

**Kern Council
of Governments**

August 23, 2004

Ms. Sue Kiser
Federal Highway Administration
650 Capitol Mall Suite 4-100
Sacramento, California 95814

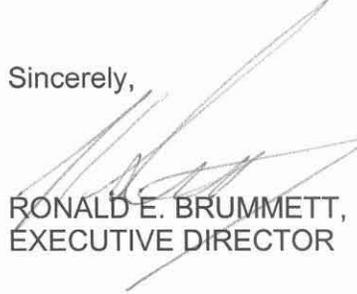
Re: 2004 Air Quality Conformity Determination for the Destination 2030 RTP and 2004 FTIP

Dear Ms. Kiser:

Kern Council of Governments, at a regularly scheduled meeting held on August 19, 2004, formally adopted the 2004 Air Quality Conformity Determination, the Destination 2030 Regional Transportation Plan, and the 2004 Federal Transportation Improvement Program. Enclosed for your review and approval is a copy of the 2004 Air Quality Conformity Determination. Also enclosed is an executed copy of the authorizing resolution, Resolution No. 04-22.

Should you have any questions about this submittal, please do not hesitate to call Rob Ball at (661)861-2191 or email rball@kerncog.org.

Sincerely,



RONALD E. BRUMMETT,
EXECUTIVE DIRECTOR

Enclosures

CC:
Doug Ito, ARB
Diane Eidam, CTC
Karina O'Connor, EPA
Mayela Sosa, FHWA
Sue Kiser, FHWA
Paul Page, FTA
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Jenny Huntsman, Caltrans District 6
Mike Brady, Caltrans District HQ
Alan McCuen, Caltrans District 6
Tom Hallenbeck, Caltrans District 9
Tom Jordan, SJVAPCD
Tom Paxon, Kern County APCD
Executive Directors, Valley COGs
Cari Anderson, Cari Anderson Consulting

BEFORE THE KERN COUNCIL OF GOVERNMENTS
STATE OF CALIFORNIA, COUNTY OF KERN

RESOLUTION NO. 04-22

In the matter of:

ADOPTION OF FINDINGS OF FEDERAL CLEAN AIR ACT CONFORMITY REQUIREMENTS FOR THE
2004 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND THE DESTINATION 2030
REGIONAL TRANSPORTATION PLAN

WHEREAS, the Federal Clean Air Act Amendments of 1990 In Section 176(c) requires that a finding be made that any project, program, or plan subject to approval by a Metropolitan Planning Organization conforms to any plan approved or promulgated under Section 110 of the Federal Clean Air Act Amendments of 1990; and

WHEREAS, the U.S. Environmental Protection Agency and the J.S. Department of Transportation, Federal Highway Administration, have provided guidance for determining conformity of transportation plans, programs, and projects as provided for in Section 176(c)(3) of the Federal Clean Air Act Amendments of 1990; and

WHEREAS, the California State Implementation Plan for Air Quality has been prepared as per the requirements of Section 110 of the Federal Clean Air Act Amendments of 1990; and

WHEREAS, the development of these plans was fully supported by the Kern Council of Governments through the provision of a consistent information base to be used for all related transportation and air quality planning activities; and

WHEREAS, the documents have been circulated and reviewed by the member agencies of the Kern Council of Governments, representing their technical, and management staffs and representatives of other governmental agencies. In addition, the document has been made available for review by residents of Kern County through a duly advertised public review period and public hearing; and

WHEREAS, the Kern Council of Governments has reviewed the 2004 Federal Transportation Improvement Program and the Destination 2030 Regional Transportation Plan and;

WHEREAS, the Kern Council of Governments is a Regional Transportation Planning Agency (RTPA) and a Metropolitan Planning Organization (MPO); and

WHEREAS, the Kern Council of Governments is the state recognized clearinghouse (Executive Order 12372) for this area and the aforementioned formal review shall constitute the official clearinghouse process; and

WHEREAS, the programming by state and local agencies of transportation control measures, and other projects beneficial to air quality in the annual element, represent a commitment of the necessary funds to implement projects according to transportation policies contained in the San Joaquin Valley and Kern County Air Quality Attainment Plans; and

WHEREAS, the 2004 Federal Transportation Improvement Program is an element of the Destination 2030 Regional Transportation Plan and is consistent with other elements of the Destination 2030 RTP; and

WHEREAS, the Destination 2030 RTP and 2004 FTIP as amended are consistent with the State Implementation Plans (SIP);

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The Kern Council of Governments finds that the regional conformity analysis demonstrates that the Destination 2030 Regional Transportation Plan meets transportation conformity requirements of the Federal Clean Air Act Amendments of 1990;
2. The Kern Council of Governments finds that the regional conformity analysis demonstrates that the 2004 Federal Transportation Improvement Program as amended meets transportation conformity requirements of the Federal Clean Air Act Amendments of 1990;
3. The Kern Council of Governments finds that the Destination 2030 Regional Transportation Plan and the 2004 Federal Transportation Improvement Program as adopted are in conformance with the California State Implementation Plan;
4. The Kern Council of Governments authorized the Executive Director to sign the MPO Certification Statements in accordance with the certification process identified in the Joint Regulations issued by the Federal Highway Administration and the Federal Transit Administration.

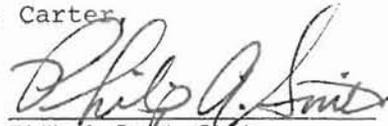
AUTHORIZED AND SIGNED THIS 19TH DAY OF AUGUST 2004.

AYES: Couch, Lessenevitch, Throop, Rosson, Nelson, Hatch, Smith, Watson,
McCuen, Silver

NOES: None

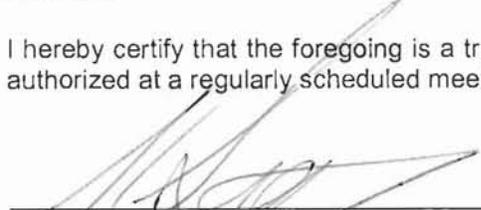
ABSTAIN: None

ABSENT: Olivares, Armendariz, Melendez, Carter,
Wegman, McQuiston, Shelton


Philip A. Smith, Chair
Kern Council of Governments

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Kern Council of Governments duly authorized at a regularly scheduled meeting held on the 19th day of August 2004.


Ronald E. Brummett, Executive Director
Kern Council of Governments

Date: 8/19/04

FINAL AIR QUALITY
CONFORMITY ANALYSIS
for the 2004 FTIP and the Destination 2030 RTP

August 19, 2004

Conformity Analysis Determination
Covering 2003-04 to 2008-09
Federal Transportation Improvement Program (FTIP)
and
Destination 2030 Regional Transportation Plan (RTP)

The preparation of this report has been financed in part through grants from the U.S. Department of Transportation. Contents of this report do not necessarily reflect the official view or policies of the U.S. Department of Transportation.



**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 2004 Conformity Analysis for the 2004 Federal Transportation Improvement Program (TIP) and the Destination 2030 Regional Transportation Plan (RTP). The Kern Council of Governments is the designated Metropolitan Planning Organization (MPO) for Kern County, California, and is responsible for regional transportation planning. This document replaces the last Conformity Determination for the Kern region, approved by the Federal Highway Administration (FHWA) on October 2, 2002. The analysis demonstrates that the criteria specified in the federal transportation conformity rule for a conformity determination are satisfied by the TIP and RTP. A finding of conformity for the 2004 TIP is, therefore, supported.

Summarized below are the applicable federal criteria or requirements for conformity determinations, the conformity tests applied, the results of the conformity assessment of the TIP and RTP, and an overview of the organization of this report.

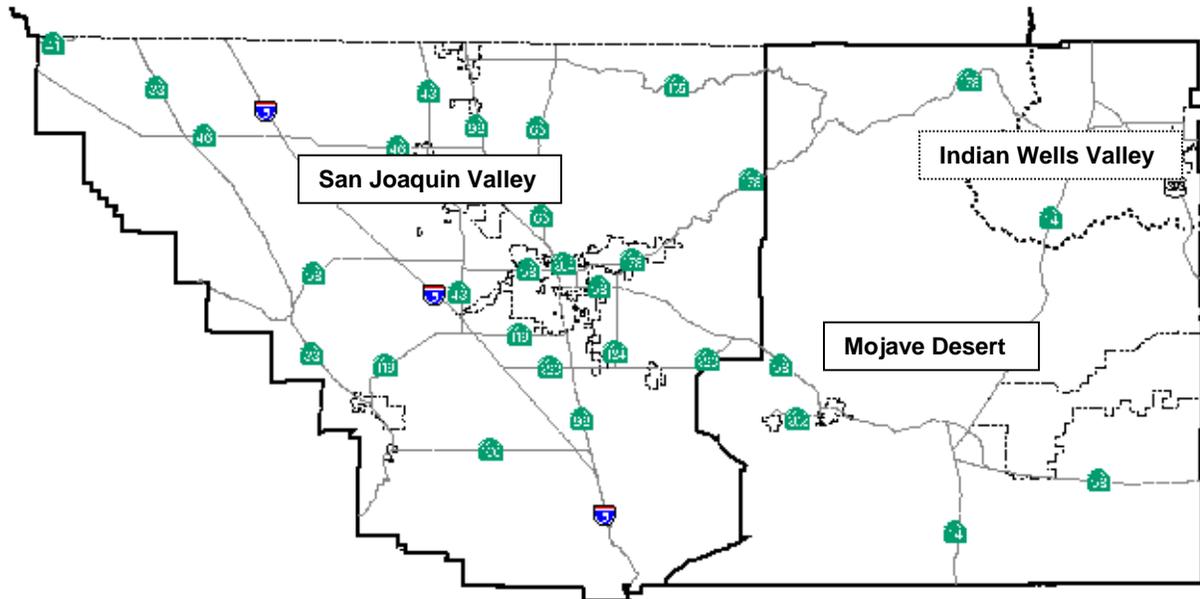
CONFORMITY REQUIREMENTS

The federal transportation conformity rule (40 Code of Federal Regulations Parts 51 and 93) specifies criteria and procedures for conformity determinations for transportation plans, programs, and projects and their respective amendments. The federal transportation conformity rule was first promulgated in 1993 by the U.S. Environmental Protection Agency (EPA), following the passage of amendments to the federal Clean Air Act in 1990. The federal transportation conformity rule has been revised several times since its initial release to reflect both EPA rule changes and court opinions. The transportation conformity rule and court opinions are summarized in Chapter 1. The Federal Clean Air Act and federal transportation conformity rule requires that each new regional transportation plan (RTP) and transportation improvement program (TIP) must be demonstrated to conform before the RTP/TIP is approved by the MPO or accepted by DOT (40 CFR 93.104(b)(1) and 40 CFR 93.104(c)(1)).

The conformity rule 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 areas with respect to federal air quality standards for three criteria pollutants, carbon monoxide (CO), ozone, and particulate matter under ten microns in diameter (PM-10). Therefore, transportation plans and programs for the nonattainment areas for the San Joaquin Valley portion of Kern County must satisfy the requirements of the federal transportation conformity rule.

In addition, the remaining East Kern portion of the County is also non-attainment or has a maintenance plan. The Kern County Air Pollution Control District (KCAPCD) is responsible for the Indian Wells Valley Planning Area (IWVPA) a portion of the Searles Valley Air Basin in the Northeast Kern/Ridgecrest area. KCPACD is also responsible for the remaining portion of the Mojave Desert Air Basin (MDAB) in Eastern Kern. These basins are defined by Mountain Ranges. Conformity for the KCPACD portion of Kern County includes analysis of existing and future air quality impacts for ozone in the MDAB and PM-10 in the IWVPA portion.

MAP-1 – KERN COUNTY AIR QUALITY PLANNING AREAS



Under the federal transportation conformity rule, 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 with a budget that has been found to be adequate by EPA for transportation conformity purposes, or an emissions reduction 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) consultation.

