	SR178	30TH ST				2	2	2	2	2	2	2
Bakersfield	SJV	COFFEE	NORRIS	OLIVE	Add Lanes	Local		2	2	2	2	2	2	3
Bakersfield	SJV	COFFEE	OLIVE	HAGEMAN				3	3	3	3	3	3	3
Bakersfield	SJV	COFFEE	HAGEMAN	MEANY				3	3	3	3	3	3	3
Bakersfield	SJV	COFFEE	MEANY	DOWNING				3	3	3	3	3	3	3
Bakersfield	SJV	COFFEE	DOWNING	GRANITE FALLS				3	3	3	3	3	3	3
Bakersfield	SJV	COFFEE	GRANITE FALLS	SR58				3	3	3	3	3	3	3
Bakersfield	SJV	COFFEE	SR58	BRIMHALL				3	3	3	3	3	3	3
Bakersfield	SJV	COFFEE	BRIMHALL	WESTSIDE PARKWAY				3	3	3	3	3	3	3
Bakersfield	SJV	COFFEE	WESTSIDE PARKWAY	TRUXTUN				3	3	3	3	3	3	3
Bakersfield	SJV	COFFEE	TRUXTUN	STOCKDALE				3	3	3	3	3	3	3
Bakersfield	SJV	CENTENNIAL CORRIDOR	SR 58	WESTSIDE PARKWAY	New Freeway	KER08RTP020	$650,000,000	0	0	0	3	3	3	3
Bakersfield	SJV	GOSFORD	SR119	MC KEE	Add Lanes	Local		1	1	1	1	2	2	2
Bakersfield	SJV	GOSFORD	MC KEE	MC CUTCHEN	Add Lanes	Local		1	1	1	1	2	2	2
Bakersfield	SJV	GOSFORD	MC CUTCHEN	PANAMA LN	Add Lanes	Local		1	1	1	1	2	2	2
Bakersfield	SJV	GOSFORD	PANAMA LN	HARRIS		Local		3	3	3	3	3	3	3
Bakersfield	SJV	GOSFORD	HARRIS	PACHECO				3	3	3	3	3	3	3
Bakersfield	SJV	GOSFORD	PACHECO	DISTRICT				3	3	3	3	3	3	3
Bakersfield	SJV	GOSFORD	DISTRICT	WHITE LN				3	3	3	3	3	3	3
Bakersfield	SJV	GOSFORD	WHITE LN	S LAURELGLEN				3	3	3	3	3	3	3
Bakersfield	SJV	GOSFORD	S LAURELGLEN	N LAURELGLEN				3	3	3	3	3	3	3
Bakersfield	SJV	GOSFORD	N LAURELGLEN	MING				3	3	3	3	3	3	3
Bakersfield	SJV	GOSFORD	MING	CAMINO MEDIA				3	3	3	3	3	3	3
Bakersfield	SJV	GOSFORD	CAMINO MEDIA	STOCKDALE				3	3	3	3	3	3	3

Appendix B – Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled

Highlighted text denotes modeling changes or additions to the table | Blacked out areas denote planning areas without attainment dates in those years | **Year # of lanes modeled**(each direction)

AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Improvement	RTP PROJECT ID/Other ID	COST (RTP, Other)	10	11	14	17	20	23	30
Bakersfield	SJV	HAGEMAN	ALLEN	OLD FARM				1	1	1	2	2	2	2
Bakersfield	SJV	HAGEMAN	OLD FARM	JEWETTA				3	3	3	3	3	3	3
Bakersfield	SJV	HAGEMAN	JEWETTA	VERDUGO				2	2	3	3	3	3	3
Bakersfield	SJV	HAGEMAN	VERDUGO	CALLOWAY				3	3	3	3	3	3	3
Bakersfield	SJV	HAGEMAN	CALLOWAY	MAIN PLAZA				3	3	3	3	3	3	3
Bakersfield	SJV	HAGEMAN	MAIN PLAZA	RIVERLAKES				3	3	3	3	3	3	3
Bakersfield	SJV	HAGEMAN	RIVERLAKES	COFFEE				3	3	3	3	3	3	3
Bakersfield	SJV	HAGEMAN	COFFEE	PATTON				3	3	3	3	3	3	3
Bakersfield	SJV	HAGEMAN	PATTON	FRUITVALE				3	3	3	3	3	3	3
Bakersfield	SJV	HAGEMAN	FRUITVALE	MOHAWK				3	3	3	3	3	3	3
Bakersfield	SJV	HAGEMAN	MOHAWK	KNUDSEN DR				2	2	2	2	2	2	2
Bakersfield	SJV	HAGEMAN	KNUDSEN DR	SR 99	New Ramp	KER08RTP013	$85,000,000	0	0	2	2	2	2	2
Bakersfield	SJV	MANOR	ROBERTS LN	UNION				2	2	2	2	2	2	2
Bakersfield	SJV	MING_AVE	BUENA VISTA	GRAND LAKES				3	3	3	3	3	3	3
Bakersfield	SJV	MING_AVE	GRAND LAKES	OLD RIVER RD				3	3	3	3	3	3	3
Bakersfield	SJV	MING_AVE	OLD RIVER RD	HAGGIN OAKS				3	3	3	3	3	3	3
Bakersfield	SJV	MING_AVE	HAGGIN OAKS	GOSFORD				3	3	3	3	3	3	3
Bakersfield	SJV	MING_AVE	GOSFORD	EL PORTAL				3	3	3	3	3	3	3
Bakersfield	SJV	MING_AVE	EL PORTAL	ASHE				3	3	3	3	3	3	3
Bakersfield	SJV	MING_AVE	ASHE	NEW STINE				3	3	3	3	3	3	3
Bakersfield	SJV	MING_AVE	NEW STINE	STINE RD				3	3	3	3	3	3	3
Bakersfield	SJV	MING_AVE	STINE	AKERS				3	3	3	3	3	3	3
Bakersfield	SJV	MING_AVE	AKERS	REAL				3	3	3	3	3	3	3
Bakersfield	SJV	MING_AVE	REAL	WIBLE				3	3	3	3	3	3	3
Bakersfield	SJV	MING_AVE	WIBLE	HUGHES LN				3	3	3	3	3	3	3
Bakersfield	SJV	MING_AVE	HUGHES LN	H ST				2	2	2	2	2	2	2
Bakersfield	SJV	MING_AVE	H ST	CHESTER				2	2	2	2	2	2	2
Bakersfield	SJV	MING_AVE	CHESTER	P ST				2	2	2	2	2	2	2
Bakersfield	SJV	MOHAWK	HAGEMAN	DOWNING				3	3	3	3	3	3	3
Bakersfield	SJV	MOHAWK	ROSEDALE	TRUXTUN	New Arterial	KER08RTP004	$377,000,000	0	3	3	3	3	3	3
Bakersfield	SJV	MOHAWK	SR 58	SR 58/Rosedale Highway 0.5 mi s/o				1	3	3	3	3	3	3
Bakersfield	SJV	MOHAWK	SR 58	HAGEMAN				0	0	0	0	3	3	3
Bakersfield	SJV	MONTEREY	UNION	ALTA VISTA				3	3	3	3	3	3	3

Appendix B – Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled

Highlighted text denotes modeling changes or additions to the table | Blacked out areas denote planning areas without attainment dates in those years | **Year # of lanes modeled**(each direction)

AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Improvement	RTP PROJECT ID/Other ID	COST (RTP, Other)	10	11	14	17	20	23	30
Bakersfield	SJV	MONTEREY	ALTA VISTA	BAKER				3	3	3	3	3	3	3
Bakersfield	SJV	MONTEREY	BAKER	BEALE				3	3	3	3	3	3	3
Bakersfield	SJV	MONTEREY	BEALE	HALEY				3	3	3	3	3	3	3
Bakersfield	SJV	MONTEREY	HALEY	NILES				3	3	3	3	3	3	3
Bakersfield	SJV	MT VERNON	COLUMBUS	SR178				2	2	2	2	2	2	2
Bakersfield	SJV	MT VERNON	SR178	BERNARD				2	2	2	2	2	2	2
Bakersfield	SJV	MT VERNON	BERNARD	SR58				2	2	2	2	2	2	2
Bakersfield	SJV	MT VERNON	SR58	BELLE TERRACE				2	2	2	2	2	2	2
Bakersfield	SJV	MT VERNON	BELLE TERRACE	CASA LOMA DR				1	1	2	2	2	2	2
Bakersfield	SJV	N CHESTER	COLUMBUS	BEARDSLEY				2	2	2	2	2	2	2
Bakersfield	SJV	New Stine Rd	WILSON	MING				3	3	3	3	3	3	3
Bakersfield	SJV	New Stine Rd	MING	SUNDALE				3	3	3	3	3	3	3
Bakersfield	SJV	New Stine Rd	SUNDALE	BELLE TERRACE				3	3	3	3	3	3	3
Bakersfield	SJV	New Stine Rd	BELLE TERRACE	STOCKDALE				3	3	3	3	3	3	3
Bakersfield	SJV	NILES	UNION	ALTA VISTA				3	3	3	3	3	3	3
Bakersfield	SJV	NILES	ALTA VISTA	BAKER				3	3	3	3	3	3	3
Bakersfield	SJV	NILES	BAKER	BEALE				3	3	3	3	3	3	3
Bakersfield	SJV	NILES	BEALE	HALEY				3	3	3	3	3	3	3
Bakersfield	SJV	NILES	HALEY	MONTEREY				3	3	3	3	3	3	3
Bakersfield	SJV	OLD_RIVER	PANAMA LN	HARRIS	Add Lanes	Local		1	1	2	2	2	2	2
Bakersfield	SJV	OLD_RIVER	HARRIS	PACHECO	Add Lanes	Local		3/1	3/1	3	3	3	3	3
Bakersfield	SJV	OLD_RIVER	PACHECO	CAMPUS PARK	Add Lanes	Local		3	3	3	3	3	3	3
Bakersfield	SJV	OLD_RIVER	CAMPUS PARK	WHITE LN	Add Lanes	Local		3	3	3	3	3	3	3
Bakersfield	SJV	OLD_RIVER	WHITE LN	MING				3	3	3	3	3	3	3
Bakersfield	SJV	OLD_RIVER	MING	CAMINO MEDIA				3	3	3	3	3	3	3
Bakersfield	SJV	OLD_RIVER	CAMINO MEDIA	STOCKDALE				3	3	3	3	3	3	3
Bakersfield	SJV	OSWELL	SR178	BERNARD	Add Lanes	Local		3	3	3	3	3	3	3
Bakersfield	SJV	OSWELL	BERNARD	SR58				2	2	2	2	2	2	2
Bakersfield	SJV	PANAMA_LN	ALLEN	BARLOW	Add Lanes	Local		2	2	2	2	2	2	3
Bakersfield	SJV	PANAMA_LN	BARLOW	BUENA VISTA BLVD	Add Lanes	Local		2	2	2	2	2	2	3
Bakersfield	SJV	PANAMA_LN	BUENA VISTA	MOUNTAIN VISTA	Add Lanes	Local		2	2	2	2	2	2	3
Bakersfield	SJV	PANAMA_LN	MOUNTAIN VISTA	OLD RIVER RD	Add Lanes	Local		2	2	2	2	2	2	3
Bakersfield	SJV	PANAMA_LN	OLD RIVER RD	PROGRESS	Add Lanes	Local		2	2	2	2	2	2	3
Bakersfield	SJV	PANAMA_LN	PROGRESS	GOSFORD	Add Lanes	Local		2	2	2	2	2	2	3

Appendix B – Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled

Highlighted text denotes modeling changes or additions to the table | Blacked out areas denote planning areas without attainment dates in those years | **Year # of lanes modeled**(each direction)

AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Improvement	RTP PROJECT ID/Other ID	COST (RTP, Other)	10	11	14	17	20	23	30
Bakersfield	SJV	PANAMA_LN	GOSFORD	RELIANCE	Add Lanes	Local		1/2	1/2	1/2	1/2	1/2	2	3
Bakersfield	SJV	PANAMA_LN	RELIANCE	ASHE	Add Lanes	Local		1/2	1/2	1/2	1/2	1/2	2	3
Bakersfield	SJV	PANAMA_LN	ASHE	GOLDEN GATE	Add Lanes	Local		3/2	3/2	3/2	3/2	3/2	3/2	3
Bakersfield	SJV	PANAMA_LN	GOLDEN GATE	STINE RD	Add Lanes	Local		3/2	3/2	3/2	3/2	3/2	3/2	3
Bakersfield	SJV	PANAMA_LN	STINE RD	AKERS	Add Lanes	Local		3	3	3	3	3	3	3
Bakersfield	SJV	PANAMA_LN	AKERS	WIBLE	Add Lanes	Local		3	3	3	3	3	3	3
Bakersfield	SJV	PANAMA_LN	WIBLE	SR99				3	3	3	3	3	3	3
Bakersfield	SJV	PANAMA_LN	SR99	H ST				3	3	3	3	3	3	3
Bakersfield	SJV	PANAMA_LN	H ST	MONITOR	Add Lanes	Local		2	2	2	2	2	2	3
Bakersfield	SJV	PANAMA_LN	MONITOR	UNION	Add Lanes	Local		2	2	2	2	2	2	3
Bakersfield	SJV	PANAMA_LN	UNION	COTTONWOOD				1	1	1	1	2	2	2
Bakersfield	SJV	PANAMA_LN	COTTONWOOD	SR184				1	1	1	1	1	1	2
Bakersfield	SJV	PANORAMA_DR	1700 FEET N COLUMBUS	UNION				2	2	2	2	2	2	2
Bakersfield	SJV	REAL_RD	STOCKDALE	SR58				2	2	2	2	2	2	2
Bakersfield	SJV	SO.CHESTER	UNION	PLANZ RD				2	2	2	2	2	2	2
Bakersfield	SJV	SO.CHESTER	PLANZ RD	WILSON				2	2	2	2	2	2	2
Bakersfield	SJV	SO.CHESTER	MING	BELLE TERRACE				2	2	2	2	2	2	2
Bakersfield	SJV	SO.CHESTER	BELLE TERRACE	SR58				2	2	2	2	2	2	2
Bakersfield	SJV	SO.CHESTER	SR58	BRUNDAGE				2	2	2	2	2	2	2
Bakersfield	SJV	SO.CHESTER	BRUNDAGE	4TH ST				2	2	2	2	2	2	2
Bakersfield	SJV	SO.CHESTER	4TH ST	CALIFORNIA				2	2	2	2	2	2	2
Bakersfield	SJV	SO.CHESTER	CALIFORNIA	TRUXTUN				2	2	2	2	2	2	2
Bakersfield	SJV	SO.CHESTER	TRUXTUN	18TH ST				2	2	2	2	2	2	2
Bakersfield	SJV	SO.CHESTER	18TH ST	21ST ST				2	2	2	2	2	2	2
Bakersfield	SJV	SO.CHESTER	21ST ST	SR178				2	2	2	2	2	2	2
Bakersfield	SJV	STINE_RD	SR119	MC KEE				1	1	1	2	2	2	2
Bakersfield	SJV	STINE_RD	MC KEE	HOSKING				1	1	1	2	2	2	2
Bakersfield	SJV	STINE_RD	HOSKING	BERKSHIRE				1	1	1	2	2	2	2
Bakersfield	SJV	STINE_RD	BERKSHIRE	PANAMA LN				1	1	1	2	2	2	2
Bakersfield	SJV	STINE_RD	PANAMA LN	HARRIS				3	3	3	3	3	3	3
Bakersfield	SJV	STINE_RD	HARRIS	PACHECO				3	3	3	3	3	3	3
Bakersfield	SJV	STINE_RD	PACHECO	DISTRICT				3	3	3	3	3	3	3
Bakersfield	SJV	STINE_RD	DISTRICT	WHITE LN				3	3	3	3	3	3	3

Appendix B – Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled

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AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Improvement	RTP PROJECT ID/Other ID	COST (RTP, Other)	10	11	14	17	20	23	30
Bakersfield	SJV	STINE_RD	WHITE LN	PLANZ RD				3	3	3	3	3	3	3
Bakersfield	SJV	STINE_RD	PLANZ RD	WILSON				3	3	3	3	3	3	3
Bakersfield	SJV	STOCKDALE	RENFRO	ALLEN				3	3	3	3	3	3	3
Bakersfield	SJV	STOCKDALE	ALLEN	JEWETTA				3	3	3	3	3	3	3
Bakersfield	SJV	STOCKDALE	JEWETTA	BUENA VISTA BLVD				3	3	3	3	3	3	3
Bakersfield	SJV	STOCKDALE	BUENA VISTA	CALLOWAY				3	3	3	3	3	3	3
Bakersfield	SJV	STOCKDALE	CALLOWAY	COFFEE				3	3	3	3	3	3	3
Bakersfield	SJV	STOCKDALE	COFFEE	ASHE				3	3	3	3	3	3	3
Bakersfield	SJV	STOCKDALE	ASHE	CALIFORNIA				3	3	3	3	3	3	3
Bakersfield	SJV	STOCKDALE	CALIFORNIA	MONTCLAIR				3	3	3	3	3	3	3
Bakersfield	SJV	STOCKDALE	MONTCLAIR	STINE RD				3	3	3	3	3	3	3
Bakersfield	SJV	STOCKDALE	STINE	REAL				3	3	3	3	3	3	3
Bakersfield	SJV	STOCKDALE	REAL	SR99				3	3	3	3	3	3	3
Bakersfield	SJV	STOCKDALE	SR99	OAK				3	3	3	3	3	3	3
Bakersfield	SJV	TRUXTUN_AVE	OAK	BEECH				2	2	2	2	2	2	2
Bakersfield	SJV	TRUXTUN_AVE	BEECH	PINE ST				2	2	2	2	2	2	2
Bakersfield	SJV	TRUXTUN_AVE	PINE	B ST				2	2	2	2	2	2	2
Bakersfield	SJV	TRUXTUN_AVE	B ST	F ST				2	2	2	2	2	2	2
Bakersfield	SJV	TRUXTUN_AVE	F ST	H ST				2	2	2	2	2	2	2
Bakersfield	SJV	TRUXTUN_AVE	H ST	CHESTER				2	2	2	2	2	2	2
Bakersfield	SJV	TRUXTUN_AVE	CHESTER	M ST				3	3	3	3	3	3	3
Bakersfield	SJV	TRUXTUN_AVE	M ST	N ST				3	3	3	3	3	3	3
Bakersfield	SJV	TRUXTUN_AVE	N ST	Q ST				3	3	3	3	3	3	3
Bakersfield	SJV	TRUXTUN_AVE	Q ST	UNION				3	3	3	3	3	3	3
Bakersfield	SJV	UNION	MANOR	COLUMBUS	Add Lanes	Local		3	3	3	3	3	3	3
Bakersfield	SJV	UNION	COLUMBUS	34TH ST				3	3	3	3	3	3	3
Bakersfield	SJV	UNION	34TH ST	30TH ST				3	3	3	3	3	3	3
Bakersfield	SJV	UNION	30TH ST	NILES				3	3	3	3	3	3	3
Bakersfield	SJV	UNION	NILES	MONTEREY				3	3	3	3	3	3	3
Bakersfield	SJV	UNION	MONTEREY	KENTUCKY				3	3	3	3	3	3	3
Bakersfield	SJV	UNION	KENTUCKY	SR204				3	3	3	3	3	3	3
Bakersfield	SJV	UNION	SR204	21ST ST				3	3	3	3	3	3	3
Bakersfield	SJV	UNION	21ST ST	18TH ST				3	3	3	3	3	3	3
Bakersfield	SJV	UNION	18TH ST	TRUXTUN				3	3	3	3	3	3	3