Consultation generally occurs at the beginning of the conformity analysis process, on the proposed models, associated methods, and assumptions for the upcoming analysis and the projects to be assessed, and at the end of the process, on the draft conformity analysis report. In addition, 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 State Clean Air Act requirements. Each of the eight Valley Transportation Planning Agencies (TPAs) and the Air Pollution Control District are represented. The Federal Highway Administration, Federal Transit Administration, the Environmental Protection Agency, the California Air Resources Board 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.

FHWA has developed a checklist (included in Appendix A) that contains the required items to complete a conformity determination. Many of these items are included in this conformity document; however, several of these items, such as financial constraint, are contained in the TIP/RTP. Appropriate references to these items are noted on the checklist.

CONFORMITY TESTS

The conformity tests specified in the federal transportation conformity rule are: (1) the emissions budget test, and (2) the emissions reduction 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 emissions reduction test applies. Chapter 1 summarizes the applicable air quality implementation plans and conformity tests for carbon monoxide, ozone, and PM-10. For the 2004 Kern Council of Governments Conformity Analysis, the emissions reduction test was not applied.

Carbon monoxide motor vehicle emission budgets are established for Fresno, Kern, San Joaquin, and Stanislaus counties in the *1996 Carbon Monoxide Redesignation Request and Maintenance Plan*. EPA proposed direct, final approval for this plan, and promulgation of the SIP on March 31, 1998, which became effective on June 1, 1998.

The motor vehicle emissions budgets for VOC and NO_x are specified in the Amended 2002 and 2005 Ozone Rate of Progress Plan in tons per average summer day. EPA published the notice of adequacy determination in the July 24, 2003 Federal Register, effective August 8, 2003.

The Amended 2003 PM-10 Plan that was submitted to EPA in December 2003 contains motor vehicle emission budgets for PM-10. EPA signed the final approval notice on April 28, 2004. The final approval notice includes PM-10 and NO_x motor vehicle emissions budgets for conformity. In addition, the final approval includes the trading mechanism.

RESULTS OF THE CONFORMITY ANALYSIS

A regional emissions analysis was conducted for the years 2005, 2008, 2010, 2013, 2020, and 2030 for each pollutant. All analyses were conducted using the latest planning assumptions and emissions models. The major conclusions of the 2004 Kern Council of Governments Conformity Analysis are:

CO - San Joaquin Valley Portion of Kern County

- For carbon monoxide, the total regional vehicle-related emissions associated with implementation of the TIP/RTP for the analysis years are projected to be less than the approved emissions budget established in the *1996 Carbon Monoxide Redesignation Request and Maintenance Plan*. The applicable conformity test for carbon monoxide is therefore satisfied.

O₃ - San Joaquin Valley and Mojave Desert Portions of Kern County

- For ozone, the total regional vehicle-related emissions (VOC and NO_x) associated with implementation of the TIP/RTP for all years tested are projected to be less than the adequate emissions budgets specified in the Amended 2002 and 2005 Ozone Rate of Progress Plan for the San Joaquin Valley, and less than budgets for the in the Attainment Maintenance Demonstration Plan for the Mojave Desert Planning Area. The conformity tests for ozone are therefore satisfied.

PM-10 - San Joaquin Valley and Indian Wells Valley Portions of Kern County

- For PM-10, the total regional vehicle-related emissions (PM-10 and NO_x) associated with implementation of the TIP/RTP for all years tested are either (1) projected to be less than the approved

emissions budgets, or (2) less than the emission budgets using the approved PM-10 and NO_x trading mechanism for transportation conformity purposes from the Amended 2003 PM-10 Plan for the San Joaquin Valley and the Attainment Maintenance Demonstration Plan for the Indian Wells Valley. The conformity tests for PM-10 are therefore satisfied.

TCMs – San Joaquin Valley, Mojave Desert and Indian Wells Valley Portions of Kern County

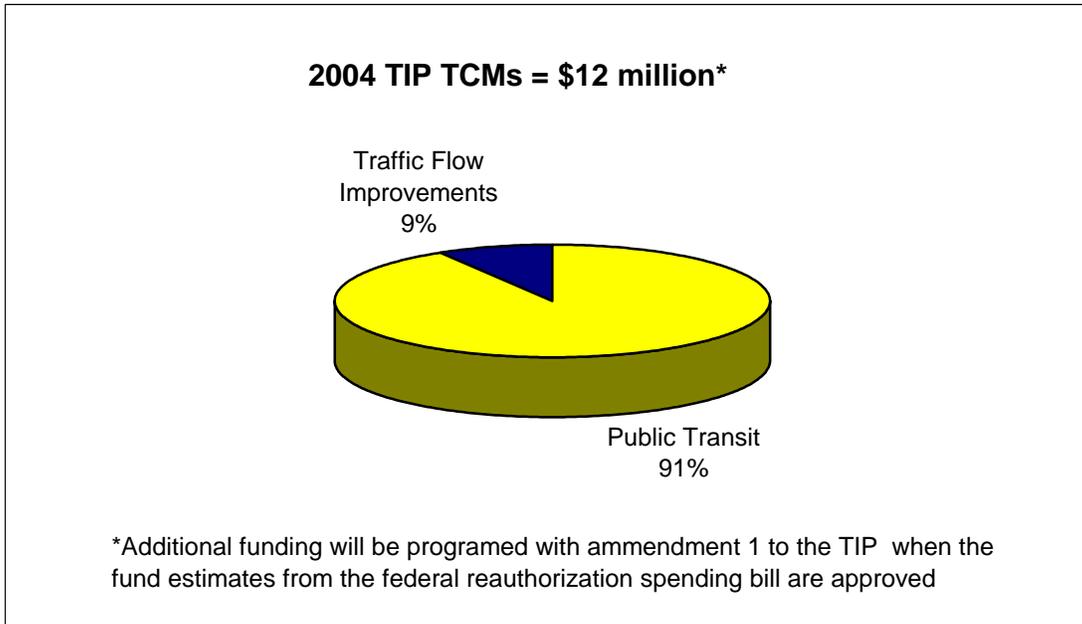
- The TIP/RTP will not impede and will support timely implementation of the TCMs that have been adopted as part of applicable air quality implementation plans. The current status of TCM implementation is documented in Chapter 5 of this report. Figure ES-1 and Figure ES-2 present the total funding programmed in the TIP and RTP, respectively, for transportation projects that implement or provide for the timely implementation of transportation control measures and other air quality measures.
- Since the local SJV procedures (Rule 9120) have not been approved by EPA, consultation has been conducted in accordance with federal requirements.

REPORT ORGANIZATION

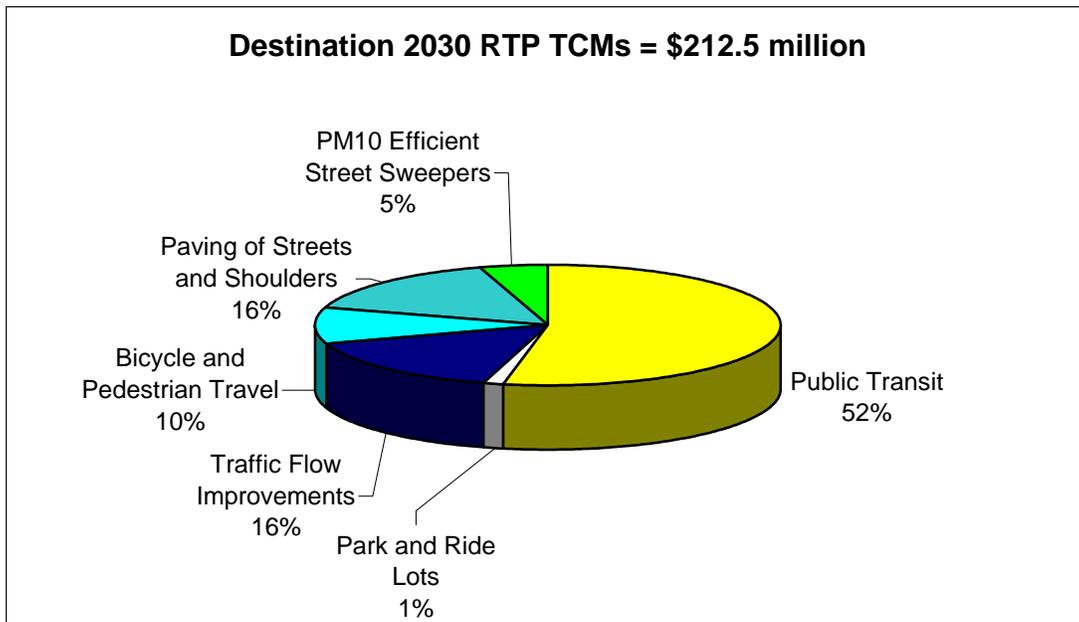
The report is organized into six chapters. Chapter 1 provides an overview of the applicable federal and state conformity rules and requirements, air quality implementation plans, and conformity test requirements. Chapter 2 contains a discussion of the latest planning assumptions. Chapter 3 includes a summary of the transportation model characteristics, key socioeconomic data, and other data related to the land use and transportation system forecasts, and Chapter 4 describes the air quality modeling used to estimate emission factors and mobile source emissions. Chapter 5 contains the documentation required under the federal transportation conformity rule for transportation control measures. Chapter 6 provides an overview of the interagency requirements and the San Joaquin Valley Transportation Planning Agencies general approach to compliance. The results of the conformity analysis for the TIP/RTP are provided in Chapter 7.

Consultation documentation and other related information are contained in the appendices. Appendix C includes copies of consultation correspondence. Appendix D includes a transcript of the July 15, 2004 public hearing conducted on the 2004 TIP, Destination 2030 RTP, and Air Quality Conformity Determination. Comments received on the conformity analysis and responses made as part of the public involvement process are included in Appendix E.

ES-1: TRANSPORTATION CONTROL MEASURE FUNDING IN THE 2004 TIP



ES-2: TRANSPORTATION CONTROL MEASURE FUNDING IN THE DESTINATION 2030 RTP



CHAPTER 1 - FEDERAL AND STATE REGULATORY REQUIREMENTS

The criteria for determining conformity of transportation programs and plans under the federal transportation conformity rule (40 CFR Parts 51 and 93) and the applicable conformity tests for the San Joaquin Valley nonattainment areas are summarized in this section. The 2004 Conformity Analysis for the 2004 Transportation Improvement Programs (TIP) and the Regional Transportation Plans (RTP) has been prepared based on these criteria and tests. Presented first is a review of the development of the applicable conformity rule and guidance procedures, followed by summaries of conformity rule requirements, air quality designation status, conformity test requirements, and analysis years for the 2004 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 six-year guide for preservation, expansion, and management of public transportation services. The 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 RTP includes capacity enhancements to the freeway/expressway system commensurate with available funding.

FEDERAL AND STATE CONFORMITY RULES

CLEAN AIR ACT AMENDMENTS

Section 176(c) of the Clean Air Act requires that Federal agencies and Metropolitan Planning Organizations (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.”

The expanded Section 176(c) also provided conditions for approval of transportation plans, programs, and projects; requirements that the Environmental Protection Agency (EPA) promulgate conformity determination criteria and procedures no later than November 15, 1991; and a requirement that States submit their conformity procedures to EPA by November 15, 1992.

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. 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 revised several times since its initial release. The first set of amendments, finalized on August 7, 1995, (EPA, 1995b) aligned the dates of conformity lapses due to SIP failures with the application of Clean Air Act highway sanctions for certain ozone areas and all areas with disapproved SIPs with a protective finding.

The second set of amendments was finalized on November 14, 1995 (EPA, 1995c). This set allowed any transportation control measure (TCM) from an approved SIP to proceed during a conformity lapse, and aligned the date of conformity lapses with the date of application of Clean Air Act highway sanctions for any failure to submit or submissions of an incomplete control strategy SIP. The amendments also extended the grace period before which areas must determine conformity to a submitted control strategy SIP, and established a grace period before which transportation plan and program conformity must be determined in recently designated nonattainment areas.