Appendix B – Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled

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AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Improvement	RTP PROJECT ID/Other ID	COST (RTP, Other)	10	11	14	17	20	23	30
Bakersfield	SJV	UNION	TRUXTUN	CALIFORNIA				3	3	3	3	3	3	3
Bakersfield	SJV	UNION	CALIFORNIA	4TH ST				3	3	3	3	3	3	3
Bakersfield	SJV	UNION	4TH ST	BRUNDAGE				3	3	3	3	3	3	3
Bakersfield	SJV	UNION	BRUNDAGE	SR58				3	3	3	3	3	3	3
Bakersfield	SJV	UNION	SR58	BELLE TERRACE	Add Lanes	Local		3	3	3	3	3	3	3
Bakersfield	SJV	UNION	MING	WILSON	Add Lanes	Local		2	2	2	2	2	2	3
Bakersfield	SJV	UNION	WILSON	PLANZ	Add Lanes	Local		2	2	2	2	2	2	3
Bakersfield	SJV	UNION	PLANZ	CHESTER	Add Lanes	Local		2	2	2	2	2	2	3
Bakersfield	SJV	UNION	CHESTER	WHITE LN	Add Lanes	Local		2	2	2	2	2	2	3
Bakersfield	SJV	WHITE LN	BUENA VISTA	MOUNTAIN VISTA				3/2	3/2	3	3	3	3	3
Bakersfield	SJV	WHITE LN	MOUNTAIN VISTA	OLD RIVER RD				3	3	3	3	3	3	3
Bakersfield	SJV	WHITE LN	OLD RIVER RD	PARK VIEW				3	3	3	3	3	3	3
Bakersfield	SJV	WHITE LN	PARK VIEW	PIN OAK PARK				3	3	3	3	3	3	3
Bakersfield	SJV	WHITE LN	PIN OAK PARK	GOSFORD				3	3	3	3	3	3	3
Bakersfield	SJV	WHITE LN	GOSFORD	LILY				3	3	3	3	3	3	3
Bakersfield	SJV	WHITE LN	LILY	ASHE				3	3	3	3	3	3	3
Bakersfield	SJV	WHITE LN	ASHE	WILSON				3	3	3	3	3	3	3
Bakersfield	SJV	WHITE LN	WILSON	CLOVE				3	3	3	3	3	3	3
Bakersfield	SJV	WHITE LN	CLOVE	STINE RD				3	3	3	3	3	3	3
Bakersfield	SJV	WHITE LN	STINE RD	AKERS				3	3	3	3	3	3	3
Bakersfield	SJV	WHITE LN	AKERS	WIBLE RD				3	3	3	3	3	3	3
Bakersfield	SJV	WHITE LN	WIBLE RD	SR99				3	3	3	3	3	3	3
Bakersfield	SJV	WHITE LN	SR99	HUGHES LN				3	3	3	3	3	3	3
Bakersfield	SJV	WHITE LN	HUGHES LN	H ST				3/2	3/2	3/2	3/2	3/2	3/2	3/2
Bakersfield	SJV	WHITE LN	H ST	MONITOR				2	2	2	2	2	2	2
Bakersfield	SJV	WHITE LN	MONITOR	UNION				2	2	2	2	2	2	2
Bakersfield	SJV	WESTSIDE PARKWAY	HEATH	ALLEN	New Freeway	KER08RTP004	$377,000,000	0	0	2	2	2	2	2
Bakersfield	SJV	WESTSIDE PARKWAY	ALLEN	JEWETTA		KER08RTP004		0	0	2	2	2	2	2
Bakersfield	SJV	WESTSIDE PARKWAY	JEWETTA	COLLOWAY	New Freeway	KER08RTP004	$377,000,000	0	0	2	2	2	2	2
Bakersfield	SJV	WESTSIDE PARKWAY	COLLOWAY	COFFEE	New Freeway	KER08RTP004	$377,000,000	0	0	3	3	3	3	3
Bakersfield	SJV	WESTSIDE PARKWAY	COFFEE	TRUXTUN	New Freeway/Arterial	KER08RTP004	$377,000,000	0	3	3	3	3	3	3
Bakersfield	SJV	WESTSIDE	WESTSIDE	TRUXTUN	TIE IN	KER08RTP004	$377,000,000	0	2	2	2	2	2	2

Appendix B – Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled

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AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Improvement	RTP PROJECT ID/Other ID	COST (RTP, Other)	10	11	14	17	20	23	30
		PARKWAY	PARKWAY											
Bakersfield	SJV	WESTSIDE PARKWAY(PHASE 4)	Mohawk Street	SR 99/SR 58				0	0	0	3	3	3	3
Bakersfield	SJV	WEST BELTWAY	7th Standard Road	SR 58/Rosedale Highway		KER08RTP102		0	0	0	0	0	0	2
Bakersfield	SJV	WEST BELTWAY	SR58	Westside Parkway	New Freeway	KER08RTP016	$170,000,000	0	0	0	0	2	2	2
Bakersfield	SJV	WEST BELTWAY	Westside Parkway	PACHECO		KER08RTP016		0	0	0	0	2	2	2
Bakersfield	SJV	WEST BELTWAY	PACHECO	Panama Lane		KER08RTP097		0	0	0	0	2	2	2
Bakersfield	SJV	WEST BELTWAY	Panama Lane	SR 119/Taft Highway		KER08RTP097		0	0	0	0	2	2	2
Caltrans														
Caltrans	SJV	ELLINGTON	11TH AVE	SR155				1	1	1	1	1	1	1
Caltrans	SJV	I-5	LAVAL	LAVAL	Interchange	KER08RTP002	$11,300,000	-	-	-	-	-	-	-
Caltrans	SJV	I-5	COUNTY LINE	LAVAL				4	4	4	4	4	4	4
Caltrans	SJV	I-5	LAVAL	SR99				4	4	4	4	4	4	4
Caltrans	SJV	I-5	SR99	SR166				2	2	2	2	2	2	2
Caltrans	SJV	I-5	SR166	OLD RIVER RD				2	2	2	2	2	2	2
Caltrans	SJV	I-5	OLD RIVER RD	SR223				2	2	2	2	2	2	2
Caltrans	SJV	I-5	SR223	SR119				2	2	2	2	2	2	2
Caltrans	SJV	I-5	SR119	SR43				2	2	2	2	2	2	2
Caltrans	SJV	I-5	SR43	STOCKDALE				2	2	2	2	2	2	2
Caltrans	SJV	I-5	STOCKDALE	SR58				2	2	2	2	2	2	2
Caltrans	SJV	I-5	SR58	7TH STANDARD				2	2	2	2	2	2	2
Caltrans	SJV	I-5	7TH STANDARD	ROWLEE				2	2	2	2	2	2	2
Caltrans	SJV	I-5	ROWLEE	LERDO HWY				2	2	2	2	2	2	2
Caltrans	SJV	I-5	LERDO HWY	SR46				2	2	2	2	2	2	2
Caltrans	SJV	I-5	SR46	TWISSELMAN				2	2	2	2	2	2	2
Caltrans	SJV	I-5	TWISSELMAN	COUNTY LINE				2	2	2	2	2	2	2
Caltrans	IWV	SR14	SR395	POOLE	Add Lanes	KER08RTP024	$32,000,000	2				2		2
Caltrans	IWV	SR14	POOLE	INYOKERN	Add Lanes	KER08RTP024	$32,000,000	1				2		2
Caltrans	IWV	SR14	INYOKERN	SR178	Add Lanes	KER08RTP017	$42,000,000	1				2		2
Caltrans	IWV	SR14	SR178	6 mile s of 178	Add Lanes	KER08RTP006	$42,000,000	1				2		2
Caltrans	IWV	SR14	6 mile s of 178	REDROCK RANDSBURG		KER08RTP006		1				1		2
Caltrans	MD	SR14	REDROCK RANDSBURG	JAWBONE CANYON				2				2		2
Caltrans	MD	SR14	JAWBONE CANYON	CALIFORNIA CITY				2				2		2

Appendix B – Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled

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AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Improvement	RTP PROJECT ID/Other ID	COST (RTP, Other)	10	11	14	17	20	23	30
Caltrans	MD	SR14	CALIFORNIA CITY	SR58BYPASS				2				2		2
Caltrans	MD	SR14	SR58BYPASS	DEAVER				2				2		2
Caltrans	MD	SR14	DEAVER	SR58				2				2		2
Caltrans	MD	SR14	ALTUS	SR58				2				2		2
Caltrans	MD	SR14	CAMELOT	ALTUS				2				2		2
Caltrans	MD	SR14	PURDY	CAMELOT				2				2		2
Caltrans	MD	SR14	SILVER QUEEN	PURDY				2				2		2
Caltrans	MD	SR14	BACKUS	SILVER QUEEN				2				2		2
Caltrans	MD	SR14	DAWN	BACKUS				2				2		2
Caltrans	MD	SR14	ROSAMOND	DAWN				2				2		2
Caltrans	MD	SR14	A AVE	ROSAMOND				2				2		2
Caltrans	SJV	SR119	SR33	GARDENER FIELD				1	1	1	1	1	1	1
Caltrans	SJV	SR119	GARDENER FIELD	2ND ST				1	1	1	1	1	1	1
Caltrans	SJV	SR119	2ND ST	ASH				1	1	1	1	1	1	1
Caltrans	SJV	SR119	ASH	HARRISON				1	1	1	1	1	1	1
Caltrans	SJV	SR119	HARRISON	MIDWAY				1	1	1	1	1	1	1
Caltrans	SJV	SR119	MIDWAY	ELK HILLS				1	1	1	1	1	1	1
Caltrans	SJV	SR119	ELK HILLS	CHERRY AVE				1	1	1	1	1	1	1
Caltrans	SJV	SR119	CHERRY AVE	TUPMAN	Add Lanes	KER08RTP022	$115,000,000	1	1	1	1	1	1	2
Caltrans	SJV	SR119	TUPMAN	SR43				1	1	1	1	1	1	1
Caltrans	SJV	SR119	SR43	I-5				1	1	1	1	1	1	1
Caltrans	SJV	SR119	I-5	NORD	Add Lanes	KER08RTP099		1	1	1	1	1	1	2
Caltrans	SJV	SR119	NORD	HEATH	Add Lanes	KER08RTP099		1	1	1	1	1	1	2
Caltrans	SJV	SR119	HEATH	RENFRO	Add Lanes	KER08RTP099		1	1	1	1	1	1	2
Caltrans	SJV	SR119	RENFRO	ALLEN	Add Lanes	KER08RTP099		1	1	1	1	1	1	2
Caltrans	SJV	SR119	ALLEN	BARLOW	Add Lanes	KER08RTP099		1	1	1	1	1	1	2
Caltrans	SJV	SR119	BARLOW	BUENA VISTA BLVD	Add Lanes	KER08RTP099		1	1	1	1	1	1	2
Caltrans	SJV	SR119	BUENA VISTA BLVD	GREEN	Add Lanes	Local		1	1	1	1	1	1	1
Caltrans	SJV	SR119	GREEN	OLD RIVER RD	Add Lanes	Local		1	1	1	1	1	1	1
Caltrans	SJV	SR119	OLD RIVER RD	PROGRESS	Add Lanes	Local		1	1	1	1	1	1	1
Caltrans	SJV	SR119	PROGRESS	GOSFORD	Add Lanes	Local		1	1	1	1	1	1	1

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AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Improvement	RTP PROJECT ID/Other ID	COST (RTP, Other)	10	11	14	17	20	23	30
Caltrans	SJV	SR119	GOSFORD	ASHE	Add Lanes	Local		1	1	1	1	1	1	1
Caltrans	SJV	SR119	ASHE	STINE RD	Add Lanes	Local		1	1	1	1	1	1	1
Caltrans	SJV	SR119	STINE RD	VAN HORN	Add Lanes	Local		1	1	1	1	1	1	1
Caltrans	SJV	SR119	VAN HORN	WIBLE RD	Add Lanes	Local		1	1	1	1	1	1	1
Caltrans	SJV	SR119	WIBLE RD	SR99	Add Lanes	Local		1	1	1	1	1	1	1
Caltrans	SJV	SR119	SR99	HUGHES LN	Add Lanes	Local		1	1	1	1	2	2	2
Caltrans	SJV	SR155	SR99	FREMONT				1	1	1	1	1	1	1
Caltrans	SJV	SR155	FREMONT	HIGH				1	1	1	1	1	1	1
Caltrans	SJV	SR155	HIGH	LEXINGTON				1	1	1	1	1	1	1
Caltrans	SJV	SR155	LEXINGTON	MAST AVE				1	1	1	1	1	1	1
Caltrans	SJV	SR155	MAST AVE	BROWNING				1	1	1	1	1	1	1
Caltrans	SJV	SR155	BROWNING	BOWMAN RD	Add Lanes	Local		1	1	1	1	1	1	2
Caltrans	SJV	SR155	BOWMAN RD	FAMOSO PORTERVILLE	Add Lanes	Local		1	1	1	1	1	1	2
Caltrans	SJV	SR155	FAMOSO PORTERVILLE	SR65				1	1	1	1	1	1	1
Caltrans	SJV	SR155	SR65	WOODY GRANITE				1	1	1	1	1	1	1
Caltrans	SJV	SR155	WOODY GRANITE	GRANITE				1	1	1	1	1	1	1
Caltrans	SJV	SR155	GRANITE	JACK RANCH				1	1	1	1	1	1	1
Caltrans	SJV	SR155	JACK RANCH	RANCHERIA RD				1	1	1	1	1	1	1
Caltrans	MD	SR155	RANCHERIA	WOFFORD				1				1		1
Caltrans	MD	SR155	WOFFORD	SAWMILL				2				2		2
Caltrans	MD	SR155	SAWMILL	SR178				1				1		1
Caltrans	SJV	SR166	SR33	OLD RIVER RD				1	1	1	1	1	1	1
Caltrans	SJV	SR166	OLD RIVER RD	I-5				1	1	1	1	1	1	1
Caltrans	SJV	SR166	I-5	SR99				1	1	1	1	1	1	1
Caltrans	SJV	SR178	SR58	BUCK OWENS				3	3	3	3	3	3	3
Caltrans	SJV	SR178	BUCK OWENS	OAK				3	3	3	3	3	3	3
Caltrans	SJV	SR178	OAK	OAK	Interchange	KER08RTP012	$56,000,000	3	3	3	3	3	3	3
Caltrans	SJV	SR178	OAK	BEECH	Add Lanes	KER08RTP014	$25,000,000	2	2	2	3	3	3	3
Caltrans	SJV	SR178	BEECH	PINE ST	Add Lanes	KER08RTP014	$25,000,000	2	2	2	3	3	3	3
Caltrans	SJV	SR178	PINE ST	BAY ST	Add Lanes	KER08RTP014	$25,000,000	2	2	2	3	3	3	3
Caltrans	SJV	SR178	BAY ST	D ST	Add Lanes	KER08RTP014	$25,000,000	2	2	2	3	3	3	3
Caltrans	SJV	SR178	D ST	F ST	Add Lanes	KER08RTP014	$25,000,000	3	3	3	4	4	4	4
Caltrans	SJV	SR178	F ST	H ST	Add Lanes	KER08RTP014	$25,000,000	3	3	3	4	4	4	4

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AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Improvement	RTP PROJECT ID/Other ID	COST (RTP, Other)	10	11	14	17	20	23	30
Caltrans	SJV	SR178	H ST	CHESTER	Add Lanes	KER08RTP014	$25,000,000	3	3	3	4	4	4	4
Caltrans	SJV	SR178	CHESTER	M ST	Add Lanes	KER08RTP014	$25,000,000	3	3	3	4	4	4	4
Caltrans	SJV	SR178	M ST	SR204				3	3	3	3	3	3	3
Caltrans	SJV	SR178	SR204	ALTA VISTA				3	3	3	3	3	3	3
Caltrans	SJV	SR178	ALTA VISTA	BEALE	Add Lanes	KER08RTP026	$81,000,000	3	3	3	3	3	3	4
Caltrans	SJV	SR178	BEALE	HALEY	Add Lanes	KER08RTP026	$81,000,000	3	3	3	3	3	3	4
Caltrans	SJV	SR178	HALEY	MT VERNON	Add Lanes	KER08RTP026	$81,000,000	3	3	3	3	3	3	4
Caltrans	SJV	SR178	MT VERNON	OSWELL	Add Lanes	KER08RTP026	$81,000,000	3	3	3	3	3	3	4
Caltrans	SJV	SR178	OSWELL	FAIRFAX				2	2	2	2	2	2	2
Caltrans	SJV	SR178	FAIRFAX	MORNING DR		KER08RTP111		2	2	3	3	3	3	3
Caltrans	SJV	SR178	MORNING DR	VINELAND	Add Lanes	KER08RTP010 KER08RTP112	$86,000,000	1	1	2	2	2	2	3
Caltrans	SJV	SR178	VINELAND	SR184	Add Lanes	KER08RTP011 KER08RTP025	$13,000,000	1	1	2	2	2	2	3
Caltrans	SJV	SR178	SR184	COMANCHE	Add Lanes	KER08RTP011 KER08RTP025	$13,000,000	1	1	2	2	2	2	3
Caltrans	SJV	SR178	COMANCHE	MIRAMONTE	Add Lanes	KER08RTP011 KER08RTP025	$13,000,000	1	1	2	2	2	2	3
Caltrans	SJV	SR178	MIRAMONTE	RANCHERIA RD		KER08RTP084		1	1	1	1	1	1	3
Caltrans	SJV/MD	SR178	RANCHERIA RD	SR155				2	2	2	2	2	2	2
Caltrans	MD	SR178	SR155	LAKE ISABELLA BLVD				1				1		1
Caltrans	MD	SR178	LAKE ISABELLA BLVD	SIERRA WY				1				1		1
Caltrans	MD	SR178	SIERRA WY	KELSO VALLEY				1				1		1
Caltrans	MD/IWV	SR178	KELSO VALLEY	SR14				1				1		1
Caltrans	IWV	SR178	SR14	SR395				1				1		1
Caltrans	IWV	SR178	SR395	JACKS RANCH				2				2		2
Caltrans	IWV	SR178	JACKS RANCH	BRADY				2				2		2
Caltrans	IWV	SR178	BRADY	MAHAN				2				2		2
Caltrans	IWV	SR178	MAHAN	DOWNS				2				2		2
Caltrans	IWV	SR178	DOWNS	NORMA				2				2		2
Caltrans	IWV	SR178	NORMA	CHINA LAKE				2				2		2
Caltrans	IWV	SR178	INYOKERN	WARD				2				2		2
Caltrans	IWV	SR178	WARD	DRUMMOND				2				2		2
Caltrans	IWV	SR178	DRUMMOND	LAS FLORES				2				2		2
Caltrans	IWV	SR178	LAS FLORES	RIDGECREST BLVD				2				2		2
Caltrans	IWV	SR178	CHINA LAKE	GATEWAY				2				2		2