The third set of amendments was finalized August 15, 1997 (EPA, 1997a). These amendments streamlined the conformity process by eliminating the reliance on the classification system of "Phase II interim period," "transitional period," "control strategy period," and "maintenance period" to determine whether the budget test and/or emission reduction tests apply. The amendments also changed the time periods during which the budget test and the "Build/No Build" test are required.

Over the next few years, court decisions required changes to the transportation conformity rule and amendments. On November 14, 1997, the U.S. Court of Appeals for the District of Columbia issued an opinion in *Sierra Club v. EPA* involving the 1995 transportation conformity amendment that allowed new nonattainment areas a one-year grace period. Under this ruling, conformity applied as soon as an area was designated nonattainment.

On March 2, 1999, the U.S. Court of Appeals for the District of Columbia issued an opinion in *Environmental Defense Fund v. EPA* involving the 1997 transportation conformity amendments. In general, the court struck down 40 CFR 93.120(a)(2) which permitted a 120-day grace period after disapproval of a SIP; determined that the EPA must approve a "safety margin" prior to its use for conformity in 40 CFR 93.124(b); concluded that a submitted SIP budget must be found by EPA to be adequate, based on criteria found in 40 CFR 93.118(e)(4) before it can be used in a conformity determination; and ended a provision that allowed "grandfathered" projects to proceed during a conformity lapse. Following the court ruling, the EPA and USDOT issued guidance to address implementation of conformity requirements based on the court findings. The EPA issued guidance contained in a May 14, 1999 memorandum (EPA, 1999c). In addition, the USDOT issued guidance on June 18, 1999 that incorporates all USDOT guidance in response to the court decision in a single document (USDOT, 1999). However, on January 2, 2002, US DOT released a revised guidance that replaces and supersedes all previous FHWA and FTA guidance implementing the courts decision, including the supplemental guidance released on June 18, 1999 (US DOT, 2002).

Other amendments to the transportation conformity rule have followed. To incorporate provisions from the *Sierra Club v. EPA* court decision [U.S. Court of Appeals for the District of Columbia, November 14, 1997], EPA promulgated an amendment to the transportation conformity rule on April 10, 2000 that eliminated a one-year grace period for new nonattainment areas before conformity applies (EPA, 2000b). Then, on October 27, 2000, the FY 2001 EPA Appropriations bill included an amendment to Section 176(c) of the Clean Air Act that adds the one-year grace period to the statutory language.

On August 6, 2002, the EPA promulgated an amendment to the transportation conformity rule which requires conformity to be determined within 18 months of the effective date of the EPA *Federal Register* notice on a budget adequacy finding in an initial SIP submission. This amendment also established a one-year grace period before conformity is required in areas that are designated nonattainment for a given air quality standard for the first time (EPA, 2002b).

On July 1, 2004, EPA published amendments (effective August 2, 2004) to the transportation conformity rule to address the March 2, 1999 *Environmental Defense Fund v. EPA* court decision (EPA, 2003a). The final rule incorporates the EPA and Department of Transportation (USDOT) guidance that has been used in place of certain regulatory provisions of the rule since the court decision. This portion of the final rule does not impact this 2004 Conformity documentation.

Other revisions to the conformity rule have been included in the amendments clarify the regulations.

These revisions include: using submitted motor vehicle emissions budgets for conformity determinations only after EPA has found the budgets to be adequate; elimination of the 120-day grace period following a SIP revision disapproval without a protective finding; basing the latest planning assumptions available from the time the conformity analysis begins; and, requirements for budget tests performed for the attainment year and budget test requirements performed once a maintenance plan is submitted. This portion of the final rule does not impact this 2004 Conformity documentation. Table 1-1 summarizes the criteria for conformity determinations for transportation projects, programs, and plans, as specified in amendments to the Transportation Conformity Rule. [NOTE: please delete * from Table 1-1, as well as footnote]

In addition, the July 1, 2004 amendments include criteria and procedures for the new 8-hour ozone and fine particulate matter (PM_{2.5}) national ambient air quality standards (NAAQS). Specifically, the proposal describes the general requirements for conducting conformity determinations for the new NAAQS, such as the conformity test(s) that would apply. The requirements of this rule with regard to conformity for the new standards will not apply until one year after the effective date of designation as a nonattainment area for the 8-hour ozone standard or the PM_{2.5} standard. On April 30, 2004 EPA issued 8-hour ozone air quality designations and classifications effective June 15, 2004. The San Joaquin Valley is designated a Serious nonattainment area. East Kern is designated as Basic non-attainment. Designations for the PM_{2.5} standard will be made on or about December 2004. The final rule does not address conformity requirements for PM_{2.5} precursors and PM hot-spot analysis. EPA intends to finalize these conformity provisions before the PM_{2.5} designations are effective. This portion of the final rule does not impact this 2004 Conformity documentation. It is anticipated that 8-hour and PM_{2.5} conformity determinations will be completed for Federal approval by May 2005 and January 2006, respectively.

SAN JOAQUIN VALLEY AIR DISTRICT RULE

The San Joaquin Valley Air District adopted Rule 9120 Transportation Conformity on January 19, 1995 in response to requirements in Section 176(c)(4)(c) of the Clean Air Act as amended in 1990. The Rule 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. The rule becomes effective on the date the EPA promulgates interim, partial, or final approval of the rule in the Federal Register. As required by the Transportation Conformity Rule, the rule was submitted to EPA on January 24, 1995 as a revision to the State SIP.

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." The federal transportation conformity rule therefore still governs, as a transportation conformity SIP has not yet been approved for this area.

TABLE 1-1 - CONFORMITY CRITERIA FROM THE FINAL RULE

Applicability	Pollutant	Section	Requirement
All Actions at All Times	CO, O ₃ , PM-10	93.110	Latest Planning Assumptions
		93.111	Latest Emissions Model
		93.112	Consultation
Transportation Plan (RTP)	CO, O ₃ , PM-10	93.113(b)	TCMs
		93.118* or 93.119	Emission Budget or Reduction
TIP	CO, O ₃ , PM-10	93.113(c)	TCMs
		93.118* or 93.119	Emission Budget or Reduction

Applicability	Pollutant	Section	Requirement
Project (From a Conforming Plan and TIP)	CO, O ₃ , PM-10	93.114	Currently Conforming Plan and TIP
		93.115	Project From a Conforming Plan and TIP
	CO and PM-10	93.116	CO and PM-10 Hot Spots
	PM-10	93.117	PM-10 Control Measures
Project (Not From a Conforming Plan or TIP)	CO, O ₃ , PM-10	93.113(d)	TCMs
		93.114	Currently Conforming Plan and TIP
	CO and PM-10	93.116	CO and PM-10 Hot Spots
	PM-10	93.117	PM-10 Control Measures
	CO, O ₃ , PM-10	93.118* or 93.119	Emission Budget or Reduction

*As modified by court ruling in EDF v. EPA. EPA proposed to amend the transportation conformity rule to address the court ruling on June 30, 2003.

Source: Modified from 40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule, Section 91.109(b), "Table 1 - Conformity Criteria".

CONFORMITY RULE 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 emission tests (budget and emission reduction) that the TIP/RTP must satisfy in order for a determination of conformity to be found. Guidance issued by EPA on May 14, 1999, and proposed as a conformity rule amendment on June 30, 2003, requires a submitted SIP motor vehicle emissions budget to be affirmed as adequate by the EPA prior to use for making conformity determinations. The budget must be used on or after the effective date of EPA's finding of adequacy.

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 start of the conformity analysis (EPA, 2003a). This section also requires reasonable assumptions to be made with regard to transit service and changes in projected fares.

Latest Emissions Models — Section 93.111 requires that the latest emission estimation models must be used for the conformity analysis.

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.

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 Air Pollution Control District (APCD) for review. Both the TIP and RTP are required to be publicly available and an opportunity for public review and comment is provided.

AIR QUALITY DESIGNATIONS

San Joaquin Valley

Kern Council of Governments is located in the California 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 Kern County includes analysis of existing and future air quality impacts for each applicable pollutant. There are also State nonattainment designations that differ in some cases from the federal classifications. Since the State classifications are not applicable for conformity, they are not listed here.

The San Joaquin Valley is currently designated as nonattainment for the National Ambient Air Quality Standards (NAAQS) for carbon monoxide (CO), ozone, and particulate matter under ten microns in diameter (PM-10). Air quality plans have been prepared to address carbon monoxide, ozone, and PM-10:

- The 1996 Carbon Monoxide Redesignation Request and Maintenance Plan was approved by EPA on March 31, 1998.
- EPA published an adequacy determination for the Amended 2002 and 2005 Ozone Rate of Progress Plan on July 24, 2003.
- The Amendments to the 2003 PM-10 Plan were submitted to EPA December 2003. These Amendments supplement the PM-10 plan approved by the Air District and ARB in June 2003. EPA signed the final approval notice for the Amended 2003 PM-10 Plan on April 28, 2004.

TABLE 1-2 - FEDERAL ATTAINMENT AND MAINTENANCE STATUS OF AIR POLLUTANTS IN KERN COUNTY (SAN JOAQUIN VALLEY PORTION)

<i>Pollutant</i>	<i>Status</i>	<i>Attainment/Maintenance Deadline (Federal)</i>
Ozone (VOC and NO _x)	Nonattainment/Extreme	2010
PM-10 (PM-10, VOC and NO _x)	Nonattainment/Serious	As expeditiously as possible ¹
CO	Attainment/Maintenance	2005

This conformity documentation documents conformity for each of these pollutants under all applicable requirements.

¹ On February 28, 2002, EPA proposed a finding that the San Joaquin Valley failed to attain the PM-10 standards by December 31, 2001 as required by the Clean Air Act. If finalized, this action will require that a new plan be submitted to EPA by December 31, 2002 that provides 5% emission reductions in PM-10 per year until the area attains the standards.

Mojave Desert/Indian Wells Valley Planning Areas

Mountain ranges define the northwestern border of the Mojave Desert Air Basin (MDAB). The Kern County Air Pollution Control District (KCAPCD) is responsible for the Kern portion of Mojave Desert and for the Indian Wells Valley Planning Area (IWVPA) (portion of the Searles Valley Air Basin) portion of Kern County. Conformity for the MDAB portion of Kern County includes analysis of existing and future air quality impacts for ozone in the MDAB and PM-10 in the IWVPA portion.

The Mojave Desert Planning Area is Attainment Maintenance for Ozone and unclassified for PM-10. The Indian Wells Valley Planning Area is Attainment Maintenance for PM-10 and unclassified for Ozone. Both are attainment for CO. Air Quality Plans have been prepared to address Ozone and PM-10 for these planning areas.

EPA currently has an Ozone Attainment Demonstration, Maintenance Plan, and Redesignation Request (adopted January 9, 2003 and amended May 1, 2003) that includes conformity budgets. It is anticipated that EPA will publish final approval of the plan and conformity budgets in June 2004.

The Indian Wells Valley planning area 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 Mojave Desert/Indian Wells Valley planning areas are attainment for CO. No plan is required.

TABLE 1-3 - FEDERAL ATTAINMENT AND MAINTENANCE STATUS OF AIR POLLUTANTS IN KERN COUNTY (MOJAVE DESERT/INDIAN WELLS VALLEY PORTION)

<i>Pollutant</i>	<i>Status</i>	<i>Attainment/Maintenance Deadline (Federal)</i>
Ozone (VOC and NO _x)	Attainment/Maintenance ²	1999
PM-10 (IWVPA only)	Attainment/Maintenance ³	2000
CO	Attainment	Not applicable

This conformity documentation documents conformity for each of these pollutants under all applicable requirements.

In addition, EPA published 8-hour ozone designations and classifications on April 30, 2004, effective June 15, 2004. The San Joaquin Valley has been designated a Serious nonattainment area with an attainment deadline of 2013. East Kern has been designated as a Basic nonattainment with an attainment date of 2009. Conformity to the new standard applies one year from the effective date of the designations, or June 15, 2005.

CONFORMITY TEST REQUIREMENTS

San Joaquin Valley

Specific conformity test requirements established for the San Joaquin Valley nonattainment areas for carbon monoxide, ozone, and PM-10 are summarized below.

² EPA redesignated as attainment/maintenance from nonattainment/serious on May 1, 2003. final approval should be published by June 2004. Under the new 8hr. standard the area is proposed to be redesignated as nonattainment/sub-part 1 (basic).

³ EPA redesignated as attainment/maintenance from nonattainment/moderate on May 7, 2003.

Section 93.124(d) of the 1997 Final Transportation Conformity Rule 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

Applies to Fresno, Kern, San Joaquin, and Stanislaus counties.

The motor vehicle emission budgets for Carbon Monoxide are specified in the *1996 Carbon Monoxide Redesignation Request and Maintenance Plan* in tons per average winter day. EPA proposed direct, final approval for this plan, and promulgation of the SIP on March 31, 1998. The CO motor vehicle emissions budget became effective on June 1, 1998, and provides the basis for conformity purposes for subsequent years. The *Carbon Monoxide Redesignation Request and Maintenance Plan* does not establish budgets for the last year of the maintenance plan (2005) so the 1993 budgets from Table 10 of the plan will be used to compare with each analysis year emissions. Until such time that these budgets are found adequate for conformity purposes by EPA, the mobile source emissions budgets from the 1996 CO Maintenance Plan are the applicable budgets for conformity purposes.

County	1993 Budget (winter tons/day)
Fresno	296
Kern	223
San Joaquin	261
Stanislaus	177

Potential Modification to Conformity Test Requirements for Carbon Monoxide:

ARB is currently developing an update for the Carbon Monoxide Maintenance Plan. It is anticipated that this plan will be available in 2004 and that new conformity budgets will be established for 2003. If new budgets are determined to be adequate, a new budget test may apply because these budgets have a limited approval that is only applicable until the effective date of EPA adequacy finding on new budgets and approval to use new budgets in place of older ones. The limited approval was published by EPA on November 15, 2002 (67 FR 69139). Since the budgets are for a different year than established in the previous plan, it is anticipated that the conformity test will be to compare CO emissions with the newer, and more stringent budgets for 2003.

County	Draft 2003 Budget (winter tons/day)
Fresno	236
Kern	162
San Joaquin	178
Stanislaus	127

OZONE

Ozone is a secondary pollutant, generated by chemical reactions in the atmosphere involving volatile organic compounds (VOC) and nitrogen oxides (NOx). The motor vehicle emissions budgets for VOC and NOx are specified in the Amended 2002 and 2005 Ozone Rate of Progress Plan in tons per average summer day. EPA published the notice of adequacy determination in the July 24, 2003 Federal Register, effective August 8, 2003. The budgets for 2005 from Table 3-2 of the plan will be used to compare with

estimated emissions for each analysis year. It is important to note that the year 2002 budgets are not included in the analysis, as year 2002 is prior to implementation of the Transportation Improvement Program/Regional Transportation Plan and budgets have been established for the first horizon year of 2005.

County	2005 VOC (summer tons/day)	2005 NOx (summer tons/day)
Fresno	19.1	39.8
Kern (SJV portion)	13.5	37.6
Kings	3.1	7.3
Madera	4.6	9.3
Merced	6.3	14.1
San Joaquin	11.4	28.1
Stanislaus	10.4	21.2
Tulare	10.5	22.3

It is important to note that EPA has clarified section 93.118(e)(1), which indicates that a submitted SIP cannot override an approved SIP until the submitted SIP is approved (June 30, 2003 Proposed Rule; EPA is currently addressing comments received and anticipates publishing a final rule in June 2004). The SJV has approved Rate-of-Progress Plans and an Attainment Demonstration for ozone that were submitted in 1994. The clarification indicates that budgets from a submitted SIP are used for conformity (once they are adequate) if the submitted SIP's budgets address either a different Clean Air Act requirement or are for a different year than the budgets in an approved SIP. The approved SIPs were developed to meet the Serious area ozone requirements and established a conformity budget for 1999; whereas the recent Rate of Progress Plan was developed to meet the Severe area ozone requirements and establish conformity budgets for 2002 and 2005.

Potential Modification to Conformity Test Requirements for Ozone:

On April 8, 2004, EPA signed a final rule to reclassify the San Joaquin Valley nonattainment area to Extreme. EPA requires that the Extreme Ozone Attainment Demonstration Plan be submitted by November 15, 2004. The Air District is currently developing an Extreme Ozone Attainment Demonstration Plan, which is anticipated to be adopted in August 2004 (and submitted to EPA in September 2004). This plan will establish new conformity budgets for 2008 and 2010. It is unlikely that EPA will issue an adequacy finding on the new budgets prior to Federal approval of the 2004 TIP, RTP, and conformity analysis.

PM-10

The Amended 2003 PM-10 Plan that was submitted to EPA in December 2003 contains motor vehicle emission budgets for PM-10. Motor vehicle emission budgets are established for 2005, 2008, and 2010 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. Motor vehicle emissions budgets are also established for the precursor NOx.

EPA signed the final approval notice for the Amended 2003 PM-10 Plan on April 28, 2004. . The final approval notice includes the PM-10 and NOx motor vehicle emissions budgets as well as the trading mechanism.

The budgets from Table 3-2 of the plan will be used to compare emissions for each analysis year.

County	2005		2008		2010	
	PM-10	NOx	PM-10	NOx	PM-10	NOx
Fresno	14.1	42.6	13.3	36.4	16.2	29.7

County	2005		2008		2010	
	PM-10	NOx	PM-10	NOx	PM-10	NOx
Kern	10.6	38.8	10.7	34.2	10.8	28.4
Kings	5.6	7.5	5.6	6.5	6.7	5.4
Madera	4.3	9.9	4.3	9.1	4.5	7.8
Merced	5.5	15.3	5.2	12.5	5.3	9.9
San Joaquin	9.0	28.9	9.0	23.4	9.2	18.3
Stanislaus	6.5	22.5	6.1	18.7	6.1	14.9
Tulare	8.7	23.6	7.9	20.1	8.9	16.4

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 2010 budget for PM-10 with a portion of the 2010 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 2010. As noted above, EPA signed the final approval notice for the Amended PM-10 Plan on April 28, 2004, which includes approval of the trading mechanism.

The trading mechanism will be used only for conformity analyses for analysis years after 2010. 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.

In addition, in light of the role that growth in travel plays in PM-10 emissions in the Valley, the San Joaquin Valley COG Directors have committed to conduct feasibility analyses as part of each new Regional Transportation Plan, excluding revisions (i.e., amendments). The analysis will identify and evaluate potential control measures that could be included in the Regional Transportation Plans. Any additional PM-10 or NOx reductions achieved in the RTPs shall be credited in the transportation conformity demonstration. Reductions achieved after 2010 shall be applied prior to implementing the trading mechanism.

Analysis Years

For the San Joaquin Valley, regional emissions will be estimated for the horizon years 2005, 2008, 2010, 2020, and 2030. For the selection of the horizon years, the conformity rule 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. The year 2010 is the current attainment year for ozone and PM-10. The year 2030 is the last year of the Regional Transportation Plan forecast period. The year 2020 is an intermediate year that meets the Transportation Conformity Rule requirement that analysis years be no more than ten years apart.

In addition, the conformity rule requires that conformity must be demonstrated for each year for which the applicable implementation plan specifically establishes motor vehicle emission budgets. The year 2005 is included as a horizon year since the Ozone Plan and PM-10 Plans contain conformity budgets for that year. In addition, the year 2008 is included as a horizon year, since the PM-10 Plan contains a budget for 2008.

Other Portions of Kern

OZONE

The Eastern Kern County planning area has an Ozone Attainment Demonstration, Maintenance Plan, and Redesignation Request (adopted January 9, 2003 and amended May 1, 2003) that includes conformity

budgets. EPA issued a direct final rule on April 22, 2004 approving the Plan and motor vehicle emission budgets, effective June 21, 2004. The motor vehicle emission budgets for ROG and NOx are provided in Table 5-2 for 2005, and 2015 in tons per day. It is important to note that the year 2001 budgets are not included in the analysis, as year 2001 is prior to implementation of the Transportation Improvement Program/Regional Transportation Plan.

County	2005 ROG (tons/day)	2005 NOx (tons/day)	2015 ROG (tons/day)	2015 NOx (tons/day)
Kern – Eastern	3.9	7.1	2.1	4.0

Since the conformity rule requires that conformity must be demonstrated for each year for which the applicable implementation plan specifically establishes motor vehicle emission budgets, Kern has included an additional horizon year of 2015.

Effective June 15, 2004, all of East Kern was designated as non-attainment for the new 8-hour Ozone standard and has been classified as basic nonattainment with a “Maximum Attainment Date” of June 2009. It is anticipated that 8-hour and PM2.5 conformity determinations will be completed for Federal approval by May 2005 and January 2006, respectively.

PM-10

The Indian Wells Valley planning area (includes a portion of Kern) 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 will be 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.

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

Since the conformity rule requires that conformity must be demonstrated for each year for which the applicable implementation plan specifically establishes motor vehicle emission budgets, Kern has included an additional horizon year of 2013.

CHAPTER 2 - LATEST PLANNING ASSUMPTIONS (40 CFR 93.110)

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). The conformity rule amendments proposed in June 2003 modifies the rule to allow conformity determinations to be based on the latest planning assumptions that are available at the time the conformity analysis begins. The start of the regional conformity analysis is considered to be the point at which the MPO begins to model the impact of the proposed TIP/RTP on travel and/or emissions (to be defined on an area-specific basis through the interagency consultation process). Kern Council of Governments started the TIP/RTP process in March 2004 and the air quality emissions analysis in April 2004.

Key elements of the latest planning assumption guidance include:

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

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

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

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

The latest planning assumptions used in the Kern Council of Governments 2004 RTP/TIP Conformity Analysis are summarized in Table 2-1. The methodology and any scheduled updates for the planning assumptions are summarized below.

**TABLE 2-1
SUMMARY OF LATEST PLANNING ASSUMPTIONS FOR THE KERN COUNCIL OF GOVERNMENTS
2004 TIP AND DESTINATION 2030 RTP**

Assumption	Source	Models Used	Next Scheduled Update
Population	In April 2002, the Kern COG policy board approved a regional growth forecast of 1.8 percent countywide based on historic data. The Kern COG board has established a policy to revisit the regional forecast every 3-5 years.	In-house spreadsheet model	The Kern COG Board has established a policy to revisit the regional growth forecast every 3-5 years. The next update will occur sometime between 2005-07 depending upon need.
Employment	Employment data is based on Spring 2000 employer locations derived from InfoUSA data and California Employment Development Dept.	In-house spreadsheet model	To be completed under 2004-05 Overall Work Program (OWP).
Traffic Counts	The transportation model was validated in 2001 to the 1998 base year using 1998 traffic counts.	Cube TP+/VIPER	New traffic counts were funded in the 2002-03 Overall Work Program, and by member agencies. Next model validation will be to 2003-04 counts and is scheduled for 2004-05 OWP.
Vehicle Miles of Travel	The transportation model was validated in 2001 to the 1998 base year using 1998 traffic counts.	Cube TP+/VIPER	New VMT will be available by the in 2005, when Kern COG has completed the 2003 model update.
Speeds	Transportation models were validated using survey data on peak and off-peak highway speeds collected in 1998. Speed distributions were updated in EMFAC 2002, using methodology approved by ARB and with information from the transportation model.	Cube TP+/VIPER EMFAC 2002	Traffic speeds are continuously monitored by local jurisdictions. A comprehensive review of that information speed study will be funded in 2004-05 OWP as a part of the 2003 model validation and update.
Vehicle Registrations	EMFAC 2002 contains the most recent data available, which is based on the latest data available from the California Department of Motor Vehicles	EMFAC 2002	ARB has indicated the next update to EMFAC will occur in 2005/2006.
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.