Appendix B – Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled

Highlighted text denotes modeling changes or additions to the table | Blacked out areas denote planning areas without attainment dates in those years | **Year # of lanes modeled**(each direction)

AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Improvement	RTP PROJECT ID/Other ID	COST (RTP, Other)	10	11	14	17	20	23	30
Caltrans	IWV	SR178	GATEWAY	RICHMOND				2				2		2
Caltrans	IWV	SR178	RICHMOND	COUNTY LINE				1				1		1
Caltrans	SJV	SR184	MESA MARIN DR	SR178	Add Lanes	KER08RTP101		1	1	1	1	1	1	2
Caltrans	SJV	SR184	VINELAND	MESA MARIN DR	Add Lanes	KER08RTP101		1	1	1	1	1	1	2
Caltrans	SJV	SR184	MONICA ST	VINELAND	Add Lanes	KER08RTP101		1	1	1	1	1	1	2
Caltrans	SJV	SR184	SHALANE	MONICA ST	Add Lanes	KER08RTP101		1	1	1	1	1	1	2
Caltrans	SJV	SR184	MORNING DR	SHALANE	Add Lanes	KER08RTP101		1	1	1	1	1	1	2
Caltrans	SJV	SR184	NILES	PIONEER				1	1	1	1	1	1	1
Caltrans	SJV	SR184	PIONEER	MILLS				1	1	1	1	1	1	1
Caltrans	SJV	SR184	MILLS	EDISON				1	1	1	1	1	1	2
Caltrans	SJV	SR184	EDISON	BRUNDAGE				2	2	2	2	2	2	2
Caltrans	SJV	SR184	BRUNDAGE	SR58				2	2	2	2	2	2	2
Caltrans	SJV	SR184	SR58	KERRNITA		KER08RTP100		2	2	2	2	2	2	2
Caltrans	SJV	SR184	KERRNITA	REDBANK		KER08RTP100		1	1	1	1	1	1	1
Caltrans	SJV	SR184	REDBANK	WILSON		KER08RTP100		1	1	1	1	1	1	1
Caltrans	SJV	SR184	WILSON	MULLER		KER08RTP100		1	1	1	1	1	1	1
Caltrans	SJV	SR184	MULLER	WHITE LN		KER08RTP100		1	1	1	1	1	1	1
Caltrans	SJV	SR184	WHITE LN	HERMOSA		KER08RTP100		1	1	1	1	1	1	1
Caltrans	SJV	SR184	HERMOSA	FAIRVIEW RD		KER08RTP100		1	1	1	1	1	1	1
Caltrans	SJV	SR184	FAIRVIEW RD	PANAMA LN		KER08RTP100		1	1	1	1	1	1	1
Caltrans	SJV	SR184	PANAMA LN	KAM AVE		KER08RTP100		1	1	1	1	1	1	1
Caltrans	SJV	SR184	KAM AVE	MOUNTAIN VIEW		KER08RTP100		1	1	1	1	1	1	1
Caltrans	SJV	SR184	MOUNTAIN VIEW	MC KEE		KER08RTP100		1	1	1	1	1	1	1
Caltrans	SJV	SR184	MC KEE	SR119/PANAMA RD		KER08RTP100		1	1	1	1	1	1	1
Caltrans	SJV	SR184	SR119/PANAMA RD	HALL				2	2	2	2	2	2	2
Caltrans	SJV	SR184	HALL	DI GIORGIO				2	2	2	2	2	2	2
Caltrans	SJV	SR184	DI GIORGIO	TRI DUNCON				1	1	1	1	1	1	1
Caltrans	SJV	SR184	TRI DUNCON	BUENA VISTA BLVD				1	1	1	1	1	1	1
Caltrans	SJV	SR184	BUENA VISTA BLVD	SUNSET BLVD				1	1	1	1	1	1	1
Caltrans	SJV	SR184	SUNSET BLVD	SR223				1	1	1	1	1	1	1
Caltrans	MD	SR202	SR58	TEHACHAPI BLVD				2				2		2
Caltrans	MD	SR202	TEHACHAPI BLVD	RED APPLE				2				2		2

Appendix B – Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled

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AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Improvement	RTP PROJECT ID/Other ID	COST (RTP, Other)	10	11	14	17	20	23	30
Caltrans	MD	SR202	RED APPLE	VALLEY BLVD				2				2		2
Caltrans	MD	SR202	VALLEY BLVD	GOLDEN HILLS				1				1		1
Caltrans	MD	SR202	GOLDEN HILLS	WOODFORD TEHACHAPI				1				1		1
Caltrans	MD	SR202	WOODFORD TEHACHAPI	SCHOUT				1				1		1
Caltrans	MD	SR202	SCHOUT	BANDUCCI				1				1		1
Caltrans	MD	SR202	BANDUCCI	BEAR VALLEY				1				1		1
Caltrans	MD	SR202	BEAR VALLEY	GIRAUDO				1				1		1
Caltrans	SJV	SR204	UNION	Q ST				3	3	3	3	3	3	3
Caltrans	SJV	SR204	Q ST	M ST				3	3	3	3	3	3	3
Caltrans	SJV	SR204	M ST	CHESTER				3	3	3	3	3	3	3
Caltrans	SJV	SR204	CHESTER	F ST				2	2	2	2	2	2	3
Caltrans	SJV	SR204	F ST	SR99				2	2	2	2	2	2	3
Caltrans	SJV	SR223	I-5	OLD RIVER RD				1	1	1	1	1	1	1
Caltrans	SJV	SR223	OLD RIVER RD	WIBLE RD				1	1	1	1	1	1	1
Caltrans	SJV	SR223	WIBLE RD	SR99				1	1	1	1	1	1	1
Caltrans	SJV	SR223	SR99	UNION				1	1	1	1	1	1	1
Caltrans	SJV	SR223	UNION	FAIRFAX				1	1	1	1	1	1	1
Caltrans	SJV	SR223	FAIRFAX	SR184				1	1	1	1	1	1	1
Caltrans	SJV	SR223	SR184	VINELAND				1	1	1	1	1	1	1
Caltrans	SJV	SR223	VINELAND	EDISON				1	1	1	1	1	1	1
Caltrans	SJV	SR223	EDISON	MALAGA				1	1	1	1	1	1	1
Caltrans	SJV	SR223	MALAGA	COMANCHE				1	1	1	1	1	1	1
Caltrans	SJV	SR223	COMANCHE	CAMPUS				2	2	2	2	2	2	2
Caltrans	SJV	SR223	CAMPUS	TEJON				2	2	2	2	2	2	2
Caltrans	SJV	SR223	TEJON	TOWER LINE				1	1	1	1	1	1	1
Caltrans	SJV	SR223	TOWER LINE	GENERAL BEALE				1	1	1	1	1	1	1
Caltrans	SJV	SR223	GENERAL BEALE	SR58				1	1	1	1	1	1	1
Caltrans	SJV	SR33	BARKER	TWISSELMAN				1	1	1	1	1	1	1
Caltrans	SJV	SR33	TWISSELMAN	SR46				1	1	1	1	1	1	1
Caltrans	SJV	SR33	SR46	LERDO HWY				1	1	1	1	1	1	1
Caltrans	SJV	SR33	LERDO HWY	LOST HILLS				1	1	1	1	1	1	1
Caltrans	SJV	SR33	LOST HILLS	LOKERN				1	1	1	1	1	1	1
Caltrans	SJV	SR33	LOKERN	SR58				1	1	1	1	1	1	1

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AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Improvement	RTP PROJECT ID/Other ID	COST (RTP, Other)	10	11	14	17	20	23	30
Caltrans	SJV	SR33	SR58	SR58				1	1	1	1	1	1	1
Caltrans	SJV	SR33	SR58	BILL KIRBY				1	1	1	1	1	1	1
Caltrans	SJV	SR33	BILL KIRBY	MIDWAY				1	1	1	1	1	1	1
Caltrans	SJV	SR33	MIDWAY	ASH				1	1	1	1	1	1	1
Caltrans	SJV	SR33	ASH	HILLARD				1	1	1	1	1	1	1
Caltrans	SJV	SR33	HILLARD	10TH ST				2	2	2	2	2	2	2
Caltrans	SJV	SR33	10TH ST	6TH ST				2	2	2	2	2	2	2
Caltrans	SJV	SR33	6TH ST	2ND ST				2	2	2	2	2	2	2
Caltrans	SJV	SR33	2ND ST	MAIN ST				1	1	1	1	1	1	1
Caltrans	SJV	SR33	MAIN ST	SR119				1	1	1	1	1	1	1
Caltrans	SJV	SR33	SR119	WOOD				1	1	1	1	1	1	1
Caltrans	SJV	SR33	WOOD	CADET				1	1	1	1	1	1	1
Caltrans	SJV	SR33	CADET	BUSH				1	1	1	1	1	1	1
Caltrans	SJV	SR33	BUSH	SR166				1	1	1	1	1	1	1
Caltrans	SJV	SR33	SR166	CERRO NOROESTE				1	1	1	1	1	1	1
Caltrans	SJV	SR33	CERRO NOROESTE	COUNTY LINE				1	1	1	1	1	1	1
Caltrans	IWV	SR395	COUNTY LINE	SR14				2				2		2
Caltrans	IWV	SR395	SR14	INYOKERN				1				1		1
Caltrans	IWV	SR395	INYOKERN	BOWMAN RD	Passing Lanes	KER08RTP089	$20,000,000	1				1		2
Caltrans	IWV	SR395	BOWMAN RD	CHINA LAKE	Passing Lanes	KER08RTP089	$20,000,000	1				1		2
Caltrans	IWV	SR395	CHINA LAKE	SEARLES				1				1		1
Caltrans	MD	SR395	SEARLES	GARLOCK				1				1		1
Caltrans	MD	SR395	GARLOCK	JOBERG				1				1		1
Caltrans	MD	SR395	JOBERG	COUNTY LINE				1				1		1
Caltrans	SJV	SR43	COUNTY LINE	CECIL AVE				1	1	1	1	1	1	1
Caltrans	SJV	SR43	CECIL AVE	SR155				1	1	1	1	1	1	1
Caltrans	SJV	SR43	SR155	POND				1	1	1	1	1	1	1
Caltrans	SJV	SR43	POND	SHERWOOD				1	1	1	1	1	1	1
Caltrans	SJV	SR43	SHERWOOD	SR46				1	1	1	1	1	1	1
Caltrans	SJV	SR43	SR46	5TH ST				1	1	1	1	1	1	1
Caltrans	SJV	SR43	5TH ST	6TH ST				1	1	1	1	1	1	1
Caltrans	SJV	SR43	6TH ST	7TH ST				1	1	1	1	1	1	1
Caltrans	SJV	SR43	7TH ST	POSO DR				1	1	1	1	1	1	1
Caltrans	SJV	SR43	POSO DR	FILBURN				2	2	2	2	2	2	2

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AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Improvement	RTP PROJECT ID/Other ID	COST (RTP, Other)	10	11	14	17	20	23	30
Caltrans	SJV	SR43	FILBURN	JACKSON				2	2	2	2	2	2	2
Caltrans	SJV	SR43	JACKSON	KIMBERLINA RD				2	2	2	2	2	2	2
Caltrans	SJV	SR43	KIMBERLINA	POPLAR				2	2	2	2	2	2	2
Caltrans	SJV	SR43	POPLAR	SHAFTER				2	2	2	2	2	2	2
Caltrans	SJV	SR43	SHAFTER	CENTRAL				2	2	2	2	2	2	2
Caltrans	SJV	SR43	CENTRAL	LERDO HWY				2	2	2	2	2	2	2
Caltrans	SJV	SR43	LERDO HWY	LOS ANGELES				1	1	1	1	1	1	1
Caltrans	SJV	SR43	LOS ANGELES	7TH STANDARD				1	1	1	1	1	1	1
Caltrans	SJV	SR43	7TH STANDARD	BAKER				1	1	1	1	1	1	1
Caltrans	SJV	SR43	BAKER	SNOW				1	1	1	1	1	1	1
Caltrans	SJV	SR43	SNOW	KRATZMEYER				1	1	1	1	1	1	1
Caltrans	SJV	SR43	KRATZMEYER	REINA				1	1	1	1	1	1	1
Caltrans	SJV	SR43	REINA	HAGEMAN				1	1	1	1	1	1	1
Caltrans	SJV	SR43	HAGEMAN	SR58				1	1	1	1	1	1	1
Caltrans	SJV	SR43	SR58	PALM				1	1	1	1	1	1	1
Caltrans	SJV	SR43	PALM	BRIMHALL				1	1	1	1	1	1	1
Caltrans	SJV	SR43	BRIMHALL	STOCKDALE				1	1	1	1	1	1	1
Caltrans	SJV	SR43	STOCKDALE	PANAMA LN				1	1	1	1	1	1	1
Caltrans	SJV	SR43	PANAMA LN	I-5				1	1	1	1	1	1	1
Caltrans	SJV	SR43	I-5	SR119				1	1	1	1	1	1	1
Caltrans	SJV	SR46	COUNTY LINE	KECKS	Add Lanes	KER08RTP003	$377,000,000	1	2	2	2	2	2	2
Caltrans	SJV	SR46	KECKS	BITTERWATER VALLEY	Add Lanes	KER08RTP003	$377,000,000	1	2	2	2	2	2	2
Caltrans	SJV	SR46	BITTERWATER VALLEY	SR33	Add Lanes	KER08RTP003	$377,000,000	1	2	2	2	2	2	2
Caltrans	SJV	SR46	SR33	HOLLOWAY RD	Add Lanes	KER08RTP003	$377,000,000	1	2	2	2	2	2	2
Caltrans	SJV	SR46	HOLLOWAY RD	I-5	Add Lanes	KER08RTP018	$97,000,000	1	1	1	1	1	1	2
Caltrans	SJV	SR46	I-5	CORCORAN				1	1	1	1	1	1	1
Caltrans	SJV	SR46	CORCORAN	ROWLEE				1	1	1	1	1	1	1
Caltrans	SJV	SR46	ROWLEE	WILDWOOD				1	1	1	1	1	1	1
Caltrans	SJV	SR46	WILDWOOD	SCOFIELD				1	1	1	1	1	1	1
Caltrans	SJV	SR46	SCOFIELD	LEONARD				1	1	1	1	1	1	1
Caltrans	SJV	SR46	LEONARD	WESTERN				1	1	1	1	1	1	1
Caltrans	SJV	SR46	WESTERN	MAGNOLIA				1	1	1	1	1	1	1

Appendix B – Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled

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AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Improvement	RTP PROJECT ID/Other ID	COST (RTP, Other)	10	11	14	17	20	23	30
Caltrans	SJV	SR46	MAGNOLIA	CENTRAL				1	1	1	1	1	1	1
Caltrans	SJV	SR46	CENTRAL	PALM				1	1	1	1	1	1	1
Caltrans	SJV	SR46	PALM	GRIFFITH				1	1	1	1	1	1	1
Caltrans	SJV	SR46	GRIFFITH	F ST				1	1	1	1	1	1	1
Caltrans	SJV	SR46	F ST	SR43				1	1	1	1	1	1	1
Caltrans	SJV	SR46	SR43	ROOT				1	1	1	1	1	1	1
Caltrans	SJV	SR46	ROOT	SR99				1	1	1	1	1	1	1
Caltrans	SJV	SR58	COUNTY LINE	SR33				1	1	1	1	1	1	1
Caltrans	SJV	SR58	SR33	LOKERN				1	1	1	1	1	1	1
Caltrans	SJV	SR58	LOKERN	BUTTONWILLOW				1	1	1	1	1	1	1
Caltrans	SJV	SR58	BUTTONWILLOW	I-5				1	1	1	1	1	1	1
Caltrans	SJV	SR58	I-5	BRANDT				1	1	1	1	1	1	1
Caltrans	SJV	SR58	BRANDT	SR43				1	1	1	1	1	1	1
Caltrans	SJV	SR58	SR43	CHERRY		KER08RTP092		1	1	1	1	1	1	2
Caltrans	SJV	SR58	CHERRY	SUPERIOR		KER08RTP092		1	1	1	1	1	1	2
Caltrans	SJV	SR58	SUPERIOR	GREELEY		KER08RTP092		1	1	1	1	1	1	2
Caltrans	SJV	SR58	GREELEY	DRIVER		KER08RTP092		1	1	1	1	1	1	2
Caltrans	SJV	SR58	DRIVER	NORD		KER08RTP092		1	1	1	1	1	1	2
Caltrans	SJV	SR58	NORD	WEGIS		KER08RTP092		1	1	1	1	1	1	2
Caltrans	SJV	SR58	WEGIS	HEATH		KER08RTP092		1	1	1	1	1	1	2
Caltrans	SJV	SR58	HEATH	RENFRO		KER08RTP092		1	1	1	1	1	1	2
Caltrans	SJV	SR58	RENFRO	JENKINS		KER08RTP092		1	1	1	1	1	1	2
Caltrans	SJV	SR58	JENKINS	ALLEN		KER08RTP092		1	1	1	1	1	1	2
Caltrans	SJV	SR58	ALLEN	OLD FARM	Add Lanes	KER08RTP090	$44,000,000	2	2	3	3	3	3	3
Caltrans	SJV	SR58	OLD FARM	JEWETTA	Add Lanes	KER08RTP090	$44,000,000	2	2	3	3	3	3	3
Caltrans	SJV	SR58	JEWETTA	VERDUGO	Add Lanes	KER08RTP090	$44,000,000	2	2	3	3	3	3	3
Caltrans	SJV	SR58	VERDUGO	CALLOWAY	Add Lanes	KER08RTP090	$44,000,000	2	2	3	3	3	3	3
Caltrans	SJV	SR58	CALLOWAY	MAIN PLAZA	Add Lanes	KER08RTP007	$44,000,000	2	2	3	3	3	3	3
Bakersfield	SJV	SR58	MAIN PLAZA	COFFEE	Add Lanes	KER08RTP007		2	2	3	3	3	3	3
Bakersfield	SJV	SR58	COFFEE	PATTON	Add Lanes	KER08RTP007		2	2	3	3	3	3	3
Caltrans	SJV	SR58	PATTON	WEAR	Add Lanes	KER08RTP007	$44,000,000	2	2	3	3	3	3	3
Caltrans	SJV	SR58	WEAR	FRUITVALE	Add Lanes	KER08RTP007	$44,000,000	2	2	3	3	3	3	3