POPULATION AND EMPLOYMENT

The starting point for the socioeconomic data by traffic analysis zone (TAZ) was the 1990 and 2020 land use used in the Kern COG peak period model development in 1996. These housing forecasts were based on the 1990 Census and State of California Department of Finance (DOF) projections. Housing was distributed using a share-allocation method based on past historic growth and available capacity allowed for by the general plan. The employment forecasts were developed primarily from a Jobs housing balance rate of 1.3 jobs per household. Households were derived from DOF population projections. The general plan land use data and estimates of market absorption rates by local government planners combined with past growth patterns by TAZ were used to distribute the employment forecast. Population and employment growth were distributed among Kern County jurisdictions based on local data and a consensus process. The forecast distribution process was presided over by a subcommittee of the Kern COG Transportation Technical Advisory Committee (TTAC). Establishment of this subcommittee was adopted as a policy of the Kern COG board in 2001 and reaffirmed by an MOU between Kern County, the City of Bakersfield, Caltrans and Kern COG.

The new 1998 base year data was updated considering estimates/projections of growth consistent with State of California Department of Finance (DOF) figures, State of California Employment Development Department (EDD) labor market data, year 2000 InfoUSA Employer Data, and input from local jurisdictions. Reports from the DOF Historical City/County Population Estimates 1991 – 1998 were used. Additionally, base year housing estimates were refined using the Kern County Assessor's data by TAZ.

In 1998 Future horizon year (2030) estimates were developed based on the DOF County Population Projections for 1990-2040 (DOF's "County Population Projections with Race/Ethnic Detail Estimated July 1, 1990 – 1996 and Projections for 1997 through 2040) and previous travel demand model inputs for 2020, including General Plan assumptions and trends in population, housing and employment relationships. A review of current and previously assumed historical trends was made. It identified that the DOF population projections released in November 1998 predicted substantially lower populations for Kern County compared with previous DOF projections.

In 2002 a new forecast was prepared that deviated from DOF. The forecast was based on local housing trends over the 30 years. Those trends indicated a 2-percent average annual growth rate in Metropolitan Bakersfield and a 1.5% growth rate for outlying areas. The forecast was more conservative than the latest DOF forecast. The growth-rate was adopted by the Kern COG policy board in April 2002. The distribution of the forecast remained largely unchanged compared the previous model assumptions. Growth within any given TAZ that was previously expected by 2020 was pushed back to about 2026. New information on the jobs housing balance based on the 2000 Census was also incorporated. The new forecast uses 1.22 jobs per household in all future years.

The next major Population and Employment update is scheduled for the 2004-05 Overall Work Program (OWP) to coincide with the model update and re-validation. This was originally scheduled for the 2003-04 OWP, however, delays in the release of the U.S. Census Transportation Planning Package and state budget issues caused Kern COG to postpone this update.

TRAFFIC COUNTS AND VMT [Section 93.122(b)(1)(i)]

The transportation conformity rule specifies that network-based transportation models need to be validated against observed counts for a base year that is not more than ten years prior to the date of the conformity determination. Vehicle miles of travel (VMT) are validated to 1998 base year traffic counts. VMT estimates from the model were calibrated to VMT estimates from the Highway Performance Monitoring System (HPMS). The model estimates are well within the targets set by FHWA for calibrating modeled VMT to HPMS figures as documented in the 2000 Kern COG Travel Demand Model Update Final Report.

To validate individual links, the model 1998 traffic counts from Caltrans HPMS, and counts for its member agencies. Kern COG maintains an inventory of 55 traffic counters that are borrowed by its member

agencies for use in collecting regular counts. In 2002 Kern COG performed a pilot project for a joint count program between the cities and the county. Funding for a follow-up program has been postponed because of the delay in the federal reauthorization of the transportation spending bill.

In 1996 and 2002, Golden Empire Transit (GET) completed on-board bus surveys for use in validating the transit model. The more recent survey will be incorporated into the next validation update. GET accounts for less than 2 percent of the total trips in the model base year.

HPMS CALIBRATION

For Serious and above nonattainment areas, transportation conformity guidance, Section 93.122(b)(3), as amended August 15, 1997, 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.

The model VMT is well within the targets set by FHWA for calibrating modeled VMT to HPMS figures. These adjustments were not needed.

SPEEDS

Kern COGs member agencies perform periodic speed surveys using a radar gun method. These speeds are incorporated in the model as an input during model validation update process. The Kern COG travel model includes a feedback loop that is intended to ensure that the congested travel speeds used as input to the air quality analysis are consistent with the travel speeds used throughout the model process. As part of the 1998 model update, a feedback process using the method of successive averages was implemented, complete with the following convergence criteria:

Maximum weighted percent change in link volumes is < 5%;

Average zone-to-zone change in impedance < 5%;

Average zone-to-zone change in impedance (weighted by VMT) < 5%.

Tables 3-1 to 3-3 a summary of average speeds based on this feedback loop. Kern COG will be updating speeds as a part of its next model validation in 2004-05. Kern COG has also signed an MOU with its member agencies identify funding in the next TIP for a systematic regional traffic count and speed survey program to be administered by Kern COG.

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 EMFAC2002 model (http://www.arb.ca.gov/msei/on-road/latest_revisions.htm#pop). Vehicle registrations, age distribution and fleet mix are developed by CARB based upon vehicle population and registration distributions by age for calendar years 1999 and 2000. The Air Resources Board receives extractions from the California Department of Motor Vehicles (DMV) twice each year.

Kern Council of Governments understands that these estimates are based on the most recent data and best projection techniques available.

STATE IMPLEMENTATION PLAN MEASURES

Committed control measures in the applicable air quality plans that reduce mobile source emissions are shown in Table 2-2. The air quality modeling procedures and associated spreadsheets contained in Chapter 4 Air Quality Modeling assume emission reductions consistent with the air quality plans for the 2004 Conformity Analysis. The emission reductions assumed for these committed measures reflect the latest implementation status of these measures. As required by the conformity rule, the applicable transportation control measures (TCMs) are fully documented in Chapter Five of the 2004 Conformity Analysis report.

TABLE 2-2 - SIP MEASURES ASSUMED IN THE 2004 CONFORMITY ANALYSIS

Measure Description	Reference	Pollutants
I/M Improvement Benefit	Amended 2002 and 2005 Ozone Rate-of-Progress Plan for SJV Ozone	Summer ROG Summer NOx
State Measures	Amended 2003 PM-10 Plan	PM-10 annual exhaust NOx annual exhaust
Smog Check Reductions	Amended 2003 PM-10 Plan	NOx annual exhaust
ISR & Inc.	Amended 2003 PM-10 Plan	NOx annual exhaust
District Rule 8061/ISR Controls	Amended 2003 PM-10 Plan	PM-10 paved road dust PM-10 unpaved road dust
District Rule 8021 Controls	Amended 2003 PM-10 Plan	PM-10 road construction dust

CHAPTER 3 - TRANSPORTATION MODELING

TRAFFIC MODELING

The San Joaquin Valley Transportation Planning Agencies (TPAs) utilize the TP+/Viper traffic modeling software. The Valley models are validated to a base year of 1998 or 2000. The Valley RTPA 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 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 revalidation were analyzed for reasonableness and compared to historical trends.

All Valley travel demand models estimate travel demand and traffic volumes on a daily basis with some models also estimating A.M. peak hour and P.M. peak hour volumes.

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 transportation conformity rule (section 93.122(b)) requires the use of network-based transportation models for serious, severe and extreme ozone nonattainment areas if their metropolitan planning region contains an urbanized population of more than 200,000. Kern COG operates a network-based model with the following characteristics:

The Kern COG regional travel uses land use, socioeconomic, and road network data to estimate facility-specific transit and roadway traffic volumes. The study area for the Kern COG model covers all of Kern County, including the cities of Arvin, Bakersfield, California City, Delano, Maricopa, McFarland, Ridgecrest, Shafter, Taft, Tehachapi, and Wasco. The county is divided up into approximately 1,100 traffic analysis zones (TAZs). The travel demand model roadway network includes approximately 5,000 nodes, and 10,000 links. Link types include freeway, freeway ramp, highway (multi and two-lane), arterial, collector, rural road and transit. Current and future year road networks were developed considering local agency circulation elements of the general plan, traffic impact studies, capital improvement programs (CIPs) and the State Transportation Improvement Program (STIP). The travel model is a mode choice model that projects trips for walk, bike, school bus, transit and 1-4+auto occupancy. The travel demand model currently estimates AM 2 hour, Mid-day 3 hour, PM 3 hour and Off-peak 16 hour assignments. Daily forecasts are calculated by summing the individual time periods. The Kern COG travel model includes a feedback loop that is intended to ensure that the congested travel speeds used as input to the air quality analysis are consistent with the travel speeds used throughout the model process.

The Kern Regional Transportation Modeling Sub-Committee (KRTMC) oversees improvements and updates to the model. A subcommittee of the transportation technical advisory committee, the KRTMC meets every other month to discuss improvements to the model and its assumptions. Established by the Kern COG Policy and Procedures Manual and an MOU between the key stakeholders (Kern County, City of Bakersfield, Caltrans and Kern COG), the model and assumptions are in a continual state of revision based on the latest planning information.

SOCIO-ECONOMIC PROJECTIONS

Section 93.110 of the Transportation Conformity Rule requires that the population and employment projections used in the conformity analysis be the most recent estimates that have been officially

approved by the Metropolitan Planning Organization.

Land use and socioeconomic data at the zonal level are used for determining trip generation. The housing forecasts are based on the US Census and State of California Department of Finance (DOF) projections or locally adopted forecasts based on historic performance. The employment forecasts were developed primarily from general plan land use data applying estimates of market absorption rates, jobs housing balance ratios and/or past growth patterns. Population and employment growth were distributed among the County jurisdictions based on local data and a consensus process.

The new base year data was updated considering estimates/projections of growth consistent with State of California Department of Finance (DOF) figures, State of California Employment Development Department (EDD) labor market data, *County Business Patterns Surveys*, input from local jurisdictions, and other locally adopted forecasts. Reports from the DOF Historical City/County Population Estimates 1991 – 1998 were used. Additionally, base year housing estimates were refined using the County Assessor's data by TAZ.

Future horizon year (2030) forecasts were developed based on the DOF County Population Projections for 1990-2040 (DOF's "County Population Projections with Race/Ethnic Detail Estimated July 1, 1990 – 1996 and Projections for 1997 through 2040) and previous travel demand model inputs for 2025, including General Plan assumptions and trends in population, housing and employment relationships. A review of current and previously assumed historical trends was made. It should be noted that the DOF population projections released in November 1998 predicted substantially lower populations compared with previous DOF projections.

LAND USE

The travel demand model land use inputs (socioeconomic data) by TAZ include population related data (household data, household population, group quarters, income, and population estimates), and employment related data (broken down into three employment categories: retail, basic, and service/other). In conjunction with development of population and employment forecasts by TAZ, an evaluation of expected future development in coordination with local officials and planners was made in order to ensure that additional capacity added through the RTP was appropriately balanced to the expected development patterns in Kern County (See the section on Population and Employment in Ch. 2).

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 2004 Conformity Analysis is presented in Table 3-1. Note that a minor discrepancy between the VMT on in Appendix B – Paved Road Dust Emission table and Table 3-1 exists. When VMT is broken down by facility type using 1993 travel fraction some variation occur.