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AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Improvement	RTP PROJECT ID/Other ID	COST (RTP, Other)	10	11	14	17	20	23	30
Caltrans	SJV	SR58	FRUITVALE	MOHAWK	Add Lanes	KER08RTP007	$44,000,000	2	2	3	3	3	3	3
Caltrans	SJV	SR58	MOHAWK	LANDCO	Add Lanes	KER08RTP007	$44,000,000	2	2	3	3	3	3	3
Caltrans	SJV	SR58	LANDCO	GIBSON	Add Lanes	KER08RTP007	$44,000,000	2	2	3	3	3	3	3
Caltrans	SJV	SR58	GIBSON	SR99	Add Lanes	KER08RTP007	$44,000,000	3	3	3	3	3	3	3
Caltrans	SJV	SR58	SR99	REAL				2	2	2	2	2	2	2
Caltrans	SJV	SR58	REAL	H ST	Add Lanes	KER08RTP019 KER08RTP093	$50,000,000	2	2	2	3	3	3	4
Caltrans	SJV	SR58	H ST	CHESTER	Add Lanes	KER08RTP019 KER08RTP093	$50,000,000	2	2	2	3	3	3	4
Caltrans	SJV	SR58	CHESTER	UNION	Add Lanes	KER08RTP019 KER08RTP093	$50,000,000	2	2	2	3	3	3	4
Caltrans	SJV	SR58	UNION	COTTONWOOD	Add Lanes	KER08RTP019 KER08RTP093	$50,000,000	2	2	2	3	3	3	4
Caltrans	SJV	SR58	COTTONWOOD	MT VERNON				3	3	3	3	3	4	4
Caltrans	SJV	SR58	MT VERNON	OSWELL				3	3	3	3	3	4	4
Caltrans	SJV	SR58	OSWELL	FAIRFAX				3	3	3	3	3	4	4
Caltrans	SJV	SR58	FAIRFAX	SR184				3	3	3	3	3	3	3
Caltrans	SJV	SR58	SR184	EDISON				2	2	2	2	2	2	2
Caltrans	SJV	SR58	EDISON	COMANCHE				2	2	2	2	2	2	2
Caltrans	SJV	SR58	COMANCHE	TOWER LINE				2	2	2	2	2	2	2
Caltrans	SJV	SR58	TOWER LINE	GENERAL BEALE				2	2	2	2	2	2	2
Caltrans	SJV	SR58	GENERAL BEALE	BEND RD	Truck Lanes	SHOPP		2	2	2	2	2	2	3
Caltrans	SJV	SR58	BEND RD	BEALVILLE	Truck Lanes	SHOPP		2	2	2	2	2	2	3
Caltrans	SJV	SR58	BEALVILLE	BROOM RANCH				2	2	2	2	2	2	2
Caltrans	MD	SR58	BROOM RANCH	SR 202				2				2		2
Caltrans	MD	SR58	SR202	MILL				2				2		2
Caltrans	MD	SR58	MILL	DENNISON				2				2		2
Caltrans	MD	SR58	DENNISON	TEHACHAPI BLVD				2				2		2
Caltrans	MD	SR58	TEHACHAPI BLVD	SAND CANYON				2				2		2
Caltrans	MD	SR58	SAND CANYON	RANDSBURG CUTOFF				2				2		2
Caltrans	MD	SR58	RANDSBURG CUTOFF	SR14				2				2		2
Caltrans	MD	SR58	SR14	20 MULE TEAM PARKWAY				2				2		2
Caltrans	MD	SR58	20 MULE TEAM PARKWAY	OLD 58				2				2		2
Caltrans	MD	SR58	OLD 58	CALIFORNIA CITY				2				2		2
Caltrans	MD	SR58	CALIFORNIA CITY	MUROC				2				2		2

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AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Improvement	RTP PROJECT ID/Other ID	COST (RTP, Other)	10	11	14	17	20	23	30
Caltrans	MD	SR58	MUROC	CLAY MINE				2				2		2
Caltrans	MD	SR58	CLAY MINE	20 MULE TEAM PARKWAY				2				2		2
Caltrans	MD	SR58	20 MULE TEAM	GEPHART				2				2		2
Caltrans	MD	SR58	GEPHART	BORAX				2				2		2
Caltrans	MD	SR58	BORAX	COUNTY LINE				2				2		2
Caltrans	SJV	SR65	COUNTY LINE	SR155				1	1	1	1	1	1	1
Caltrans	SJV	SR65	SR155	SHERWOOD				1	1	1	1	1	1	1
Caltrans	SJV	SR65	SHERWOOD	FAMOSO RD				1	1	1	1	1	1	1
Caltrans	SJV	SR65	FAMOSO RD	MERCED AVE				1	1	1	1	1	1	1
Caltrans	SJV	SR65	MERCED AVE	LERDO HWY				1	1	1	1	1	1	1
Caltrans	SJV	SR65	LERDO HWY	JAMES				1	1	1	1	1	1	1
Caltrans	SJV	SR65	JAMES	7TH STANDARD		KER08RTP094		1	1	1	1	1	2	2
Caltrans	SJV	SR65	7TH STANDARD	SR99				2	2	2	2	2	2	2
Caltrans	SJV	SR99	COUNTY LINE	CECIL AVE				3	3	3	3	3	3	3
Caltrans	SJV	SR99	CECIL	SR155				3	3	3	3	3	3	3
Caltrans	SJV	SR99	SR155	WOOLLOMES				3	3	3	3	3	3	3
Caltrans	SJV	SR99	WOOLLOMES	POND				3	3	3	3	3	3	3
Caltrans	SJV	SR99	POND	SHERWOOD				3	3	3	3	3	3	3
Caltrans	SJV	SR99	SHERWOOD	SR46				3	3	3	3	3	3	3
Caltrans	SJV	SR99	SR46	KIMBERLINA RD				3	3	3	3	3	3	3
Caltrans	SJV	SR99	KIMBERLINA RD	MERCED AVE				3	3	3	3	3	3	3
Caltrans	SJV	SR99	MERCED	LERDO HWY				3	3	3	3	3	3	3
Caltrans	SJV	SR99	LERDO HWY	7TH STANDARD				3	3	3	3	3	3	3
Caltrans	SJV	SR99	7TH STANDARD	SR65				3	3	3	3	3	3	3
Caltrans	SJV	SR99	SR65	OLIVE				3	3	3	3	3	3	3
Caltrans	SJV	SR99	OLIVE	SR204				3	3	3	3	3	3	3
Caltrans	SJV	SR99	SR204	AIRPORT				4	4	4	4	4	4	4
Caltrans	SJV	SR99	AIRPORT	SR58(24TH ST)				4	4	4	4	4	4	4
Caltrans	SJV	SR99	SR58(24TH ST)	CALIFORNIA				4	4	4	4	4	4	4
Caltrans	SJV	SR99	CALIFORNIA	STOCKDALE				4	4	4	4	4	4	4
Caltrans	SJV	SR99	STOCKDALE	MING				4	4	4	4	4	4	4
Caltrans	SJV	SR99	MING	Wilson Road				4	4	4	4	4	4	4
Caltrans	SJV	SR99	Wilson Road	WHITE LN				3	3	3	3	3	4	4

Appendix B – Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled

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AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Improvement	RTP PROJECT ID/Other ID	COST (RTP, Other)	10	11	14	17	20	23	30
Caltrans	SJV	SR99	WHITE LN	PANAMA LN				3	3	3	3	3	3	3
Caltrans	SJV	SR99	PANAMA LN	HOSKING				3	3	3	3	3	3	3
Caltrans	SJV	SR99	SR119	HOSKING				3	3	3	3	3	3	3
Caltrans	SJV	SR99	SR223	SR119				3	3	3	3	3	3	3
Caltrans	SJV	SR99	HERRING RD	SR223				3	3	3	3	3	3	3
Caltrans	SJV	SR99	COPUS RD	HERRING RD				3	3	3	3	3	3	3
Caltrans	SJV	SR99	SR166	COPUS RD				3	3	3	3	3	3	3
Caltrans	SJV	SR99	COUNTY LINE	SR166				3	3	3	3	3	3	3
Caltrans	MD	TUCKER RD	RED APPLE	VALLEY				2				2		2
Caltrans	MD	VALLEY BL	TUCKER	REEVES	Add Lanes	Local		1				2		2
Caltrans	MD	VALLEY BL	REEVES	GOLDEN HILLS	Add Lanes	Local		1				2		2
Kern County														
Kern County	SJV	7TH_STANDAR	ALLEN	OLD FARM	Add Lanes	KER08RTP005	$57,000,000	1	2	2	2	2	2	2
Kern County	SJV	7TH_STANDAR	OLD FARM	JEWETTA	Add Lanes	KER08RTP005	$57,000,000	1	2	2	2	2	2	2
Kern County	SJV	7TH_STANDAR	VERDUGO	CALLOWAY	Add Lanes	KER08RTP005	$57,000,000	1	2	2	2	2	2	2
Kern County	SJV	7TH_STANDAR	JEWETTA	VERDUGO	Add Lanes	KER08RTP005	$57,000,000	1	2	2	2	2	2	2
Kern County	SJV	7TH_STANDAR	CALLOWAY	RIVERLAKES	Add Lanes	KER08RTP005	$57,000,000	1	2	2	2	2	2	2
Kern County	SJV	7TH_STANDAR	RIVERLAKES	COFFEE	Add Lanes	KER08RTP005	$57,000,000	1	2	2	2	2	2	2
Kern County	SJV	7TH_STANDAR	COFFEE	SR99				1	2	2	2	2	2	2
Kern County	SJV	7TH_STANDAR	SR99	SR99				2	2	2	2	2	2	2
Kern County	SJV	7TH_STANDAR	SR99	SR65				2	2	2	2	2	2	2
Kern County	SJV	7TH_STANDAR	SR65	PEGASUS				2	2	2	2	2	2	2
Kern County	SJV	7TH_STANDAR	PEGASUS	WINGS WAY				2	2	2	2	2	2	2
Kern County	SJV	7TH_STANDAR	WINGS WAY	AIRPORT	Add Lanes	Local		1	1	1	1	2	2	2
Kern County	SJV	7TH_STANDAR	AIRPORT	MC CRAY				2	2	2	2	2	2	2
Kern County	SJV	7TH_STANDAR	MC CRAY	CHESTER				2	2	2	2	2	2	2
Kern County	MD	90TH WEST	ROSAMOND	HOLIDAY	Add Lanes	Local		1				1		2
Kern County	MD	90TH WEST	HOLIDAY	GASKELL	Add Lanes	Local		1				1		2
Kern County	MD	90TH WEST	GASKELL	A AVE	Add Lanes	Local		1				1		2
Kern County	SJV	AIRPORT	7TH STANDARD	DAY	Add Lanes	Local		1	1	1	2	2	2	2
Kern County	SJV	AIRPORT	DAY	SKYWAY	Add Lanes	Local		1	1	1	2	2	2	2
Kern County	SJV	AIRPORT	SKYWAY	NORRIS				2	2	2	2	2	2	2
Kern County	SJV	AIRPORT	NORRIS	DECATUR/OLIVE	Add Lanes	Local		2	2	2	2	3	3	3
Kern County	SJV	AIRPORT	DECATUR/OLIVE	ROBERTS LN	Add Lanes	Local		2	2	2	2	3	3	3

Appendix B – Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled

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AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Improvement	RTP PROJECT ID/Other ID	COST (RTP, Other)	10	11	14	17	20	23	30
Kern County	SJV	ALLEN	HAGEMAN	MEACHAM	Add Lanes	Local		1	1	1	2	2	2	2
Kern County	SJV	ALLEN	MEACHAM	SR58	Add Lanes	Local		1	1	1	2	2	2	2
Kern County	SJV	CALLOWAY	7TH STANDARD	ETCHART	Add Lanes	Local		1	1	1	1	1	1	2
Kern County	SJV	CALLOWAY	ETCHART	SNOW	Add Lanes	Local		1	1	2	2	2	2	2
Kern County	SJV	CALLOWAY	SR58	PALM	Add Lanes	Local		2	2	2	3	3	3	3
Kern County	SJV	CALLOWAY	PALM	BRIMHALL	Add Lanes	Local		2	2	2	3	3	3	3
Kern County	SJV	CALIFORNIA	WASHINGTON	MT VERNON				2	2	2	2	2	2	2
Kern County	SJV	CALIFORNIA	MT VERNON	EDISON				2	2	2	2	2	2	2
Kern County	SJV	CHINA GRADE	CHESTER	MANOR				2	2	2	2	2	2	2
Kern County	SJV	CHINA GRADE	MANOR	MONTE CRISTO	Add Lanes	Local		1	1	1	1	1	1	1
Kern County	SJV	CHINA GRADE	MONTE CRISTO	CHINA GRADE LOOP/ROUND MTN	Add Lanes	Local		1	1	1	1	1	1	1
Kern County	SJV	CHINA GRADE	CHINA GRADE LOOP/ROUND MTN	ALFRED HARRELL	Add Lanes	Local		1	1	1	1	1	1	1
Kern County	IWV	CHINA LAKE BL	SPRINGER	MAHAN				1				1		1
Kern County	IWV	CHINA LAKE BL	MAHAN	SR395				1				1		1
Kern County	SJV	COFFEE	7TH STANDARD	ETCHART	Add Lanes	Local		1	1	1	1	2	2	3
Kern County	SJV	COFFEE	ETCHART	SNOW	Add Lanes	Local		1	1	1	1	2	2	3
Kern County	SJV	COFFEE	SNOW	NORRIS	Add Lanes	Local		1	1	1	1	2	2	3
Kern County	SJV	GOSFORD	HOSKING	BERKSHIRE	Add Lanes	Local		1	1	1	2	2	2	3
Kern County	SJV	HAGEMAN	RENFRO	JENKINS				1	1	1	1	1	1	2
Kern County	SJV	HAGEMAN	SANTA FE	ALLEN	Add Lanes	Local		3	3	3	3	3	3	3
Kern County	SJV	MANOR	MC CRAY	CHESTER				2	2	2	2	2	2	2
Kern County	SJV	MANOR	CHESTER	DAY				2	2	2	2	2	2	2
Kern County	SJV	MANOR	DAY	CHINA GRADE LOOP				2	2	2	2	2	2	2
Kern County	SJV	MANOR	CHINA GRADE LOOP	NORRIS				2	2	2	2	2	2	2
Kern County	SJV	MANOR	NORRIS	ROBERTS LN				2	2	2	2	2	2	2
Kern County	SJV	MING AVE	P ST	UNION				2	2	2	2	2	2	2
Kern County	SJV	MOHAWK	DOWNING	SR58				3	3	3	3	3	3	3
Kern County	SJV	MT VERNON	COLLEGE	FLOWER				2	2	2	2	2	2	2
Kern County	SJV	MT VERNON	KENTUCKY	EDISON HWY				2	2	2	2	2	2	2
Kern County	SJV	MT VERNON	EDISON HWY	CALIFORNIA				2	2	2	2	2	2	2
Kern County	SJV	MT VERNON	VIRGINIA	BRUNDAGE				2	2	2	2	2	2	2
Kern County	SJV	MT VERNON	BERNARD	COLLEGE				2	2	2	2	2	2	2
Kern County	SJV	MT VERNON	FLOWER	NILES				2	2	2	2	2	2	2

Appendix B – Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled

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AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Improvement	RTP PROJECT ID/Other ID	COST (RTP, Other)	10	11	14	17	20	23	30
Kern County	SJV	MT VERNON	CALIFORNIA	VIRGINIA				2	2	2	2	2	2	2
Kern County	SJV	MT_VERNON	NILES	KENTUCKY				2	2	2	2	2	2	2
Kern County	SJV	N CHESTER	BEARDSLEY	ROBERTS LN				2	2	2	2	2	2	2
Kern County	SJV	N CHESTER	ROBERTS LN	DECATUR				2	2	2	2	2	2	2
Kern County	SJV	N CHESTER	DECATUR	NORRIS				2	2	2	2	2	2	2
Kern County	SJV	N CHESTER	NORRIS	CHINA GRADE LOOP				2	2	2	2	2	2	2
Kern County	SJV	N CHESTER	CHINA GRADE LOOP	DAY				2	2	2	2	2	2	2
Kern County	SJV	N CHESTER	DAY	MANOR				2	2	2	2	2	2	2
Kern County	SJV	NILES	MONTEREY	MT VERNON				2	2	2	2	2	2	2
Kern County	SJV	NILES	MT VERNON	OSWELL				2	2	2	2	2	2	2
Kern County	SJV	NILES	OSWELL	STERLING RD				2	2	2	2	2	2	2
Kern County	SJV	NILES	STERLING RD	FAIRFAX				2	2	2	2	2	2	2
Kern County	SJV	NILES	FAIRFAX	BRENTWOOD				2	2	2	2	2	2	2
Bakersfield	SJV	NILES	BRENTWOOD	PARK DR				2	2	2	2	2	2	2
Kern County	SJV	NILES	PARK DR	SR184				2	2	2	2	2	2	2
Kern County	MD	OLD 58	ROSEWOOD	SR58BYPASS				2				2		2
Kern County	MD	OLD 58	ARROYO	ROSEWOOD				2				2		2
Kern County	MD	OLD 58	SR14	ARROYO				2				2		2
Kern County	MD	OLD 58	SR14	UNITED				2				2		2
Kern County	MD	OLD 58	UNITED	5TH ST				2				2		2
Kern County	MD	OLD 58	5TH	SR58BYPASS				2				2		2
Kern County	SJV	OLD_RIVER	CURNOW	SR119				1	1	1	1	1	1	1
Kern County	SJV	OLD_RIVER	HOSKING	BERKSHIRE	Add Lanes	Local		1	1	1	1	1	1	2
Kern County	SJV	OLD_RIVER	BERKSHIRE	PANAMA LN	Add Lanes	Local		1	1	1	1	1	1	2
Kern County	SJV	OSWELL	BERNARD	COLLEGE	Add Lanes	Local		2	2	2	2	2	2	3
Kern County	SJV	OSWELL	COLLEGE	NILES	Add Lanes	Local		2	2	2	2	2	2	3
Kern County	SJV	OSWELL	NILES	KENTUCKY	Add Lanes	Local		2	2	2	2	2	2	3
Kern County	SJV	OSWELL	KENTUCKY	CALIFORNIA	Add Lanes	Local		2	2	2	2	2	2	3
Kern County	SJV	OSWELL	CALIFORNIA	EDISON HWY	Add Lanes	Local		2	2	2	2	2	2	3
Kern County	SJV	OSWELL	EDISON HWY	VIRGINIA	Add Lanes	Local		2	2	2	2	2	2	3
Kern County	SJV	OSWELL	VIRGINIA	BRUNDAGE	Add Lanes	Local		2	2	2	2	2	2	3
Kern County	SJV	PANAMA_LN	RENFRO	ALLEN	Add Lanes	Local		1	1	1	2	2	2	2
Kern County	MD	RANDSBURG CUTOFF	SR14	SR58BYPASS				1				1		1