**TABLE 3-1
TRAFFIC NETWORK COMPARISON FOR HORIZON YEARS EVALUATED IN CONFORMITY
ANALYSIS
SAN JOAQUIN VALLEY**

Horizon Year	Total Population (thousands)	Employment (thousands)	Average Weekday VMT (millions)	Average P.M. Peak Speed	Total Lane Miles
2005	591	233	17.066	28.7	4790
2008	622	246	18.584	28.72	4994
2010	644	255	19.730	28.74	5050
2013	679	270	21.322	28.69	5239
2015	703	280	22.467	28.65	5245
2020	767	306	25.398	28.72	5537
2030	921	357	30.587	28.63	5990

**TABLE 3-2
TRAFFIC NETWORK COMPARISON FOR HORIZON YEARS EVALUATED IN CONFORMITY
ANALYSIS
MOJAVE DESERT**

Horizon Year	Total Population (thousands)	Employment (thousands)	Average Weekday VMT (millions)	Average P.M. Peak Speed	Total Lane Miles
2005	103	30	3.985	36.12	1362
2008	111	32	4.444	36	1406
2010	117	33	4.761	35.93	1406
2013	125	35	5.321	35.58	1445
2015	131	37	5.689	35.5	1445
2020	147	41	6.622	35.35	1491
2030	178	56	7.728	35.69	1946

**TABLE 3-3
TRAFFIC NETWORK COMPARISON FOR HORIZON YEARS EVALUATED IN CONFORMITY
ANALYSIS
INDIAN WELLS VALLEY**

Horizon Year	Total Population (thousands)	Employment (thousands)	Average Weekday VMT (millions)	Average P.M. Peak Speed	Total Lane Miles
2005	38	18.53	0.780	30.78	266
2008	39	19.1	0.847	30.74	266
2010	39.7	19.5	0.894	30.71	266
2013	40.7	19.8	0.965	30.69	302
2015	41	20	1.022	30.65	302
2020	43	21	1.155	30.56	319
2030	45	26	1.421	29.97	336

HIGHWAY NETWORKS

The build highway networks include qualifying projects based on the TIP/RTP. Not all of the street and freeway projects included in the TIP/RTP qualify for inclusion in the highway network. Projects that call for study, design, 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 RTPA 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 that 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.

TRANSIT SERVICE

In 1995, Kern COG completed the Major Transportation Investment Study (MTIS) that looked at a variety of transit and land use alternatives for future transit investment. The conclusion of the study was that light rail would not be needed until sometime after 2015 and that the current bus transit system should continue to be expanded to provide a feeder network should land use densities increase to the point that a light rail system should become viable. The MTIS included the creation of a mode split model for the region. The preferred alternative of the MTIS is included in the future year networks of the model. The model assigns transit ridership based on the input assumptions in the model, including additional network, headways and fares. Transit ridership makes up approximately one percent of the total trips in the model. The TIP/RTP demonstrate a high level of commitment for improving transit service in the region.

CHAPTER 4 - AIR QUALITY MODELING

The model used to estimate emissions for carbon monoxide, ozone precursors, and PM-10 is EMFAC2002 (April 23, 2003). 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 2004 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 1996 Carbon Monoxide Redesignation Request and Maintenance Plan was approved by EPA on March 31, 1998.
- EPA published an adequacy determination for the Amended 2002 and 2005 Ozone Rate of Progress Plan on July 24, 2003.
- Amendments to the 2003 PM-10 Plan were submitted to EPA December 2003. These Amendments supplement the PM-10 plan approved by the Air District and ARB in June 2003. EPA signed the final approval notice on April 28, 2004.

Regional emissions have been estimated for the horizon years 2005, 2008, 2010, 2013, 2015, 2020 and 2030. The conformity rule requirements for the selection of the horizon years are summarized in Chapter 1. Consultation on the general air quality modeling methodology applied in the 2004 Conformity Analysis was the subject of a memorandum distributed in March 2004. The memorandum is included as part of the consultation record in Appendix C.

EMFAC2002 (April 23, 2003)

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 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 1997 Transportation Conformity Rule requires the use of the latest emission estimation model in the development of conformity determinations. EMFAC2002 is the latest update to the EMFAC model for use by California state and local governments to meet Clean Air Act (CAA) requirements. On April 1, 2003 EPA announced the availability of this latest version of the California EMFAC model for use in state implementation plan (SIP) development in California. The notice also established a 3-month grace period before EMFAC2002 is required to be used statewide in all new transportation conformity analyses in California; the grace period ended on June 30, 2003.

Since the transportation conformity rule (40 CFR 93.110) requires areas to use the latest information for estimating vehicle activity, EPA also approved the CARB methodology for updating the default vehicle activity data in EMFAC2002. 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. 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 EMFAC2002 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.

Modeled VMT by congested speed bin by 5 mph increments was obtained from the transportation networks for each analysis year. This data was converted to VMT percentages for each speed bin entered into the EMFAC input files for each season and analysis year.

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 Amended 2003 PM-10 plan, EPA approved a methodology to calculate PM-10 emissions from paved and unpaved roads in future San Joaquin Valley conformity determinations. The 2004 Conformity Analysis will use these methodologies and estimate construction-related PM-10 emissions consistent with the Amended 2003 PM-10 plan. The National Ambient Air Quality Standards for PM-10 consist of a 24-hour standard and an annual average standard, both represented by the motor vehicle emissions budgets established in the Amended 2003 PM-10 Plan. 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 will remain unchanged. Emissions are estimated for five roadway classes including freeways, arterials, collectors, local roads, and rural roads. Countywide vehicle miles traveled (VMT) information will be 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 Amended 2003 PM-10 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 was used for the unpaved road dust emission estimates. Emissions will be estimated for city/county maintained roads.

CALCULATION OF PM-10 FROM ROADWAY CONSTRUCTION

Section 93.122(d)(2) of the Transportation Conformity Rule 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 will be 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) will be estimated based on the highway and transit construction projects in the TIP/RTP.

SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES

Step-by-step air quality modeling procedures, including instructions, references and controls, for the 2004 Conformity Analysis are available on the Fresno COG website at

<http://www.fresnocog.org/training/tindex.html>. In addition, documentation of the 2004 conformity analysis is provided in Appendix B, including:

- 2004 Conformity EMFAC Spreadsheet
- 2004 Conformity Paved Road Spreadsheet
- 2004 Conformity Unpaved Road Dust Spreadsheet
- 2004 Conformity Construction Spreadsheet
- 2004 Trading Spreadsheet
- 2004 Conformity Totals Spreadsheet

CHAPTER 5 - 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 Rule relating to transportation control measures (TCMs) are presented first, followed by a review of the applicable air quality implementation plans and TCM findings for the TIP/RTP. A review of the funding and current status of TCM implementation is presented. The chapter concludes with a measure-by-measure assessment of the current status of each transportation control measure.

TRANSPORTATION CONFORMITY RULE REQUIREMENTS FOR TCMs

The Transportation Conformity Rule (40 CFR 93.113) 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 Rule, 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 2004 Conformity Analysis, the applicable implementation plans, according to the definition provided at the start of this chapter, are summarized below

CARBON MONOXIDE

The 1996 Carbon Monoxide Redesignation Request and Maintenance Plan was approved by EPA on March 31, 1998. However, the plan does not include TCMs for the San Joaquin Valley.

ARB is currently developing an update for the Carbon Monoxide Maintenance Plan, which is anticipated to be available in 2004. However, the Plan is not expected to include TCMs for the San Joaquin Valley.

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.

Other Portions of Kern: No TCMs for controlling Ozone are included in the air quality plans for the East Kern portion of the Mojave Desert Air Basin or Indian Wells Valley planning areas.

PM-10

The Amendments to the 2003 PM-10 Plan were submitted to EPA December 2003. These Amendments supplement the PM-10 plan approved by the Air District and ARB in June 2003. On April 28, 2004, EPA signed the final approval notice for the Plan.

A local government control measure assessment was completed for this plan. However, the analysis focused on transportation-related fugitive dust emissions. The local government commitments are included in the *Regional Transportation Planning Agency Commitments for Implementation Document, April 2003*.

Although not TCMs by definition, the implementation and funding levels of the following measures are described in Table 5-1:

- Paving or Stabilizing Unpaved Roads and Alleys
- Curbing, Paving, or Stabilizing Shoulders on Paved Roads
- Frequent Routine Sweeping or Cleaning of Paved Roads (i.e., funding allocation for the purchase of PM-10 efficient street sweepers for member jurisdictions).

The other three measures considered in the PM-10 Plan BACM analysis (i.e., access points, street cleaning requirements, and erosion clean up) are not applicable for inclusion in the TIP/RTP because

they generally are locally, not federally funded, programs. NOTE: The *Amended 2002 and 2005 Ozone Rate of Progress Plan* contains additional TCMs that reduce ozone related emissions, and these measures are documented in the *Regional Transportation Planning Agency Commitments for Implementation Document, April 2002*. These commitments are included by reference to provide emission reductions for precursor gases and help to address the secondary particulate problem. EPA signed the final approval notice for the Amended 2003 PM-10 Plan on April 28, 2004. Since these commitments are included in the plan by reference, the commitments are approved as well.

Other Portions of Kern: No TCMs for controlling PM-10 are included in the air quality plans for the Eastern Kern County or Indian Wells Valley planning areas.

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, 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, and no schedule difficulties have been identified. 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.

A measure-by-measure assessment of individual transportation control measures in the applicable and other submitted plans is provided below. Most of the TCMs in the older plans were implemented in the short term, and have been fully implemented for several years. Their completed implementation is therefore included in the base case set of implicit assumptions in the Regional Transportation Plan. The TIP/RTP provides continued funding for many such transportation projects that support TCM programs (e.g. trip reduction, transit, bikeway improvements, ridesharing, and freeway management systems), which now have been implemented to a significantly greater degree than committed originally.

In addition, the transportation plan assumes or specifically calls for TCM implementation at current or expanded levels, consistent with adopted TCM commitments. For example, the plan specifically addresses TCMs such as transit service, high occupancy vehicle lanes, demand management programs, and bicycle and pedestrian facility needs. Moreover, continued reliance on alternative modes of travel is reflected in the projected levels of vehicle traffic demand used in the determination of facility needs and funding priorities.

A summary of projects in the TIP that implement transportation control measures and other measures is provided in Table 5-1. It should be noted that not all of the projects listed in the table correspond to specific implementation commitments, because additional TCM implementation over and above SIP committed levels will be taking place.

Throughout the process of preparing the 2004 Conformity Analysis for the TIP/RTP, no impediments to the timely implementation of adopted TCMs have been identified. However, delays in the federal reauthorization of the 6-year transportation spending bill have resulted in an TIP with no new projects. More important to air quality, is the delay has resulted in almost no funding for TCMs in the TIP. What funding that is available is being carried over from the prior federal transportation spending bill, TEA-21.

Many projects records in the 2004 FTIP for each respective program listing only have funding in the prior year column and do not have funding in fiscal years 2004/2005 through 2008/2009. There are three reasons for this scenario. First, these projects were part of the 2002 FTIP and are either in the final voucher stage or are close to being closed out. This is the case for the projects listed under the following Program of Projects: RSTP, CMAQ, TE, Transit, Non-Motorized (Landscape/Pedestrian), and Recreational Trails. Second, these projects are listed for information purposes only, in order to ensure accurate reimbursements. Third, the projects listed with prior year funding only in the State Highway Regional Choice Program are not because they are close to being completed. Instead these projects are in the beginning stages of implementation. These projects are environmental only projects and additional funding will be added in the future for the right of way and construction phases.

In 2003-04, city and county officials were challenged by the lack of new funding, due to the state budget crisis and Congress' continued delay in authorizing new federal transportation legislation. The 2004 FTIP is in a federal transition stage from TEA-21 legislation and its successor. The State of California has been in a financial budget crisis and therefore there is an uncertainty about funding being available when a project is ready to be delivered. Thus no projects were programmed against estimated RSTP and CMAQ apportionments that have been developed with out backing of federal authorization.

**TABLE 5-1
PROGRAMMED TRANSPORTATION PROJECTS THAT IMPLEMENT TCMS AND OTHER
MEASURES**

Control Measure Category	TIP Funding (\$ Millions)	RTP Funding (\$ Millions)	Measure Description
Public Transit	Capital \$11 Operating \$0	Capital \$112.5 Operating \$0	The TIP includes 6 proposed capital transit projects.
Ridesharing	\$0	\$0	Rideshare programs are funded by the OWP
Park and Ride Lots	\$0	\$3	Site identification, design, and construction for at least 3 park-and-ride lots.
Traffic Flow Improvements	\$1	\$33	The TIP includes 9 signal improvements.
Bicycle and Pedestrian Travel	\$0	\$21	The TIP includes an estimated 100 bicycle and 200 pedestrian projects within other transportation improvement projects. The TIP also includes an estimated 70 bicycle and 20 pedestrian specific projects.
Paving of Streets and Shoulders	\$0	\$33	The RTP includes 15 projects to pave direct roadways and 240 projects that add curbs.
PM-10 Efficient Street Sweepers	\$0	\$10	Up to \$2 million is programmed in the RTP to purchase PM-10 efficient street sweepers to reduce dust on paved roads.

Once a call for projects has been initiated for the Regional Surface Transportation Program and Congestion Mitigation and Air Quality Program, projects selected will be incorporated into the 2004 FTIP via amendment.

Since Transportation Enhancement (TE) projects are now required to be included in the STIP, Kern Council of Governments opted to make use of the TE Reserve (or lump sum) from its county share for each year of the STIP for eligible projects. The Commission may allocate (or may authorize Caltrans to allocate) funds from this reserve, at the request of the region, to TE-eligible projects without further Commission action to amend the STIP to identify the individual projects. Kern Council of Governments is in the process of a call for projects for the TE program and projects selected will be incorporated into the 2004 FTIP via amendment.

MEASURE-BY-MEASURE TCM ASSESSMENT

TCM documentation used in conjunction with the conformity assessment of the TIP/RTP is provided below. The numbering system used to identify control measures was devised to be consistent with the list of transportation control measures in Section 108 of the Clean Air Act.

(i) Programs for Improved Public Transit

Submitted Plans and Measures:

*Amended 2002 and 2005 Ozone Rate of Progress Plan**, measures KE1

* EPA approval pending; however, the *Regional Transportation Planning Agency Commitments for Implementation Document* dated April 2002 is included by reference in the approved Amended 2003 PM-10 Plan.

Measure Status:

Local commitments for short and long-range transit improvements included in the *Amended 2002 and 2005 Ozone Rate of Progress Plan* demonstrated widespread support for continued regional transit improvements.

County of Kern and Golden Empire Transit commit to implement the Regional Express Bus Program (KE1.1). City of Arvin, City of Delano, City of Shafter, City of Taft and County of Kern commit to implement the Expansion of Public Transportation Systems (KE1.5). City of Delano, City of Shafter, City of Wasco and County of Kern commit to implement the Free Transit During Special Event (KE1.7).

Kern Council of Governments is implementing a public/employer educational outreach program that include bill boards, radio ads and a break-room poster mail campaign to all employers with more than 20 employees to encourage riding transit 1 day/per week.

Impact of TIP and RTP:

The 2004 Transportation Improvement Program (TIP) contains a listing of 6 capital transit projects estimated to cost a total of \$11 million. The total funding for capital transit projects programmed for FY 2005 is \$11 million.

The RTP contains a range of transit facilities and services throughout the region, including: local fixed-route bus, regional bus, rural/nonfixed route transit, 2 transfer stations, ITS related improvements and upgrades and park and ride facilities (750 spaces). Total programmed for Transit is \$112.8 million.

(ii) Restriction of Certain Roads or Lanes to, or Construction of Such Roads or Lanes for Use by, Passenger Buses or High Occupancy Vehicles

Submitted Plans and Measures:

*Amended 2002 and 2005 Ozone Rate of Progress Plan**, No measures.

* EPA approval pending; however, the *Regional Transportation Planning Agency Commitments for Implementation Document* dated April 2002 is included by reference in the approved Amended 2003 PM-10 Plan.

Measure Status:

No measures. In 1996 Kern COG studied the feasibility of HOV lanes on the Kern River Parkway/Downtown Parkway Corridor as a part of the tier 1 environmental document. At peak period in 2020 the facility would only carry 2 vehicles per minute. Recent legislation to expand use of HOV lanes for zero-emissions vehicles may require future study of this TCM.

Impact of TIP and RTP:

No Impact.

(iii) Employer-Based Transportation Management Plans, Including Incentives

Submitted Plans and Measures:

Amended 2002 and 2005 Ozone Rate of Progress Plan, measures KE3*

* EPA approval pending; however, the *Regional Transportation Planning Agency Commitments for Implementation Document* dated April 2002 is included by reference in the approved Amended 2003 PM-10 Plan.

Measure Status:

In the *Amended 2002 and 2005 Ozone Rate of Progress Plan*, Kern Council of Governments committed to and is implementing a public/employer educational outreach program that include bill boards, radio ads and a break-room poster mail campaign to all employers with more than 20 employees to encourage ridesharing/vanpooling/biking/walking and transit usage one day/week.

Kern COG conducted a survey within Kern County to determine to what extent employee trip reduction measures are being implemented on a voluntary basis. Contact names and company addresses were derived from old Rule 9001 Employee Transportation Coordinator lists as well as from the Kern Commuter Connection database. The employer survey was sent to employer representatives to determine the types of programs offered by local companies.

**TABLE 5-2
ANALYSIS OF EMPLOYER COMMUTE OPTIONS SURVEY**

*Total number of companies sent survey: 85
Total number of companies who responded: 56
Rate of return of survey: 45%*

Transportation options	% of Responding Employers Implementing Program
Bus/Shuttle Service	21%
Sale of or Subsidized Transit Passes	0%
Company Sponsored Vanpool	11%
Employee Formed Vanpool	5%
Ridesharing	66%
Preferential Rideshare Treatment	11%
Guaranteed Ride Home	8%
Bicycle Racks/Lockers	47%
Changing Rooms>Showers	47%
Compressed Work Week	42%
Telecommuting/Work at Home	13%

As these results indicate, programs initiated with Rule 9001 are still being implemented at companies throughout Kern County. This summary serves as an indication that there are numerous employers implementing the intent of the employer trip-reduction ordinance on a voluntary basis.

Impact of TIP and RTP: No Impact

(iv) Trip Reduction Ordinances

Submitted Plans and Measures:

*Amended 2002 and 2005 Ozone Rate of Progress Plan**, No measures

* EPA approval pending

Measure Status:

No formal measures. The *1994 Ozone Attainment Demonstration Plan* includes the SJVUAPCD's Rule 9001 – Commute Based Trip Reduction; however, this rule was never approved by EPA as part of the SIP. Voluntary implementation of Rule 9001 is ongoing even though it was not approved into the SIP by EPA. Rule 9001 was a mandatory employer-based trip reduction program. In October 1995, California Governor Pete Wilson signed Senate Bill 437 (codified at Health and Safety Code §40929(a)), which eliminated mandatory employer programs unless the program was expressly required by federal law. Then in December 1995, Congress changed the Clean Air Act to make the Employee Commute Option program voluntary (no longer mandatory). California code was modified to reflect these changes. See also TCM (iii) Employer-Based Transportation Management Plans for additional information on how this measure is being carried out voluntarily.

Impact of TIP and RTP:

No Impact

(v) Traffic Flow Improvement Programs That Achieve Emission Reductions

Submitted Plans and Measures:

*Amended 2002 and 2005 Ozone Rate of Progress Plan**, measures KE5

* EPA approval pending; however, the *Regional Transportation Planning Agency Commitments for Implementation Document* dated April 2002 is included by reference in the approved Amended 2003 PM-10 Plan.

Measure Status:

This TCM includes a number of measures such as measures for mitigation of freeway construction impacts; freeway surveillance; signage; computerized synchronization of traffic signals; reversible lanes on arterials; one way streets; truck restrictions during peak periods; intersection improvements; on-street parking restrictions; and bus pullouts.

Measures supported by a number of jurisdictions in the *Amended 2002 and 2005 Ozone Rate of Progress Plan* include: the development of Intelligent Transportation Systems (ITS), the coordination of traffic signal systems, and other intersection improvements to reduce traffic congestion.

In 2003, City of Arvin, City of Bakersfield, County of Kern and Golden Empire Transit implemented projects to improve traffic signal system coordination. Implementation of intersection improvements have continued at major intersections as a method to reduce traffic congestion and improve traffic flow. In addition, some jurisdictions reported other traffic control techniques such as bus pullouts to reduce congestion at major intersections.

Impact of TIP and RTP:

Implementation of this measure is strongly supported through the 2004 Transportation Improvement Program (TIP). For the period covered by the TIP, a total of \$1 million is programmed for these projects.

Chapter 4 of the Regional Transportation Plan provides for continued consideration of transportation system management programs. The RTP proposes to spend \$33 million on traffic flow improvements by 2030.

(vi) Fringe and Corridor Parking Facilities Serving Multiple Occupancy Vehicle Programs or Transit Service

Submitted Plans and Measures:

Amended 2002 and 2005 Ozone Rate of Progress Plan, measures KE6*

* EPA approval pending; however, the *Regional Transportation Planning Agency Commitments for Implementation Document* dated April 2002 is included by reference in the approved Amended 2003 PM-10 Plan.

Measure Status:

Various cities committed to promote and expand park-and-ride lots.

A several park-and-ride lots are already operational throughout the County. The regional transportation model contains both formal and informal park and ride lots.

Kern Council of Governments efforts in recent years includes a public/employer educational outreach program that include bill boards, radio ads and a break-room poster mail campaign to all employers with more than 20 employees to encourage ridesharing.

Impact of TIP and RTP:

The 2004 TIP has \$0 funding programmed for the implementation of park-and-ride lots. In support of park-and-ride facilities, Chapter 4 of the RTP provides for continued consideration of demand management activities.

The RTP includes \$3 million to establish 750 park and ride spaces.

(vii) Programs to Limit or Restrict Vehicle Use in Downtown Areas or Other Areas of Emission Concentrations, Particularly During Periods of Peak Use

Submitted Plans and Measures:

Amended 2002 and 2005 Ozone Rate of Progress Plan, measures KE7*

* EPA approval pending; however, the *Regional Transportation Planning Agency Commitments for Implementation Document* dated April 2002 is included by reference in the approved Amended 2003 PM-10 Plan.

Measure Status:

No planned measures. Periodic events such as street fairs and large events close-off surface streets periodically.

Impact of TIP and RTP:

The construction of transportation facilities and provisions of transportation services which are programmed in the 2004 TIP will not affect the schedule or effectiveness of this measure. Chapter 4 of the RTP provide for continued consideration of demand management and transportation system management programs.

(viii) Programs for the Provision of All Forms of High-Occupancy, Shared Ride Services

Submitted Plans and Measures:

*Amended 2002 and 2005 Ozone Rate of Progress Plan**, measures KE8

* EPA approval pending; however, the *Regional Transportation Planning Agency Commitments for Implementation Document* dated April 2002 is included by reference in the approved Amended 2003 PM-10 Plan.

Measure Status:

The *Amended 2002 and 2005 Ozone Rate of Progress Plan* contains commitments requiring the expansion of the Regional Rideshare Program and Park-and-Ride Programs. A description of Park-and-Ride Programs are reviewed in Transportation Control Measure number "vi".

The commitments from the local governments for the *Amended 2002 and 2005 Ozone Rate of Progress Plan* include measures supporting preferential parking for carpools and vanpools and encouraging the use of vanpooling. A description of each measure is provided below.

Ridesharing Programs

Ridesharing programs in the Kern region include the Kern Commuter Connection program. Kern Council of Governments implements this program and maintains a rideshare database and referral service that provides information on potential rideshare recipients. The program emphasizes the need to reduce emissions through using alternative transportation modes and alternative work schedules. The Kern Council of Governments has included annual allocation of federal funding for the program in its annual Overall Work Program.

Kern Council of Governments efforts in recent years includes a public/employer educational outreach program that include bill boards, radio ads and a break-room poster mail campaign to all employers with more than 20 employees to encourage ridesharing.

Impact of TIP and RTP:

Congestion Mitigation and Air Quality Improvement (CMAQ) funding for implementation of the Regional Rideshare programs is an eligible expense. Currently no CMAQ fund estimate is available. Chapter 4 of the RTP provides for continued consideration of demand management programs.