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AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Improvement	RTP PROJECT ID/Other ID	COST (RTP, Other)	10	11	14	17	20	23	30
Kern County	MD	ROSAMOND BL	TEHACHAPI WILLOW SPRINGS	80TH ST				1				1		1
Kern County	MD	ROSAMOND BL	80TH ST	70TH ST				1				1		1
Kern County	MD	ROSAMOND BL	70TH ST	65TH ST				1				1		1
Kern County	MD	ROSAMOND BL	65TH ST	60TH ST				1				1		1
Kern County	MD	ROSAMOND BL	60TH ST	50TH ST	Add Lanes	Local		1				2		2
Kern County	MD	ROSAMOND BL	50TH ST	40TH ST	Add Lanes	Local		1				3		3
Kern County	MD	ROSAMOND BL	40TH ST	30TH ST	Add Lanes	Local		1				3		3
Kern County	MD	ROSAMOND BL	30TH ST	25TH ST	Add Lanes	Local		2				3		3
Kern County	MD	ROSAMOND BL	25TH ST	SR14	Add Lanes	Local		2				3		3
Kern County	MD	ROSAMOND BL	SR14	20TH ST	Add Lanes	Local		2				3		3
Kern County	MD	ROSAMOND BL	20TH ST	SIERRA HWY	Add Lanes	Local		2				3		3
Kern County	MD	ROSAMOND BL	SIERRA HWY	15TH ST	Add Lanes	Local		2				3		3
Kern County	MD	ROSAMOND BL	15TH ST	10TH ST	Add Lanes	Local		2				3		3
Kern County	SJV	STOCKDALE	NORD	WEGIS	Add Lanes	Local		1	1	1	1	1	1	3
Kern County	SJV	STOCKDALE	WEGIS	HEATH	Add Lanes	Local		1	1	1	1	1	1	3
Kern County	SJV	STOCKDALE	HEATH	CLAUDIA AUTUMN DR	Add Lanes	Local		1	1	1	1	2	2	2
Kern County	SJV	STOCKDALE	CLAUDIA AUTUMN DR	RENFRO	Add Lanes	Local		1	1	1	1	2	2	2
Kern County	SJV	SO.CHESTER	WILSON	MING				2	2	2	2	2	2	2
Kern County	MD	TEHACHAPI WILLOW SPRINGS	IRONE	ROSAMOND				1				1		1
Kern County	MD	TEHACHAPI WILLOW SPRINGS	HAMILTON	IRONE				1				1		1
Kern County	MD	TEHACHAPI WILLOW SPRINGS	HIGHLINE	DENNISON				1				1		1
Kern County	MD	TEHACHAPI WILLOW SPRINGS	ABAJO	HIGHLINE				1				1		1
Kern County	SJV	UNION	BELLE TERRACE	MING	Add Lanes	Local		2	2	2	2	3	3	3
Kern County	SJV	UNION	WHITE LN	PACHECO	Add Lanes	Local		2	2	2	2	2	2	2
Bakersfield	SJV	UNION	PACHECO	FAIRVIEW RD	Add Lanes	Local		2	2	2	2	2	2	2
Bakersfield	SJV	UNION	FAIRVIEW RD	PANAMA LN	Add Lanes	Local		2	2	2	2	2	2	2
Bakersfield	SJV	UNION	PANAMA LN	BERKSHIRE	Add Lanes	Local		2	2	2	2	2	2	2
Kern County	SJV	UNION	BERKSHIRE	HOSKING	Add Lanes	Local		2	2	2	2	2	2	2
Kern County	SJV	UNION	HOSKING	MC KEE	Add Lanes	Local		2	2	2	2	2	2	2
Kern County	SJV	UNION	MC KEE	SR119	Add Lanes	Local		2	2	2	2	2	2	2
California City														

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AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Improvement	RTP PROJECT ID/Other ID	COST (RTP, Other)	Year # of lanes modeled (each direction) 10	11	14	17	20	23	30
California City	MD	CAL CITY BL	SR14	RAILROAD				1				1		1
California City	MD	CAL CITY BL	RAILROAD	BARON BLVD				1				1		1
California City	MD	CAL CITY BL	BARON BLVD	NEURALIA				2				2		2
California City	MD	CAL CITY BL	NEURALIA	HACIENDA				2				2		2
California City	MD	CAL CITY BL	RANDSBURG MOJAVE	HACIENDA				2				2		2
California City	MD	CAL CITY BL	REDWOOD	RANDSBURG MOJAVE				2				2		2
California City	MD	CAL CITY BL	CARSON	REDWOOD				1				1		1
Ridgecrest														
Ridgecrest	IWV	CHINA LAKE BL	RIDGECREST BLVD	UPJOHN				2				2		2
Ridgecrest	IWV	CHINA LAKE BL	UPJOHN	BOWMAN RD				2				2		2
Ridgecrest	IWV	CHINA LAKE BL	BOWMAN RD	NORMA				1				1		1
Ridgecrest	IWV	CHINA LAKE BL	NORMA	DOLPHIN				1				1		1
Ridgecrest	IWV	CHINA LAKE BL	DOLPHIN	DOWNS				1				1		1
Ridgecrest	IWV	CHINA LAKE BL	DOWNS	SPRINGER				1				1		1
Shafter														
Shafter	SJV	LERDO_HWY	POPLAR	SHAFTER				1	1	1	1	1	1	1
Shafter	SJV	LERDO_HWY	SHAFTER	SR43				1	1	1	1	1	1	1
Shafter	SJV	LERDO_HWY	SR43	MANNEL				2	2	2	2	2	2	2
Shafter	SJV	LERDO_HWY	MANNEL	BEECH				2	2	2	2	2	2	2
Shafter	SJV	LERDO_HWY	BEECH	CHERRY				2	2	2	2	2	2	2
Shafter	SJV	LERDO_HWY	CHERRY	ZACHARY	Add Lanes	Local		2	2	2	2	2	2	3
Shafter	SJV	LERDO_HWY	ZACHARY	ZERKER	Add Lanes	Local		2	2	2	2	2	2	3
Shafter	SJV	LERDO_HWY	ZERKER	SR99	Add Lanes	Local		2	2	2	2	2	2	3

Blacked out areas denote planning areas without attainment dates in those years.

Exempt Project Listing

Transportation Project Listing - Exempt Projects

Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
Arvin	KER041011	20400000372	IN ARVIN: SYCAMORE ROAD BETWEEN COMANCHE DRIVE AND DERBY STREET; CONSTRUCT CLASS II BIKE LANE	$213,000	3.02	San Joaquin
Arvin	KER050501	20400000294	IN ARVIN: INSTALL NEW COMPRESSOR, NEW VESSELS AND NEW ROOF STRUCTURE AT EXISTING CNG STATION	$598,754	2.04	San Joaquin
Arvin	KER060401	20400000423	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	$574,412	1.10	San Joaquin
Arvin	KER060501	20400000435	PURCHASE ONE REPLACEMENT 26 PASSENGER CNG BUS	$125,000	2.10	San Joaquin
Arvin	KER061003	10400000227	IN ARVIN: ON DERBY ST BETWEEN HAVEN DR AND SCHIPPER AVE; CONSTRUCT SIDEWALK, SIDEWALK IMPROVEMENTS, AND BIKE LANE	$659,000	3.02	San Joaquin
Arvin	KER090401	20400000550	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	$792,000	1.10	San Joaquin
Bakersfield	KER050101	20400000388	NORTH OF BAKERSFIELD: ON 7TH STANDARD RD FROM SR43 TO SANTA FE WAY; WIDEN TO 4/6 LANE EXPRESSWAY (ENVIRONMENTAL ONLY)	$1,500,000	4.05	San Joaquin
Bakersfield	KER050102	20400000389	IN BAKERSFIELD: WEST BELTWAY FROM SR119 TO 7TH STANDARD RD; CORRIDOR STUDY	$15,000,000	4.05	San Joaquin
Bakersfield	KER050103	20400000390	IN BAKERSFIELD: SOUTH BELTWAY FROM I-5 TO SR58; ROUTE ADOPTION	$1,000,000	4.05	San Joaquin
Bakersfield	KER050109	20400000396	IN BAKERSFIELD: ROSEDALE HWY (SR58) FROM SR 43 TO SR 99; WIDEN TO 4/6 LANES	$5,083,023	4.05	San Joaquin
Bakersfield	KER050502	20400000295	IN BAKERSFIELD: LNG/CNG STATION	$2,907,039	2.04	San Joaquin

Transportation Project Listing - Exempt Projects

Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
Bakersfield	KER050531	20400000324	IN BAKERSFIELD: CAMPUS PARK/OLD RIVER RD; NEW SIGNAL	$250,500	5.07	San Joaquin
Bakersfield	KER050532	20400000325	IN BAKERSFIELD: "H" ST/MCKEE RD; NEW SIGNAL & SIGNAL COORDINATION (INTERCONNECT)	$217,000	5.07	San Joaquin
Bakersfield	KER050537	20400000330	IN BAKERSFIELD: AT VARIOUS LOCATIONS; SURFACING UNPAVED SHOULDERS	$2,287,000	4.01	San Joaquin
Bakersfield	KER060402	20400000424	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	$17,980,974	1.10	San Joaquin
Bakersfield	KER060517	20400000450	IN BAKERSFIELD: PURCHASE EIGHT REPLACEMENT LNG TRUCKS	$256,000	2.02	San Joaquin
Bakersfield	KER060518	20400000451	IN BAKERSFIELD: PURCHASE A REPLACEMENT CNG STREET SWEEPER	$65,000	2.02	San Joaquin
Bakersfield	KER060519	20400000452	IN BAKERSFIELD: ON NORTHBOUND MT. VERNON AVE TO EASTBOUND SR 178 ON-RAMP; CONSTRUCT RIGHT TURN CHANNELIZATION	$338,000	5.01	San Joaquin
Bakersfield	KER060520	20400000453	IN BAKERSFIELD: WHITE LN AT ASHE RD; CONSTRUCT DOUBLE LEFT TURN LANES	$860,000	5.01	San Joaquin
Bakersfield	KER060521	20400000454	IN BAKERSFIELD: AT VARIOUS LOCATIONS; SIGNAL COORDINATION (INTERCONNECT)	$2,419,000	5.07	San Joaquin
Bakersfield	KER060522	20400000455	IN BAKERSFIELD: AT VARIOUS LOCATIONS; NEW SIGNALS AND SIGNAL SYNCHRONIZATION	$1,652,000	5.07	San Joaquin
Bakersfield	KER060523	20400000456	IN BAKERSFIELD: AT VARIOUS LOCATIONS; TRAFFIC MONITORING CAMERAS	$616,000	1.07	San Joaquin
Bakersfield	KER070501	20400000480	IN BAKERSFIELD: WIBLE RD/PRAIRIE (BARBER WAY); NEW SIGNAL	$193,200	5.07	San Joaquin
Bakersfield	KER070502	20400000481	IN BAKERSFIELD: PACHECO RD/GASOLINE ALLEY; NEW SIGNAL AND SIGNAL COORDINATION (INTERCONNECT)	$287,500	5.02	San Joaquin

Transportation Project Listing - Exempt Projects

Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
Bakersfield	KER090402	20400000551	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	$8,143,400	1.10	San Joaquin
Bakersfield	KER990112	20400000115	IN BAKERSFIELD: WESTSIDE PARKWAY EAST THROUGH BAKERSFIELD TO SR 58/SR 178; CENTENNIAL TRANSPORTATION CORRIDOR	$19,687,500	4.05	San Joaquin
Cal. City	KER050404	20400000381	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	$516,008	1.10	Mojave Desert
Cal. City	KER050538	20400000331	IN CALIFORNIA CITY: CALIFORNIA CITY BLVD AT VICTOR WAY, ORCHID DR, & HACIENDA BLVD; PURCHASE AND INSTALL THREE 6' X 8' BUS SHELTERS	$32,189	2.07	Mojave Desert
Cal. City	KER050539	20400000332	IN CALIFORNIA CITY: REDWOOD BLVD ON SOUTH-SIDE OF ROADWAY FROM HACIENDA BLVD TO NEURALIA RD (1.5 MILES); SURFACE UNPAVED STREET	$1,172,725	1.10	Mojave Desert
Cal. City	KER060403	20400000425	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	$316,658	1.10	Mojave Desert
Cal. City	KER060515	20400000448	IN CALIFORNIA CITY: UNPAVED SECTION OF MENDIBURU RD FROM HACIENDA BLVD TO 96TH ST (0.5 MILE); SURFACE UNPAVED STREET	$735,563	1.10	Mojave Desert
Cal. City	KER061002	10400000228	IN CALIFORNIA CITY: ON CALIFORNIA CITY BETWEEN YERBA BLVD AND NEURALIA; CONSTRUCT SIDEWALK AND SIDEWALK IMPROVEMENTS	$710,000	3.02	Mojave Desert

Transportation Project Listing - Exempt Projects

Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
Cal. City	KER090403	20400000552	IN CAL. CITY: INTERSECTION OF CAL CITY BLVD, CAL CITY BLVD SOUTH, PROCTOR BLVD, RANDSBURG-MOJAVE RD; SIGNALIZATION AND INTERSECTION IMPROVEMENTS	$654,160	5.02	Mojave Desert
DART	KER070814	20400000475	DART, DESERT AREA RESEARCH TRAINING - PURCHASE REPLACEMENT MINI VAN & MOBILE RADIO	$44,500	2.10	Mojave Desert
Delano	KER060404	20400000426	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	$1,753,078	1.10	San Joaquin
Delano	KER060516	20400000449	IN DELANO: COUNTY LINE RD FROM HIGH ST TO BROWNING RD; SHOULDER STABILIZATION	$56,478	1.04	San Joaquin
Delano	KER090404	20400000553	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	$1,995,426	1.10	San Joaquin
GET	KER060503	20400000437	PURCHASE SEVEN CNG REPLACEMENT BUSES	$2,900,470	2.10	San Joaquin
GET	KER060504	20400000438	PURCHASE NINE REPLACEMENT PARATRANSIT VEHICLES	$720,000	2.10	San Joaquin
GET	KER060505	20400000439	PURCHASE FIVE REPLACEMENT PARATRANSIT VEHICLES	$400,000	2.10	San Joaquin
GET	KER070825	20400000494	PURCHASE NINETEEN REPLACEMENT CNG BUSES	$8,354,775	2.10	San Joaquin
GET	KER070826	20400000495	PREVENTATIVE MAINTENANCE	$4,343,836	2.01	San Joaquin
GET	KER070827	20400000496	PURCHASE 40 BUS SHELTERS	$372,000	2.07	San Joaquin
GET	KER070828	20400000497	PURCHASE MAINTENANCE SHOP EQUIPMENT	$25,600	2.04	San Joaquin
GET	KER070829	20400000498	PURCHASE STEAM RACK HOIST	$80,000	2.04	San Joaquin
GET	KER070830	20400000499	WATER RECLAMATION	$150,000	2.08	San Joaquin
GET	KER070831	20400000500	PURCHASE FORKLIFT AND EQUIPMENT	$27,000	2.04	San Joaquin
GET	KER070832	20400000501	PURCHASE SECURITY CAMERA SYSTEMS	$61,000	2.04	San Joaquin
GET	KER080502	20400000544	PURCHASE TWELVE 40 FT CNG BUSES	$4,699,531	2.10	San Joaquin

Transportation Project Listing - Exempt Projects

Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
GET	KER080802	20400000528	PARKING STRUCTURE AND TERMINAL	$1,800,000	2.11	San Joaquin
GET	KER080803	20400000529	RESURFACE PARKING LOT	$110,000	2.08	San Joaquin
GET	KER080804	20400000530	REPAINT SHOP FLOOR	$100,000	2.08	San Joaquin
GET	KER080805	20400000531	METHANE SENSOR UPGRADE	$28,000	2.04	San Joaquin
GET	KER080806	20400000532	PURCHASE SAFETY AND ADMIN SUPPORT EQUIPMENT	$29,500	2.05	San Joaquin
GET	KER080807	20400000533	FAREBOX REPLACEMENTS	$580,000	2.05	San Joaquin
GET	KER080808	20400000534	SOUTHWEST TRANSIT CENTER UPGRADE	$3,500,000	2.08	San Joaquin
GET	KER080809	20400000535	PURCHASE FIFTEEN CNG REPLACEMENT BUSES	$6,408,450	2.10	San Joaquin
GET	KER090802	20400000562	PREVENTATIVE MAINTENANCE	$7,693,000	2.01	San Joaquin
KCOG	KER060412	20400000434	IN KERN COUNTY: REGIONAL TRAFFIC COUNT PROGRAM	$270,000	1.10	Various
KCOG	KER080101	20400000515	PLANNING, PROGRAMMING AND MONITORING	$8,315,000	4.01	Various
KCOG	KER080501	20400000513	IN KERN COUNTY: RIDESHARE PROGRAM	$521,000	3.01	Various
KCSS	KER060510	20400000444	PURCHASE FOUR REPLACEMENT CNG SPECIAL EDUCATION SCHOOL BUSES (PARTNERSHIP PROGRAM)	$680,000	2.10	Various
KCSS	KER060511	20400000445	PURCHASE SEVENTEEN REPLACEMENT CNG REGULAR EDUCATION SCHOOL BUSES (PARTNERSHIP PROGRAM)	$2,890,000	2.10	Various
Kern Co.	KER010101	10400000113	NEAR SHAFTER: ON 7TH STANDARD RD FROM SR 99 TO COFFEE RD; INTERCHANGE UPGRADE AT SR 99 AND GRADE SEPARATION	$19,500,000	5.04	San Joaquin
Kern Co.	KER041001	20400000362	IN BAKERSFIELD: COTTONWOOD ROAD BETWEEN CASA LOMA AND SR 58; SIDEWALK IMPROVEMENTS AND CLASS II BICYCLE PATH	$400,000	3.02	San Joaquin
Kern Co.	KER041002	20400000363	IN TEHACHAPI: 4 MILES AT VARIOUS LOCATIONS; CONSTRUCT BICYCLE AND PEDESTRIAN PATHS	$880,000	3.02	Mojave Desert

Transportation Project Listing - Exempt Projects

Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
Kern Co.	KER041004	20400000365	IN FRAZIER PARK: MT. PINOS WAY BETWEEN ALHAMBRA ST AND POMONA ST. & MONTEREY TRAIL BETWEEN FRAZIER PARK ROAD AND MT. PINOS WAY; CONSTRUCT STREETSCAPE IMPROVEMENT	$600,000	4.09	San Joaquin
Kern Co.	KER041007	20400000368	IN LAKE ISABELLA: LAKE ISABELLA BLVD. BETWEEN ERSKINE CREEK AND LAKE ISABELLA PARK; CONSTRUCT BICYCLE PATH AND SIDEWALKS	$300,000	3.02	Mojave Desert / PM 10
Kern Co.	KER051001	20400000399	IN LAMONT: AT VARIOUS LOCATIONS; CONSTRUCT SIDEWALK AND SIDEWALK IMPROVEMENTS	$292,000	3.02	San Joaquin
Kern Co.	KER051003	20400000401	IN BAKERSFIELD: ON BELLE TERRACE BETWEEN REAL ROAD AND SOUTH "H" ST; CONSTRUCT SIDEWALK AND SIDEWALK IMPROVEMENTS	$336,000	3.02	San Joaquin
Kern Co.	KER051004	20400000402	IN LAKE ISABELLA: ON LAKE ISABELLA BLVD BETWEEN LAKE ISABELLA PARK AND KILBRETH DRIVE; CONSTRUCT BIKE PATH AND SIDEWALK	$302,000	3.02	Mojave Desert / PM 10
Kern Co.	KER051005	20400000403	IN BAKERSFIELD: ON COLUMBUS AVE BETWEEN ALTA VISTA DRIVE AND RIVER BLVD; CONSTRUCT PEDESTRIAN SIDEWALK	$101,000	3.02	San Joaquin
Kern Co.	KER051006	20400000404	IN SOUTH OF BAKERSFIELD: ALONG CUDDY CREEK NEAR COMMUNITY OF FRAZIER PARK; STREAMBED HABITAT ENHANCEMENT AND CONSTRUCT BICYCLE PATH	$1,168,000	3.02	San Joaquin
Kern Co.	KER051007	20400000405	IN BAKERSFIELD: ON CASTRO LANE AND BALDWIN ROAD BETWEEN MING AVE AND BELLE TERRACE; CONSTRUCT SIDEWALKS AND SIDEWALK IMPROVEMENTS	$310,000	3.02	San Joaquin
Kern Co.	KER051012	20400000406	IN BAKERSFIELD: ON SEVENTH STANDARD RD BETWEEN SR 99 AND WINGS WAY; STREETSCAPE IMPROVEMENTS	$1,090,000	3.02	San Joaquin

Transportation Project Listing - Exempt Projects

Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
Kern Co.	KER060411	20400000433	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	$11,662,747	1.10	Various
Kern Co.	KER060506	20400000440	PURCHASE SIX TYPE II DIESEL REPLACEMENT MINI BUSES	$560,730	2.10	Various
Kern Co.	KER060507	20400000441	PURCHASE SIX TYPE II DIESEL REPLACEMENT MINI BUSES	$560,730	2.10	Various
Kern Co.	KER060524	20400000457	IN KERN COUNTY: AT VARIOUS LOCATIONS; SURFACE UNPAVED SHOULDERS	$11,420,699	1.04	Various
Kern Co.	KER060525	20400000458	IN KERN COUNTY: AT VARIOUS LOCATIONS; SURFACE UNPAVED STREETS	$2,415,000	1.10	Various
Kern Co.	KER080113	20400000542	IN KERN COUNTY: ON HAGEMAN ROAD AT BURLINGTON NORTHERN SANTA FE RAILWAY; SEPARATION OF GRADE	$35,300,000	1.01	San Joaquin
Kern Co.	KER080114	20400000543	IN KERN COUNTY: ON SEVENTH STANDARD AT BURLINGTON NORTHERN SANTA FE RAILWAY; SEPARATION OF GRADE	$24,852,989	1.01	San Joaquin
Kern Co.	KER090411	20400000560	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	$11,351,040	1.10	Various
Kern Co.	KER091002	20400000570	IN BAKERSFIELD: INYO ST, TULARE ST, KERN ST, BAKER ST, KING ST, CRAWFORD ST, WATER ST, JEFFREY ST, IRENE ST, GOODMAN ST & KNOTTS ST; SIDEWALK IMPROVEMENTS	$866,750	4.12	San Joaquin
McFarland	KER090405	20400000554	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	$547,524	1.10	San Joaquin

Transportation Project Listing - Exempt Projects

Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
Ridgecrest	KER050406	20400000383	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	$819,544	1.10	Indian Wells
Ridgecrest	KER060406	20400000428	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	$1,090,273	1.10	Indian Wells
Ridgecrest	KER090406	20400000555	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	$1,157,122	1.10	Indian Wells
Shafter	KER060407	20400000429	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	$615,018	1.10	San Joaquin
Shafter	KER090407	20400000556	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	$1,000,000	1.10	San Joaquin
State	KER010104	10400000148	NEAR RIDGECREST: FROM CHINA LAKE BLVD TO SR 178; CONVERT TWO-LANE CONVENTIONAL HIGHWAY TO FOUR-LANE EXPRESSWAY (ENVIRONMENTAL ONLY) (RIP KERN 10%/INYO 40%/MONO 10%;IIP 40%)	$2,000,000	4.05	Indian Wells
State	KER010105	20400000193	IN SAN BERNARDINO COUNTY: I-15 TO FARMINGTON RD; WIDENING (KERN RIP $2 MILLION) (ENVIRONMENTAL ONLY)	$14,000,000	4.05	08

Transportation Project Listing - Exempt Projects

Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
State	KER020103	20400000194	IN MONO COUNTY: HIGHPOINT CURVE CORRECTIONS PROJECT; MODIFY ROADWAY ALIGNMENT AND INCREASE RADII OF CURVES (RIP KERN 10%/INYO 10%/MONO 40%;IIP 40%)	$4,180,000	5.03	Mojave Desert
State	KER040107	20400000282	IN BAKERSFIELD: ON SR 99 FROM NORTH OF OLIVE DRIVE TO NORTH OF OIL JUNCTION; TREE PLANTING	$1,156,000	4.09	San Joaquin
State	KER060603	20400000420	AT VARIOUS LOCATIONS, STATE HIGHWAY PROJECTS TO REPAIR DAMAGE CAUSED BY NATURAL DISASTERS, CIVIL UNREST, OR TERRORIST ACTS. NON-CAPACITY INCREASING PROJECTS ONLY.(40 CFR TABLES 2&3)	$150,000	1.12	Various
State	KER071001	20400000502	STATE PARKS AND RECREATION DEPARTMENT (FRIENDS OF JAWBONE): RIDGECREST FIELD OFFICE BLM - TRAIL GROOMING EQUIPMENT PURCHASE AND RENTAL	$63,050	1.03	Mojave Desert
State	KER071003	20400000508	STATE PARKS AND RECREATION DEPARTMENT (CALIFORNIA TRAIL USERS COALITION):INSTALLATION OF CXT SST "TIOGA SPECIAL" AT THE TRAILHEAD OF ROUTE 118 WITHIN THE LOS PADRES NATIONAL FOREST	$64,247	1.03	Mojave Desert
State	KER071004	20400000509	STATE PARKS AND RECREATION DEPARTMENT (FRIENDS OF JAWBONE):ASSIST BUREAU OF LAND MANAGEMENT PERSONNEL WITH TRAIL MAINTENANCE IN THE JAWBONE/DOVE SPRINGS AREA WITH RENTED EQUIPMENT	$174,788	1.03	Mojave Desert
State	KER071005	20400000510	STATE PARKS AND RECREATION DEPARTMENT (FRIENDS OF JAWBONE):ASSIST BUREAU OF LAND MANAGEMENT PERSONNEL WITH TRAIL MAINTENANCE EQUIPMENT PURCHASE	$214,251	1.03	Mojave Desert

Transportation Project Listing - Exempt Projects

Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
State	KER071006	20400000511	STATE PARKS AND RECREATION DEPARTMENT (FRIENDS OF JAWBONE): REPRINT "FRIENDS OF JAWBONE MAP #7"	$14,752	1.03	Mojave Desert
State	KER071007	20400000512	STATE PARKS AND RECREATION DEPARTMENT (FRIENDS OF JAWBONE): EXPAND VISITOR CENTER FACILITIES TO REPLACE SEA METAL CONTAINER WITH PERMANENT BUILDING FOR STORAGE AND INTERPRETIVE PROGRAMS	$551,200	1.03	Mojave Desert
State	KER080111	20400000525	IN BAKERSFIELD: AT VARIOUS LOCATIONS FROM THE SR 119/99 SEPARATION TO THE SR 65/99 SEPARATION; BRIDGE AESTHETIC IMPROVEMENT	$1,433,000	4.09	San Joaquin
State	KER080201	20400000536	IN KERN COUNTY SHOPP BRIDGE PRESERVATION GROUPED PROJECTS AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY) (40 CFR TABLES 2&3)	$22,485,960	1.09	Various
State	KER080202	20400000537	IN KERN COUNTY SHOPP COLLISION REDUCTION GROUPED PROJECTS AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY) (40 CFR TABLES 2&3)	$23,399,000	1.09	Various
State	KER080203	20400000538	IN KERN COUNTY SHOPP MANDATES: AT VARIOUS LOCATIONS ON ROUTES 33, 43, 46, 58, 99, 155, 166, 178 AND 184; CONSTRUCT ADA CURB RAMPS	$2,910,000	1.02	Various
State	KER080204	20400000539	IN KERN COUNTY SHOPP ROADSIDE PRESERVATION GROUPED PROJECTS AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY) (40 CFR TABLES 2&3)	$17,084,000	1.09	Various
State	KER080205	20400000540	IN KERN COUNTY SHOPP ROADWAY PRESERVATION GROUPED PROJECTS AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY) (40 CFR TABLES 2&3)	$22,414,800	1.09	Various

Transportation Project Listing - Exempt Projects

Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
State	KER080206	20400000541	NEAR RIDGECREST AT THE RED ROCK CANYON BRIDGE #50-0178; REPLACE BRIDGE - PE ONLY (NON-CAPACITY PROJECTS ONLY) (40 CFR TABLES 2&3)	$682,000	4.05	Mojave Desert
State	KER080207	20400000548	MOBILITY - NEAR WHEELER RIDGE, AT THE GRAPEVINE TRUCK INSPECTION FACILITY; UPGRADE FACILITY	$3,357,000	5.05	San Joaquin
State	KER081002	20400000546	STATE PARKS AND RECREATION DEPARTMENT (FRIENDS OF JAWBONE): SOUTH BOUNDARY OF DOVE SPRINGS OHV OPEN AREA; CONSTRUCT SIX MILES OF POST & CABLE FENCE	$327,900	1.03	Mojave Desert
State	KER081003	20400000547	STATE PARKS AND RECREATION DEPARTMENT (FRIENDS OF JAWBONE): PURCHASE TWO ATVS FOR TRAIL MAINTENANCE	$15,400	1.03	Mojave Desert
State	KER990102	10400000066	NEAR TAFT: FROM CHERRY AVE. TO TUPMAN RD; WIDEN TO FOUR LANE EXPRESSWAY (ENVIRONMENTAL ONLY)	$6,817,000	4.05	San Joaquin
Taft	KER050408	20400000385	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	$702,768	1.10	San Joaquin
Taft	KER060408	20400000430	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	$306,060	1.10	San Joaquin
Tehachapi	KER060409	20400000431	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	$480,063	1.10	Mojave Desert

Transportation Project Listing - Exempt Projects

Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
Tehachapi	KER081001	20400000545	IN TEHACHAPI: GREEN ST BN TEHACHAPI BLVD AND "D" ST & INTERSECTIONS OF "F" ST AT ROBINSON ST AND "F" ST AT CURRY ST; PEDESTRIAN IMPROVEMENTS	$1,168,000	4.12	Mojave Desert
Tehachapi	KER090409	20400000558	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	$499,900	1.10	Mojave Desert
Tehachapi	KER091001	20400000569	SOUTH OF TEHACHAPI BLVD, NORTH OF "F" ST BETWEEN GREEN ST & ROBINSON ST; CONVERSION OF ALLEY WAY & PARKING LOT TO PASEO W/A PLAZA & PUBLIC PARKING	$868,000	4.12	Mojave Desert
Various	KER060601	20400000418	AT VARIOUS LOCATIONS, HIGHWAY BRIDGE PROGRAM (HBP) PROJECTS. NON-CAPACITY PROJECTS ONLY. (40 CFR TABLES 2&3) (INCLUDES SEISMIC RETROFIT)	$1,132,500	1.19	Various
Various	KER060602	20400000419	AT VARIOUS LOCATIONS, 130-RAILROAD GRADE CROSSING PROTECTION PROJECTS. NON-CAPACITY INCREASING PROJECTS ONLY. (40 CFR TABLES 2&3)	$3,175,000	1.01	Various
Various	KER060606	20400000461	AT VARIOUS LOCATIONS, HAZARD ELIMINATION SAFETY (HES) PROJECTS. NON-CAPACITY INCREASING PROJECTS ONLY. (40 CFR TABLES 2&3)	$336,590	1.02	Various
Various	KER060607	20400000482	AT VARIOUS LOCATIONS, SAFE ROUTES TO SCHOOL PROJECTS. NON-CAPACITY INCREASING PROJECTS ONLY. (40 CFR TABLES 2&3) STATE/FEDERAL	$767,000	3.02	Various
Various	KER060608	20400000483	AT VARIOUS LOCATIONS, HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECTS. NON-CAPACITY INCREASING PROJECTS ONLY. (40 CFR TABLES 2&3)	$2,575,210	1.06	Various

Transportation Project Listing - Exempt Projects

Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
Various	KER080601	20400000514	AT VARIOUS LOCATIONS, SAFE ROUTES TO SCHOOL PROJECTS. NON-CAPACITY INCREASING PROJECTS ONLY. (40 CFR TABLES 2&3) STATE	$1,144,500	3.02	Various
Various	KER080602	20400000549	AT VARIOUS LOCATIONS, SAFE ROUTES TO SCHOOL PROJECTS. NON-CAPACITY INCREASING PROJECTS ONLY. (40 CFR TABLES 2&3) FEDERAL	$1,240,300	3.02	Various
Various	KER080801	20400000527	OPERATING ASSISTANCE	$11,125,244	2.01	Various
Various	KER090801	20400000561	OPERATING ASSISTANCE	$13,318,656	2.01	Various
Various	KER090803	20400000563	DART, DESERT AREA RESOURCE AND TRAINING: PURCHASE THREE (R) MINI VANS TYPEIV AND THREE MRS	$129,000	2.10	Mojave Desert
Various	KER090804	20400000564	NAPD, NEW ADVANCES FOR PEOPLE WITH DISABILITIES: PURCHASE THREE (R) MEDIUM BUSES TYPEII AND MAINTENANCE EQUIPMENT	$207,860	2.10	San Joaquin
Various	KER090805	20400000565	NOR - NORTH OF THE RIVER RECREATION: PURCHASE ONE (R) MODIFIED VAN TYPEV AND ONE MR	$51,000	2.10	San Joaquin
Various	KER090806	20400000566	BUS AND BUS RELATED EQUIPMENT	$1,233,480	2.10	Various
Various	KER090807	20400000567	JARC, JOB ACCESS REVERSE COMMUTE; OPERATING ASSISTANCE	$240,976	2.01	Various
Wasco	KER060410	20400000432	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	$769,000	1.10	San Joaquin
Wasco	KER060514	20400000447	UPGRADE EXISTING CNG FUELING STATION	$569,769	2.04	San Joaquin
Wasco	KER090410	20400000559	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	$1,959,502	1.10	San Joaquin

APPENDIX C

CONFORMITY ANALYSIS DOCUMENTATION

- 2009 adjust_vmt Spreadsheet
- 2009 Conformity EMFAC Spreadsheet
- 2009 Conformity Paved Road Spreadsheet
- 2009 Conformity Unpaved Road Dust Spreadsheet
- 2009 Conformity Construction Spreadsheet
- 2009 Conformity Trading Spreadsheet
- 2009 Conformity Totals Spreadsheet

Kern - San Joaquin Valley (SJV)

Variable	Source	Analysis Year							
		2010	2011	2014	2017	2020	2023	2030	
EDP	EMFAC 2007	451,586	463,376	500,632	536,308	572,095	608,620	703,270	
EVMT	EMFAC 2007	19,857,498	20,290,036	21,951,564	23,720,446	25,545,062	27,129,886	30,761,808	
MVMT	TPA Model	19,549,116	20,289,218	21,390,570	23,177,040	25,012,171	26,195,316	29,277,479	<=Enter Modeled Daily VMT Here
N	Calculated	444,573	463,357	487,838	524,022	560,161	587,654	669,336	<= Read New Vehicle Population Here

N = New Population
EDP = EMFAC Default Population
MVMT = Modeled VMT
EVMT = EMFAC Default VMT

Kern - Mojave Desert (MD)

Variable	Source	Analysis Year			
		2010	2020	2030	
EDP	EMFAC 2007	121257	162,605	199,366	
EVMT	EMFAC 2007	5806164	7,941,582	9,355,854	
MVMT	TPA Model	4,128,044	5,219,043	6,280,067	<=Enter Modeled Daily VMT Here
N	Calculated	86,211	106,861	133,823	<= Read New Vehicle Population Here

EMFAC Emissions (tons/day)
KERN - SJV

Pollutant	Source	Description	2010	2011	2014	2017	2020	2023	2030
Carbon Monoxide	EMFAC 2007 (Winter Run)	CO Total Exhaust (All Vehicles Total)	121.17				67.97		53.76
		Conformity Total	121				68		54
Ozone	EMFAC 2007 (Summer Run)	ROG Total Exhaust (All Vehicles Total)		15.09	12.21	10.79	9.50	8.55	7.58
	District Existing Local Reductions	Indirect Source Mitigation and School Bus Fleet rules		0.00	0.00	0.00	0.00	0.00	0.00
	ARB Existing Local Reductions	Relfash, Idling, and Moyer		0.01	0.01	0.01	0.00	0.00	0.00
	District New/Proposed Local Reductions	Employee Trip Reduction		0.10	0.11	0.11	0.11	0.11	0.11
	ARB New/Proposed State Reductions	Passenger and Truck Measures included in the Draft State Strategy		0.00	0.00	0.00	0.00	0.00	0.00
		Conformity Total		14.98	12.09	10.67	9.39	8.44	7.47
Ozone	EMFAC 2007 (Summer Run)	NOx Total Exhaust (All Vehicles Total)		83.03	64.52	51.56	41.00	34.15	28.43
	District Existing Local Reductions	Indirect Source Mitigation and School Bus Fleet rules		0.28	0.16	0.26	0.24	0.22	0.22
	ARB Existing Local Reductions	Relfash, Idling, and Moyer		6.98	6.52	5.93	5.41	5.27	5.27
	District New/Proposed Local Reductions	Employee Trip Reduction		0.04	0.04	0.04	0.04	0.05	0.05
	ARB New/Proposed State Reductions	Passenger and Truck Measures included in the Draft State Strategy		0.00	0.00	0.00	0.00	0.00	0.00
		Conformity Total		75.73	57.80	45.33	35.31	28.61	22.89

EMFAC Emissions (tons/day)
KERN - SJV

Pollutant	Source	Description	2010	2011	2014	2017	2020	2023	2030
PM-10	EMFAC 2007 (Annual Run)	PM-10 Total (All Vehicles Total) * includes tire & brake wear	3.88				2.48		2.20
	ARB	Existing Reflash, Idling, and Moyer (HDI, PFR, Moyer, AB1493, Relfash)	0.02				0.02		0.02
		Conformity Total	3.86				2.46		2.18
PM-10	EMFAC 2007 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	87.75				41.25		28.48
	ARB	Existing Reflash, Idling, and Moyer (HDI, PFR, Moyer, AB1493, Relfash)	4.71				5.45		5.45
		Conformity Total	83.04				35.80		23.03
PM2.5	EMFAC 2007 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	3.21				1.81		1.49
	ARB	Existing Reflash, Idling, and Moyer (HDI, PFR, Moyer, AB1493, Relfash)	0.02				0.02		0.02
		Conformity Total	3.20				1.80		1.50
PM2.5	EMFAC 2007 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	87.75				41.25		28.48
	ARB	Existing Reflash, Idling, and Moyer (HDI, PFR, Moyer, AB1493, Relfash)	4.71				5.45		5.45
		Conformity Total	83.00				35.80		23.00

EMFAC Emissions (tons/day)

KERN - OTHER

Pollutant	**Source**	**Description**	2010	2020	2030
Ozone	EMFAC 2007 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	3.49	2.02	1.77
	ARB	Reflash, Public Fleet, Idling, AB 1493, Moyer	0.01	0.01	0.01
		Conformity Total	3.48	2.01	1.76
Ozone	EMFAC 2007 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	15.76	7.40	5.44
	ARB	Reflash, Public Fleet, Idling, AB 1493, Moyer	1.21	1.21	1.21
		Conformity Total	14.55	6.19	4.23

Kern SJV - Paved Road Dust Emissions (tons/day)

KERN - SJV 2010

			VMT Daily	VMT (million/ year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>		**Freeway**	**10,073,068**	3,677	1054.823	1028.027	2.817	0.147	2.402
Enter Arterial VMT ==>		**Arterial**	**8,035,672**	2,933	1210.639	1179.885	3.233	0.337	2.143
Enter Collector VMT ==>		**Collector**	**298,060**	109	44.905	43.764	0.120	0.666	0.040
		Urban	559,735	204	355.368	346.340	0.949	0.679	0.305
Enter Total of Urban and Rural Local VMT Here =>	**1,142,316**	**Rural**	582,581	213	1052.889	1026.142	2.811	0.090	2.558
		Totals	**19,549,116**	**7,135**	**3718.625**	**3624.159**	**9.929**		**7.449**

KERN - SJV 2020

			VMT Daily	VMT (million/ year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>		**Freeway**	**13,503,571**	4,929	1414.056	1378.134	3.776	0.147	3.221
Enter Arterial VMT ==>		**Arterial**	**9,672,514**	3,530	1457.243	1420.224	3.891	0.337	2.580
Enter Collector VMT ==>		**Collector**	**338,283**	123	50.965	49.670	0.136	0.666	0.045
		Urban	733,923	268	465.958	454.121	1.244	0.679	0.399
Enter Total of Urban and Rural Local VMT Here =>	**1,497,803**	**Rural**	763,880	279	1380.547	1345.476	3.686	0.090	3.354
		Totals	**25,012,171**	**9,129**	**4768.768**	**4647.625**	**12.733**		**9.600**

Kern SJV - Paved Road Dust Emissions (tons/day)

KERN - SJV 2030

			VMT Daily	VMT (million/ year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>		**Freeway**	**15,645,036**	5,710	1638.304	1596.685	4.374	0.147	3.731
Enter Arterial VMT ==>		**Arterial**	**11,417,603**	4,167	1720.155	1676.457	4.593	0.337	3.045
Enter Collector VMT ==>		**Collector**	**427,368**	156	64.386	62.751	0.172	0.666	0.057
		Urban	875,861	320	556.072	541.946	1.485	0.679	0.477
Enter Total of Urban and Rural Local VMT Here =>	**1,787,472**	**Rural**	911,611	333	1647.539	1605.686	4.399	0.090	4.003
		Totals	**29,277,479**	**10,686**	**5626.456**	**5483.524**	**15.023**		**11.314**

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

KERN

HPMS Local Urban/Rural Percent	
From 1998 Assembly of Statistical Reports - Caltrans	
49.0%	Urban
51.0%	Rural
100.0%	Total

Road Type	Base EF (lb PM10/ VMT
Freeway	0.000573793
Arterial	0.000825524
Collector	0.000825524
Local	0.003478828
Rural	0.009902924

KERN

	January	February	March	April	May	June	July	August	September	October	November	December	**Total /Average**
Rain Days	7.2	6.6	6.0	4.0	1.8	0.0	0	0	1.0	1.4	3.8	5.0	**36.8**
Total Days	31	28	31	30	31	30	31	31	30	31	30	31	**365**
Rain Reduction Factor	0.94	0.94	0.95	0.97	0.99	1.00	1.00	1.00	0.99	0.99	0.97	0.96	**0.97**

Kern other - Paved Road Dust Emissions (tons/day)

TABLE 2

1993 HPMS travel fractions

COUNTY	Freeway	Major	Collector	Local	SJV Local
KERN	0.235	0.587	0.072	0.078	0.029

TABLE 3

Travel fractions and VMT by facility class

COUNTY	AREA	Analysis Year	Annual VMT (millions)	Travel Fractions					VMT
				Freeway	Major	Collector	Local	SJV Local	
KERN	INDIAN WELLS VALLEY	2010	237	0.235	0.587	0.072	0.078	0.029	**649,944**
		2020	271	0.235	0.587	0.072	0.078	0.029	**742,624**
		2030	317	0.235	0.587	0.072	0.078	0.029	**867,654**

TABLE 4
Paved Road PM-10 emissions w/o control

COUNTY	AREA	Analysis Year	VMT (Annual VMT)	Paved Road PM10 Emissions (tons/yr)				PM10 Emissions (tons/year)	Total TPD
				Freeway	Major	Collector	Local		
KERN	INDIAN WELLS VALLEY	2010	237	15.99	57.48	7.05	66.25	146.77	0.40
		2020	271	18.27	65.67	8.06	75.70	167.70	0.46
		2030	317	21.35	76.73	9.41	88.44	195.94	0.54

Kern SJV - Unpaved Road Dust Emissions (tons/day)

KERN 2010

	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	74.0	10	270.1	270.100	242.654	0.665	0.484	0.343

KERN 2020

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
City/County	74.0	10	270.1	270.100	242.654	0.665	0.484	0.343

KERN 2030

	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	74.0	10	270.1	270.100	242.654	0.665	0.484	0.343

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

KERN

	January	February	March	April	May	June	July	August	September	October	November	December	**Total /Average**
Rain Days	7.2	6.6	6.0	4.0	1.8	0.0	0	0	1.0	1.4	3.8	5.0	**36.8**
Total Days	31	28	31	30	31	30	31	31	30	31	30	31	**365**
Rain Reduction Factor	0.77	0.76	0.81	0.87	0.94	1.00	1.00	1.00	0.97	0.95	0.87	0.84	**0.90**

Kern Other - Unpaved Road Dust Emissions (tons/day)

INDIAN WELLS VALLEY

KERN -- OTHER 2010

	Miles	**Vehicle Passes per Day**	**VMT** (1000/year)	**Base Emissions** (PM10 tpy)	**Emissions** (PM10 tons/day)
City/County	46.7	10	170.6	170.565	0.467

KERN -- OTHER 2020

	Miles	**Vehicle Passes per Day**	**VMT** (1000/year)	**Base Emissions** (PM10 tpy)	**Emissions** (PM10 tons/day)
City/County	46.7	10	170.6	170.565	0.467

KERN -- OTHER 2030

	Miles	**Vehicle Passes per Day**	**VMT** (1000/year)	**Base Emissions** (PM10 tpy)	**Emissions** (PM10 tons/day)
City/County	46.7	10	170.6	170.565	0.467

Road Construction Dust

KERN - SJV

Description						
	2010		2020		2030	
	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
Baseline	2005	4790	2010	5299	2020	5703
Horizon	2010	5,299	2020	5,703	2030	6,185
Difference	5	509.000	10	404.000	10	482.000
Lane Miles per Year		101.800		40.400		48.200
Acres Disturbed		394.861		156.703		186.958
Acre-Months		7,107.491		2,820.655		3,365.236
Emissions (tons/year)		781.824		310.272		370.176
Annual Average Day Emissions (tons)		2.142		0.850		1.014
District Rule 8021 Control Rates		0.290		0.290		0.290
Total Emissions (tons per day)		**1.521**		**0.604**		**0.720**

Road Construction Dust

KERN - INDIAN WELLS VALLEY

Description						
	2010		2020		2030	
	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
Baseline	2005	266	2010	358	2020	376
Horizon	2010	358	2020	376	2030	412
Difference	5	92.000	10	18.000	10	36.000
Lane Miles per Year		18.400		1.800		3.600
Acres Disturbed		71.370		6.982		13.964
Acre-Months		1,284.655		125.673		251.345
Emissions (tons/year)		141.312		13.824		27.648
Total Emissions (tons per day)		**0.387**		**0.038**		**0.076**

PM10 Emission Trading Worksheet

KERN SJV - CONFORMITY ESTIMATES (tons/day)

	2010		2020		2030	
	PM10	NOx	PM10	NOx	PM10	NOx
Total On-Road Exhaust	3.860	83.040	2.460	35.800	2.180	23.030
Paved Road Dust	7.449		9.600		11.314	
Unpaved Road Dust	0.343		0.343		0.343	
Road Construction Dust	1.521		0.604		0.720	
Total	**13.173**	**83.040**	**13.007**	**35.800**	**14.557**	**23.030**

Difference (2005 Budget - 2010)

	PM10	NOx
2005 Budgets	12.1	88.3
2010	13.2	83.0
Difference	**-1.1**	**5.3**
* 1.5 (Adjustment to NOx Budget)	1.7	

NOTE: IF PM10 DIFFERENCE IS NEGATIVE, IMPLEMENT TRADING BELOW; IF NOT, INSERT RESULTS DIRECTLY INTO TOTALS SHEET

Difference (2020 Budget - 2020)

	PM10	NOx
2020 Budgets	14.7	39.5
2020	13.0	35.8
Difference	**1.7**	**3.7**
* 1.5 (Adjustment to NOx Budget)	-2.6	

NOTE: IF PM10 DIFFERENCE IS NEGATIVE, IMPLEMENT TRADING BELOW; IF NOT, INSERT RESULTS DIRECTLY INTO TOTALS SHEET

Difference (2020 Budget - 2030)

	PM10	NOx
2020 Budgets	14.7	39.5
2030	14.6	23.0
Difference	**0.1**	**16.5**
* 1.5 (Adjustment to NOx Budget)	-0.1	

NOTE: IF PM10 DIFFERENCE IS NEGATIVE, IMPLEMENT TRADING BELOW; IF NOT, INSERT RESULTS DIRECTLY INTO TOTALS SHEET

1:1.5 PM10 to NOx Trading

	PM10	NOx
2005 Budget	**12.1**	**88.3**

Adjusted 2005 Budget	**13.2**	**86.7**
2010 Conformity Total	**13.2**	**83.0**
Difference	**0.0**	**3.6**

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

	PM10	NOx
2020 Budget	**14.7**	**39.5**

Adjusted 2020 Budget	**13.0**	**42.1**
2020 Conformity Total	**13.0**	**35.8**
Difference	**0.0**	**6.3**

NOTE: TRADING NOT NECESSARY

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

Adjusted 2020 Budget	**14.6**	**39.7**
2030 Conformity Total	**14.6**	**23.0**
Difference	**0.0**	**16.7**

NOTE: TRADING NOT NECESSARY

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

PM10 Emission Trading Worksheet

KERN - IWV CONFORMITY ESTIMATES

	2013			2020			2030	
	PM10	NOx		PM10	NOx		PM10	NOx
Total On-Road Exhaust								
Paved Road Dust	0.400			0.460			0.540	
Unpaved Road Dust	0.467			0.467			0.467	
Road Construction Dust	0.387			0.038			0.076	
Total	1.254	0	0	0.965	0	0	1.083	0

2009 Conformity Results Summary -- KERN SJV

Pollutant	Scenario	Emissions Total		DID YOU PASS?
		CO (tons/day)		CO
Carbon Monoxide	2010 Budget	180		
	2010	121		YES
	2018 Budget	180		
	2018	79		YES
	2020	68		YES
	2030	54		YES

Ozone		ROG (tons/day)	NOx (tons/day)		ROG	NOx
	2011 Budget	15.7	79.4			
	2011	15.0	75.7		YES	YES
	2014 Budget	13.5	64.1			
	2014	12.1	57.8		YES	YES
	2017 Budget	11.6	49.5			
	2017	10.7	45.3		YES	YES
	2020	9.4	35.3		YES	YES
	2023	8.4	28.6		YES	YES
	2030	7.5	22.9		YES	YES

PM-10		PM-10 (tons/day)	NOx (tons/day)		PM-10	NOx
	Adjusted 2005 Budget	13.2	86.7			
	2010	13.2	83.0		YES	YES
	2020 Budget	14.7	39.5			
	2020	13.0	35.8		YES	YES

2009 Conformity Results Summary -- KERN SJV

	2030	14.6	23.0		**YES**	**YES**

		PM2.5 (tons/day)	NOx (tons/day)		PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	3.7	94.1			
	2010	3.2	83.0		**YES**	**YES**
	2020	1.8	35.8		**YES**	**YES**
	2030	1.5	23.0		**YES**	**YES**

		PM2.5 (tons/year)	NOx (tons/year)		PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	1351	34347			
	2010	1168	30295		**YES**	**YES**
	2020	657	13067		**YES**	**YES**
	2030	548	8395		**YES**	**YES**

2009 Conformity Results Summary -- KERN (Mojave Desert)

Pollutant	Scenario	Emissions Total			DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)		ROG	NOx
Ozone	2008 Budget	5	18			
	2010	3.5	14.6		YES	YES
	2020	2.0	6.2		YES	YES
	2030	1.8	4.2		YES	YES

2009 Conformity Results Summary -- KERN (Indian Wells Valley)

Pollutant	Scenario	Emissions Total		DID YOU PASS?
		PM-10 (tons/day)		PM-10
PM-10	2001 Budget	1.6		
	2010	1.3		YES
	2013 Budget	1.7		
	2013	1.2		YES
	2020	1.0		YES
	2030	1.1		YES

APPENDIX D

PM2.5 CONFORMITY RESULTS SUMMARY FOR EACH MPO IN THE SAN JOAQUIN VALLEY NONATTAINMENT AREA

PM2.5 Conformity Results Summary – Fresno

Pollutant	Scenario	Emissions Total			DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)		PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	2.2	63.4			
	2010	2.0	52.7		YES	YES
	2020	1.3	23.0		YES	YES
	2030	1.2	15.5		YES	YES

		PM2.5 (tons/year)	Nox (tons/year)		PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	803	23141			
	2010	730	19236		YES	YES
	2020	475	8395		YES	YES
	2030	438	5658		YES	YES

PM2.5 Conformity Results Summary – Kern

Pollutant	Scenario	Emissions Total			DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)		PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	3.7	94.1			
	2010	3.2	83.0		YES	YES
	2020	1.8	35.8		YES	YES
	2030	1.5	23.0		YES	YES

		PM2.5 (tons/year)	Nox (tons/year)		PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	1351	34347			
	2010	1168	30295		YES	YES
	2020	657	13067		YES	YES
	2030	548	8395		YES	YES

PM2.5 Conformity Results Summary – Kings

Pollutant	Scenario	Emissions Total			DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)		PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	0.8	18.5			
	2010	0.6	16.1		YES	YES
	2020	0.3	6.7		YES	YES
	2030	0.3	4.7		YES	YES

		PM2.5 (tons/year)	Nox (tons/year)		PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	292	6753			
	2010	219	5877		YES	YES
	2020	110	2446		YES	YES
	2030	110	1716		YES	YES

PM2.5 Conformity Results Summary – Madera

Pollutant	Scenario	Emissions Total			DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)		PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	0.5	13.7			
	2010	0.5	13.6		YES	YES
	2020	0.4	6.5		YES	YES
	2030	0.4	4.9		YES	YES

		PM2.5 (tons/year)	Nox (tons/year)		PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	183	5001			
	2010	183	4964		YES	YES
	2020	146	2373		YES	YES
	2030	146	1789		YES	YES

PM2.5 Conformity Results Summary – Merced

Pollutant	Scenario	Emissions Total			DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)		PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	1.5	37.1			
	2010	1.3	30.4		YES	YES
	2020	0.7	12.8		YES	YES
	2030	0.7	10.0		YES	YES

		PM2.5 (tons/year)	Nox (tons/year)		PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	548	13542			
	2010	475	11096		YES	YES
	2020	256	4672		YES	YES
	2030	256	3650		YES	YES

PM2.5 Conformity Results Summary – San Joaquin

Pollutant	Scenario	Emissions Total			DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)		PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	1.5	43.4			
	2010	1.4	37.5		YES	YES
	2020	1.0	16.7		YES	YES
	2030	1.1	12.3		YES	YES

		PM2.5 (tons/year)	Nox (tons/year)		PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	548	15841			
	2010	511	13688		YES	YES
	2020	365	6096		YES	YES
	2030	402	4490		YES	YES

PM2.5 Conformity Results Summary – Stanislaus

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	1.0	30.2		
	2010	0.9	24.8	YES	YES
	2020	0.6	10.1	YES	YES
	2030	0.6	7.0	YES	YES

		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	365	11023		
	2010	329	9052	YES	YES
	2020	219	3687	YES	YES
	2030	219	2555	YES	YES

PM2.5 Conformity Results Summary – Tulare

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	0.8	26.4		
	2010	0.8	22.9	YES	YES
	2020	0.6	10.5	YES	YES
	2030	0.6	7.4	YES	YES

		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	292	9636		
	2010	292	8359	YES	YES
	2020	219	3833	YES	YES
	2030	219	2701	YES	YES

APPENDIX E

TIMELY IMPLEMENTATION DOCUMENTATION FOR TRANSPORTATION CONTROL MEASURES

- Project Timely Implementation Documentation (TID) Table
- 2002 Reasonably Available Control Measures (RACM) TID Table

- Project Timely Implementation Documentation (TID) Table

Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2009 Conformity Update	2009 Conformity Update
					(as of 10/08)	(as of 6/09)
02/03 - 04/05	$40,000 per year	2002	KER020122	IN KERN COUNTY: COUNTYWIDE WITH SPECIAL EMPHASIS ON SAN JOAQUIN PORTION OF KERN COUNTY, PUBLIC OUTREACH PROGRAM, AND SOME CAPITAL	Complete	Complete
2002	Not specified				Complete	Complete
2005	$650,000 CMAQ (includes local)	2002	KER000503	CONSTRUCT NEW TRANSIT TRANSFER STATION	Complete	Complete
2003; 2003	$395,000 Total				Complete	Complete
2002	Not specified				Complete	Complete
2003	$1 M CMAQ (includes local)					
		1998	KER960506	TRAFFIC OPERATIONS CENTER: MANAGEMENT CENTER TO LINK ALL TRAFFIC SIGNALS TO CITY HALL-PURCHASE HARDWARE AND SOFTWARE - CONSTRUCTION OF CENTER (PHASE 2)	Complete	Complete

Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2009 Conformity Update	2009 Conformity Update
					(as of 10/08)	(as of 6/09)
		2002	KER000504	SIGNALIZATION, COMMUNICATION / SYNCHRONIZATION OF SOUTH H STREET FROM WHITE LANE TO PANAMA LANE	Complete	Complete
		2002	KER000505	SIGNALIZATION, COMMUNICATION / SYNCHRONIZATION OF STINE ROAD FROM WHITE LANE TO HARRIS ROAD	Complete	Complete
		2002	KER000506	SIGNALIZATION, COMMUNICATION / SYNCHRONIZATION OF ASHE ROAD FROM CLUB VIEW DRIVE TO NORTH HALF MOON BLVD.	Complete	Complete
		2002	KER000507	SIGNALIZATION, COMMUNICATION / SYNCHRONIZATION OF MISC. BRANCH COMMUNICATIONS AT VARIOUS LOCATIONS	Complete	Complete
		2002	KER010502	SIGNALIZATION: COMMUNICATION / SYNCHRONIZATION OF THREE IDENTIFIED SIGNAL LOCATIONS	Complete	Complete
		2002	KER990512	IN BAKERSFIELD -TRAFFIC SIGNAL WIRED INTERCONNECT ON NILES ST. FROM ALTA VISTA DR. TO HALEY ST.	Complete	Complete
		2002	KER990520	IN BAKERSFIELD -(TRUNK LINE) TRAFFIC SIGNAL WIRED INTERCONNECT ON CHESTER AVENUE FROM 23RD ST. TO W. COLUMBUS ST.	Complete	Complete
		2002	KER010503	SIGNALIZATION: COMMUNICATION / SYNCHRONIZATION OF MISC. BRANCH COMMUNICATIONS AT VARIOUS LOCATIONS	Complete	Complete

Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2009 Conformity Update	2009 Conformity Update
					(as of 10/08)	(as of 6/09)
2003; 2007 +	Not specified					
					Complete	Complete
		2000	KER970508	SIGNALIZATION: TRUNK LINE COMMUNICATIONS/SYNCHRO. - WHITE LANE FROM WIBLE ROAD TO HUGHES LANE	Complete	Complete
		2002	KER010501	SIGNALIZATION: COMMUNICATION / SYNCHRONIZATION OF GOSFORD ROAD FROM WHITE LANE TO STOCKDALE HWY.	Complete	Complete
		2002	KER020102	IN BAKERSFIELD: FROM STOCKDALE HWY TO TRUXTUN AVE AT ROUTE 99; CONSTRUCT 4-LANE AND 6-LANE NEW FACILITY - Note: In 2009 FTIP, this project has six phases due to funding.	Project is part of 2009 FTIP Amend. 2 expected to be federally approved March 2009. Environmental complete. Final design and right of way phases in progress. Note: Typo has been corrected.	Phase 1 received funding allocation for construction. Phase 1 construction contract awarded November 2008. Design and right of way in progress for all other phases.
2003	Not specified				Complete	Complete

Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2009 Conformity Update	2009 Conformity Update
					(as of 10/08)	(as of 6/09)
2003	$400,000 per year				Complete	Complete
2005	$4,515,000 Total					
		2000	KER000521	SIGNALIZATION, SYNCHRONIZATION, CHANNELIZATION AND RELATED SAFETY MODIFICATIONS ON OLIVE DRIVE FROM FRUITVALE AVENUE TO COFFEE ROAD	Complete	Complete
		2000	KER990519	SIGNALIZATION, SIGNAL SYNCHRONIZATION, CHANNELIZATION AND RELATED SAFETY MODIFICATIONS - NILES ST. FROM VIRGINIA ST. TO MORNING DR.	Complete	Complete
		2000	KER990518	SIGNAL SYNCHRONIZATION, CHANNELIZATION AND RELATED SAFETY MODIFICATIONS - FAIRFAX RD. FROM BRUNDAGE LANE TO COLLEGE AVE.	Complete	Complete
		2000	KER990523	SIGNALIZATION, SIGNAL SYNCHRONIZATION, CHANNELIZATION AND RELATED SAFETY MODIFICATIONS - OSWELL ST. FROM BRUNDAGE LANE TO BERNARD ST.	Complete	Complete

Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2009 Conformity Update	2009 Conformity Update
					(as of 10/08)	(as of 6/09)
		2000	KER000533	SYNCHRONIZATION CHANNELIZATION AND RELATED SAFETY MODIFICATIONS ON CALIFORNIA AVENUE FROM WASHINGTON STREET TO EDISON HIGHWAY	Complete	Complete
					Complete	Complete
2005	$80,000 CMAQ (includes local)	2002	KER000528	INSTALL BIKE CYCLE RACKS ON BUS FLEET	Complete	Complete
2003	Not specified				Complete	Complete
	$2.2 million	2002	KER990526	Area Vehicle Locator (Phase 1)	Complete	Complete
			KER990527	Area Vehicle Locator (Phase 2)		
2003	$165,000 TEA	2002	KER990902	IN RIDGECREST - CHELSEA STREET BICYCLE PATH EXTENSION PROJECT	Complete	Complete
2000; 2003	Not specified				Complete	Complete

Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2009 Conformity Update	2009 Conformity Update
					(as of 10/08)	(as of 6/09)
2002	$375,000 CMAQ	2002	KER990550	IN THE CITY OF TAFT - CONSTRUCT TRANSIT TRANSFER STATION	Complete	Complete
2003	Not specified				Complete	Complete
Not specified	$221,000				Complete	Complete
design in 2002	$619,710 CMAQ	2002	KER000520	CONSTRUCT NEW TRANSIT TRANSFER STATION	Complete	Complete
2002	TEA	2002	KER001001	DOWNTOWN STREETSCAPE IMPROVEMENT PROJECT	Complete	Complete

- 2002 Reasonably Available Control Measures (RACM) TID Table

RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	2009 Conformity Update	2009 Conformity Update
				(as of 10/08)	(as of 6/09)
14.9	KCOG	Business, Industry and Governmental Outreach Program	Implement multi-agency outreach program and promote incentives for 2002-03 through 2004-05	Commitment Complete.	Commitment Complete.
KE5.4	Bakersfield	Site-Specific Transportation Control Measures	Encourage implementation…include various channelization and signal modification projects identified by special traffic studies or development for the next 5 years (2007)	Projects prior to 2007 complete (see Project TID Table). Westside Parkway will continue to be tracked.	Projects prior to 2007 complete (see Project TID Table). Westside Parkway will continue to be tracked.
KE1.1	County of Kern	Regional Express Bus Program	Purchase buses to operate regional express bus service	The County of Kern continues to offer regional express bus service.	The County of Kern continues to offer regional express bus service.
KE1.7	County of Kern	Free transit during special events	Offer one day of free travel from Bakersfield to Kernville Whisky Flat Days and Frazier Park Lilac Festival	The County of Kern has offered free transit for these events and will continue to do so.	The County of Kern has offered free transit for these events and will continue to do so.
KE9.2	County of Kern	Encouragement of Pedestrian Travel	Implement Bikeway Master Plan	Program implementation continues.	Kern County Roads Dept implements the bikeway plan as shown in the metropolitan Bakersfield General Plan Circulation Element. Update of this General Plan is underway and will look at bike trails, bike lanes and the trails within Metro Bakersfield especially in the NW. Program implementation continues.
KE14.4	County of Kern	Voluntary No Drive Day Programs	Conduct voluntary employee no-drive day programs during the ozone season through media and employer based public awareness activities in 2002	Commitment Complete.	Commitment Complete.
KE5.1	Taft	Develop Intelligent Transportation Systems	Provide areas for pedestrian and bicyclist in vicinity of commercial development and promote use of such areas.	Commitment Complete.	Commitment Complete.

RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	2009 Conformity Update	2009 Conformity Update
KE9.3	Taft	Bicycle/Pedestrian Program	Provide facilities for only pedestrian and bicycle use.	Commitment Complete.	Commitment Complete.
KE9.5	Taft	Encouragement of Bicycle Travel	Provide funding for bikeway system. Provide education materials	Commitment Complete.	Commitment Complete.
KE1.7	Wasco	Free transit during special events	Provide free transit between Saturday's events during the Wasco Rose Festival beginning in 2002 through 2005	Commitment Complete.	Commitment Complete.
KE3.9	Wasco	Encourage merchants and employers to subsidize the cost of transit for employees	Offer free transportation to full time, permanent City of Wasco, School District and High School District employees beginning in 2002 through 2005	Commitment Complete.	Commitment Complete.
KE9.8	Wasco	Close streets for special events for use by bikes and pedestrians	Close streets to vehicles for the annual Wasco Festival of Roses	Yes, the parade route was closed for vehicle traffic and open to foot traffic. Closure will continue for annual event.	Yes, the parade route was closed for vehicle traffic and open to foot traffic. Closure will continue for annual event.

APPENDIX F

PUBLIC MEETING PROCESS DOCUMENTATION

- Newspaper Display Ad ran the week of July 5, 2009
- Legal/Public Notice ran the week of July 5, 2009

Wanted: Your comments on growth, transportation & air quality

For information, please call 661-861-2191

You're invited to help shape your community's future! The public is encouraged to comment on the latest amendments to Kern's short-and long-range transportation plans, and their corresponding air quality analysis starting July 8. Copies are at Kern COG's office, in all county libraries and online at: **www.kerncog.org**

Kern Council of Governments

Come Find Information & Provide Input On:

⇒ Regional Transportation Plan Amend. 2
⇒ Fed. Transportation Improvement Program Amend. 8
⇒ Corresponding Air Quality Conformity Analysis

All meetings held at Kern COG, 1401 19th Street, Bakersfield

⇒ Public Hearing, **7 p.m. July 16**
⇒ Public Workshop, **10 a.m. August 5**
⇒ Public Comments Due, **5 p.m. August 21**
⇒ Adoption, **7 p.m. September 17**

Display ad published in area papers in accordance with adopted public involvement procedure.

Draft Public Notice

NOTICE OF PUBLIC HEARING ON THE DRAFT AMENDMENT #8 TO THE 2009 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM, 2007 REGIONAL TRANSPORTATION PLAN AMENDMENT #2 AND ADDENDUM ENVIRONMENTAL IMPACT REPORT AND CORRESPONDING DRAFT CONFORMITY ANALYSIS

NOTICE IS HEREBY GIVEN that the Kern Council of Governments will hold a public hearing 7 p.m. July 16, 2009 at Kern Council of Governments office building located at 1401 19th Street, Suite 300, Bakersfield, CA 93301 regarding the Draft Amendment #8 to the 2009 Federal Transportation Improvement Program (FTIP), 2007 Regional Transportation Plan (RTP) Amendment #2 and Addendum Environmental Impact Report (AEIR), and corresponding Draft Conformity Analysis. The purpose of the hearing is to receive public comments regarding these documents.

- The 2009 FTIP is a listing of capital improvement and operational expenditures using federal and state monies for transportation projects in Kern County during the next four years.
- The Draft Amendment #8 to the 2009 FTIP contains Thomas Roads Improvement Program updates, new "American Recovery and Reinvestment Act" projects, and other project revisions.
- The RTP is a long-term strategy to meet Kern County transportation needs out to the year 2030. The document is also referred to as the 2007 RTP.
- The 2007 RTP Amendment #2 contains project information updates form outlying areas, updates to the Metropolitan Bakersfield Impact Fee program list, the Thomas Roads Improvement Program, and incorporation of the latest planning assumption to measure air quality.
- The Addendum Environmental Impact Report (AEIR) outlines changes to the 2007 RTP as analyzed in the 2007 EIR and evaluates whether those changes or new information or changed circumstances, would require substantial changes to the impacts identified or mitigation measures proposed.
- The Draft Conformity Analysis contains the documentation to support a finding that the Draft Amendment #8 and 2007 RTP Amendment #2 meets the air quality conformity requirements for carbon monoxide, ozone and particulate matter.

Individuals with disabilities may call Kern Council of Governments at 661/861-2191 (or TTY: 661/832-7433; or TDD: 800/874-9436) with 3-working-day advance notice to request auxiliary aids necessary to participate in the public hearing. Translation services are available (with 3-working-day advance notice) to participants speaking any language with available professional translation services.

A concurrent 45-day public review and comment period will commence on July 8, 2009 and conclude August 21, 2009 at 5 p.m. The draft documents are available for review at the Kern COG office, located at 1401 19th Street, Suite 300, Bakersfield, CA 93301 and on the Kern COG

website at www.kerncog.org.

Public comments are welcomed at the hearing, or may be submitted in writing by 5 p.m. on August 21, 2009 to Ronald E. Brummett at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by Kern Council of Governments Board of Directors at a regularly scheduled meeting to be held at 7:00 p.m. September 17, 2009. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Ronald E. Brummett, Executive Director
Kern Council of Governments
1401 19th Street, Bakersfield, CA 93301
661/861-2191
rbrummett@kerncog.org

PLEASE PRINT THE ABOVE ON OR BEFORE **July 8, 2009**

APPENDIX G

RESPONSE TO PUBLIC COMMENTS

This appendix will be compiled upon completion of the public comment period.
~~NOTE: This appendix cannot be finalized until after the last public hearing in case comments are received on the PM2.5 nonattainment area demonstration.~~

ATTACHMENT 5, PART 2

Updated Appendix D for other 7 MPOs

APPENDIX D

PM2.5 CONFORMITY RESULTS SUMMARY FOR EACH MPO IN THE SAN JOAQUIN VALLEY NONATTAINMENT AREA

As indicated above, the San Joaquin Valley is a PM2.5 multi-jurisdictional area; there are 8 MPOs within the PM2.5 nonattainment area and no PM2.5 conformity budgets are available for use at this time. Consequently, the PM2.5 conformity determination must be based on a regional emissions analysis that covers the entire nonattainment area. In accordance with EPA guidance, the other 7 MPOs must redetermine conformity. Since no other transportation planning changes are being made, the 7 other MPO individual conformity analysis remain unchanged. However, the new Appendix D "PM2.5 Conformity Results Summary for Each MPO in the San Joaquin Valley Nonattainment Area" will be made available for a 30-day public comment period prior to re-adoption of their conformity determination.

PM2.5 Conformity Results Summary – Fresno

Pollutant	Scenario	Emissions Total			DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)		PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	2.2	63.4			
	2010	2.0	52.7		YES	YES
	2020	1.3	23.0		YES	YES
	2030	1.2	15.5		YES	YES

		PM2.5 (tons/year)	Nox (tons/year)		PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	803	23141			
	2010	730	19236		YES	YES
	2020	475	8395		YES	YES
	2030	438	5658		YES	YES

PM2.5 Conformity Results Summary – Kern

Pollutant	Scenario	Emissions Total			DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)		PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	3.7	94.1			
	2010	3.2	83.0		YES	YES
	2020	1.8	35.8		YES	YES
	2030	1.5	23.0		YES	YES

		PM2.5 (tons/year)	Nox (tons/year)		PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	1351	34347			
	2010	1168	30295		YES	YES
	2020	657	13067		YES	YES
	2030	548	8395		YES	YES

PM2.5 Conformity Results Summary – Kings

Pollutant	Scenario	Emissions Total			DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)		PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	0.8	18.5			
	2010	0.6	16.1		YES	YES
	2020	0.3	6.7		YES	YES
	2030	0.3	4.7		YES	YES

		PM2.5 (tons/year)	Nox (tons/year)		PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	292	6753			
	2010	219	5877		YES	YES
	2020	110	2446		YES	YES
	2030	110	1716		YES	YES

PM2.5 Conformity Results Summary – Madera

Pollutant	Scenario	Emissions Total			DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)		PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	0.5	13.7			
	2010	0.5	13.6		YES	YES
	2020	0.4	6.5		YES	YES
	2030	0.4	4.9		YES	YES

		PM2.5 (tons/year)	Nox (tons/year)		PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	183	5001			
	2010	183	4964		YES	YES
	2020	146	2373		YES	YES
	2030	146	1789		YES	YES

PM2.5 Conformity Results Summary – Merced

Pollutant	Scenario	Emissions Total			DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)		PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	1.5	37.1			
	2010	1.3	30.4		YES	YES
	2020	0.7	12.8		YES	YES
	2030	0.7	10.0		YES	YES

		PM2.5 (tons/year)	Nox (tons/year)		PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	548	13542			
	2010	475	11096		YES	YES
	2020	256	4672		YES	YES
	2030	256	3650		YES	YES

PM2.5 Conformity Results Summary – San Joaquin

Pollutant	Scenario	Emissions Total			DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)		PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	1.5	43.4			
	2010	1.4	37.5		YES	YES
	2020	1.0	16.7		YES	YES
	2030	1.1	12.3		YES	YES

		PM2.5 (tons/year)	Nox (tons/year)		PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	548	15841			
	2010	511	13688		YES	YES
	2020	365	6096		YES	YES
	2030	402	4490		YES	YES

PM2.5 Conformity Results Summary – Stanislaus

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	1.0	30.2		
	2010	0.9	24.8	YES	YES
	2020	0.6	10.1	YES	YES
	2030	0.6	7.0	YES	YES

		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	365	11023		
	2010	329	9052	YES	YES
	2020	219	3687	YES	YES
	2030	219	2555	YES	YES

PM2.5 Conformity Results Summary – Tulare

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	0.8	26.4		
	2010	0.8	22.9	YES	YES
	2020	0.6	10.5	YES	YES
	2030	0.6	7.4	YES	YES

		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	292	9636		
	2010	292	8359	YES	YES
	2020	219	3833	YES	YES
	2030	219	2701	YES	YES