(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

Submitted Plans and Measures:

*Amended 2002 and 2005 Ozone Rate of Progress Plan**, measures KE9

* EPA approval pending; however, the *Regional Transportation Planning Agency Commitments for Implementation Document* dated April 2002 is included by reference in the approved Amended 2003 PM-10 Plan.

Measure Status:

Auto free zones and pedestrian malls can be used to reduce traffic congestion and air pollution on a localized basis. The successful establishment of auto free zones and pedestrian malls is dependent upon high transit accessibility, good circulation design of adjacent arterials, and parking management.

The commitments from the local governments for the *Amended 2002 and 2005 Ozone Rate of Progress Plan* include strengthening of initiatives to encourage non-motorized travel. Local agencies implementing KE9 have supported this measure through: linkage of activity centers with bikeways; establishing pedestrian routes in residential areas, creating bicycle links between subdivisions and within planned corridors along canals and transmission easements.

Kern Council of Governments is implementing a public/employer educational outreach program that include billboards, radio ads and a break-room poster mail campaign to all employers with more than 20 employees to encourage biking and walking to work one day a week.

Impact of TIP and RTP:

The construction of transportation facilities and provisions of transportation services which are programmed in the 2004 TIP will not affect the schedule or effectiveness of this measure. Chapter 4 of the RTP provides for continued consideration of this measure. Additional funding for this measure will be considered with CMAQ fund estimates become available in a future TIP amendment.

(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

Submitted Plans and Measures:

*Amended 2002 and 2005 Ozone Rate of Progress Plan**, measures KE10

* EPA approval pending; however, the *Regional Transportation Planning Agency Commitments for Implementation Document* dated April 2002 is included by reference in the approved Amended 2003 PM-10 Plan.

Measure Status:

The general level of planning and commitment for encouraging bicycle use and providing bicycle support facilities has increased ...

The Kern Council of Governments *Regional Bicycle Plan* was updated in ...Creating a regional off-street multi-use path/trail plan was identified as an important future planning activity.

In the *Amended 2002 and 2005 Ozone Rate of Progress Plan*, a number of jurisdictions indicated a commitment to improve bicycle facilities through the construction of additional miles of bike paths, striping of bike lanes on arterial and collector streets, and installation of additional bike racks and lockers to encourage bicycle use.

The Kern Council of Governments *Regional Bicycle Plan* also encourages the development of bicycle parking and shower facilities at appropriate daily trip destinations.

The commitments from the local governments for the *Amended 2002 and 2005 Ozone Rate of Progress Plan* include initiatives by most cities and towns in the region to support cycling facilities. In Bakersfield, bicycle racks and storage are provided at selected city facilities. City of Bakersfield has required large commercial development projects, as a condition of approval, to install adequate bike parking facilities. Two examples of projects containing this condition are the Market Place and Crossing Commercial Centers. City of Bakersfield has used TDA funds to acquire and install bicycle-parking facilities at public buildings.

Impact of TIP and RTP:

The implementation of the 2004 TIP will directly support the goal of increased bicycle use. Because of the delay in the reauthorization of the federal transportation bill, there are no bicycle specific projects programmed for the TIP. Funding for bicycle projects will be programmed in future amendments once the funding amount has been identified.

The provision of new bicycle lanes or facilities is often included as part of various road improvement projects, rather than being implemented and programmed separately. In the TIP, bicycle facility additions have been programmed as part of approximately 111 road improvements in a number of jurisdictions. Chapter 4 of the RTP provides an overview of bicycle transportation and the continued development of bicycle facilities.

(xi) Programs to Control Extended Idling of Vehicles

Submitted Plans and Measures:

*Amended 2002 and 2005 Ozone Rate of Progress Plan**, measures KE11

* EPA approval pending; however, the *Regional Transportation Planning Agency Commitments for Implementation Document* dated April 2002 is included by reference in the approved Amended 2003 PM-10 Plan.

Measure Status:

No measures. In the 2002 and 2005 Ozone Rate of Progress Plans Kern COG and its member agencies found that this measure was technically and/or economically infeasible by local governments in the Kern region for the following reasons:

No means of reasonable enforcement for most idling restriction measures.

In the case of drive-throughs, Idling is less polluting than cold starts and may conflict with federal ADA regulations.

In the case of idling restrictions at curbside airports and in traffic congestion, current and forecasted congestion was not high enough to warrant expenditure

In the case of Pony engines, anticipated benefit to little to warrant expenditure

Impact of TIP and RTP:

The construction of transportation facilities and provisions of transportation services which are programmed in the 2004 TIP will not affect the schedule or effectiveness of this measure. In addition, the Regional Transportation Plan will not affect this measure.

(xii) Programs to Reduce Motor Vehicle Emissions, Consistent with Title II, Which Are Caused by Extreme Cold Start Conditions

This measure is not applicable in the San Joaquin region.

(xiii) Employer-Sponsored Programs to Permit Flexible Work Schedules

Submitted Plans and Measures:

*Amended 2002 and 2005 Ozone Rate of Progress Plan**, measures KE13

* EPA approval pending; however, the *Regional Transportation Planning Agency Commitments for Implementation Document* dated April 2002 is included by reference in the approved Amended 2003 PM-10 Plan.

Measure Status:

In the *Amended 2002 and 2005 Ozone Rate of Progress Plan*, a number of jurisdictions supported the use of alternative work hours and work weeks for their employees. Numerous Kern COG member agencies indicated that this measure was ongoing through the use of compressed or staggered work schedules to lessen the number of commuting trips. Also, several agencies indicated that telecommuting and teleconferencing options would be investigated and/or expanded. The commitments from the local governments include initiatives supporting alternative work schedules and the use of off-peak driving, ridesharing, and the use of transit.

Kern Council of Governments is implementing a public/employer educational outreach program that include billboards, radio ads and a break-room poster mail campaign to all employers with more than 20 employees to encourage telecommuting and flex-time one day a week.

Impact of TIP and RTP:

The 2004 TIP is not impacted by this measure. The construction of other transportation or related facilities and other provisions of transportation services that are programmed in the TIP will not affect the schedule or effectiveness of this measure. Chapter 4 of the RTP includes a description of demand management programs in support of this measure. Additional funding for this measure will be considered when CMAQ fund estimates become available in a future TIP amendment.

(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

Submitted Plans and Measures:

Amended 2002 and 2005 Ozone Rate of Progress Plan, measures KE14*

* EPA approval pending; however, the *Regional Transportation Planning Agency Commitments for Implementation Document* dated April 2002 is included by reference in the approved Amended 2003 PM-10 Plan.

Measure Status:

In the *Amended 2002 and 2005 Ozone Rate of Progress Plan*, numerous Kern Council of Governments member jurisdictions indicated that new developments are encouraged through their General Plan to support alternative modes of transportation.

The commitments from the local governments include initiatives from a number of municipalities in support of Land Use/Development Alternatives. For example, The City of Bakersfield and the County of Kern have jointly adopted a lower traffic impact fee for the core area of Metropolitan Bakersfield that is half the cost for the outlying areas. The purpose is to provide an incentive to encourage infill development and increased density which would help facilitate non-automotive travel.

As local governments implement general land use planning and development administration to improve the quality of life, promote land use compatibility, reduce infrastructure costs, promote accessibility, and reduce traffic congestion, promotion of air quality is an integral part of these efforts and a natural by-product.

Impact of TIP and RTP:

The construction of transportation facilities and provision of transportation services as programmed in the 2004 TIP/RTP will not affect the schedule or effectiveness of this measure.

(xv) Programs for New Construction and Major Reconstruction of Paths, Tracks or Areas Solely for Use by Pedestrian or Other Non-motorized Means of Transportation When Economically Feasible and in the Public Interest

Submitted Plans and Measures:

*Amended 2002 and 2005 Ozone Rate of Progress Plan**, measures KE15

* EPA approval pending; however, the *Regional Transportation Planning Agency Commitments for Implementation Document* dated April 2002 is included by reference in the approved Amended 2003 PM-10 Plan.

Measure Status:

In the *Amended 2002 and 2005 Ozone Rate of Progress Plan*, a number of jurisdictions indicated that encouragement of pedestrian travel is an ongoing measure.

Past pedestrian planning efforts conducted by Kern Council of Governments and its member agencies have led to a variety of pedestrian-oriented policies, programs and roadway improvements. Transportation Enhancement (TE) funding is a primary source for pedestrian improvements. The Communities of Bakersfield, Delano, Shafter, Taft and Wasco have built downtown pedestrian improvements using TE funds. A new fund estimate for TE was not available in time for inclusion into the 2004 FTIP and Destination 2030 RTP. When new fund estimates are available they will be incorporated via amendment to these plans.

FHWA has developed its Pedestrian Facilities Users Guide – Providing Safety and Mobility, March 2002 (Pub. No. FHWA-RD-01-102). This guide contains a comprehensive manual of pedestrian policies and facility design that can be used by community groups, planners and design professionals. In addition, the Pedestrian Plan outlines programs and actions to promote better pedestrian accommodation in the regional transportation system.

Impact of TIP and RTP:

The provision of new sidewalks (and supporting amenities such as lighting and landscaping) is often included as part of various road improvement projects, rather than being implemented and programmed separately. It should also be noted that sidewalk provision is often required of the private sector as a condition for property development. The 2004 TIP currently contains no specific pedestrian projects at this time. Funding for bike/pedestrian projects in the Destination 2030 RTP totals nearly \$11 million. Chapter 4 of the RTP provides an overview on pedestrian travel in support of these measures.

(xvi) Program to Encourage Voluntary Removal from Use and the Marketplace of Pre-1980 Model Year Light Duty Vehicles and Pre-1980 Model Light Duty Trucks

Submitted Plans and Measures:

Amended 2002 and 2005 Ozone Rate of Progress Plan, measures KE16*

* EPA approval pending; however, the *Regional Transportation Planning Agency Commitments for Implementation Document* dated April 2002 is included by reference in the approved Amended 2003 PM-10 Plan.

Measure Status:

The San Joaquin Valley Air District has provided incentives periodically to remove older light and medium duty vehicles for the streets. There is no commitment from state to implement a license plate fee to repair, replace high emitting vehicles.

Impact of TIP and RTP:

The transportation projects in the 2004 TIP and RTP are not anticipated to impact the schedule or effectiveness of this measure.

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. In accordance with this commitment, Kern Council of Governments undertook a process to identify and evaluate potential control measures that could be included in the RTP.

The analysis of additional measures included verification of the feasibility of the measures in the PM-10 Plan BACM analysis, as well as an analysis of new PM-10 commitments from other PM-10 nonattainment areas.

The Local Government Control Measures considered in the PM-10 Plan BACM analysis that were considered for inclusion in the 2004 RTP included:

Paving or Stabilizing Unpaved Roads and Alleys
Curbing, Paving, or Stabilizing Shoulders on Paved Roads
Frequent Routine Sweeping or Cleaning of Paved Roads (i.e., funding allocation for the purchase of PM-10 efficient street sweepers for member jurisdictions).

It is important to note that the first three measures considered in the PM-10 Plan BACM analysis (i.e., access points, street cleaning requirements, and erosion clean up) are not applicable for inclusion in the RTP. In addition, there are no new PM-10 commitments from other PM-10 nonattainment areas that need to be considered at this time.

Based on consultation with ARB and the Air District, Kern Council of Governments considered priority funding allocations in the 2004 RTPs for PM-10 and NOx emission reduction projects in the post-attainment year timeframe that go beyond the emission reduction commitments made for the attainment year 2010.

Strong support exists for implementation of PM-10 Control Measures in the Destination 2030 RTP. The Kern COG Congestion Mitigation and Air Quality (CMAQ) Program Policy Guidance adopted by the Kern COG policy board contains a point system for ranking projects in the TIP. The system awards up to 55 out of 100 points for Air Quality and Trip Reduction improvements in ranking new projects. The 55 air quality points are broken down as follows:

- RACM/BACM: 1 point
 - TCM Cost Effectiveness: 15 points
- | | |
|-------------------------------------|--|
| Projects in the San Joaquin Valley: | Projects in the Mojave Desert/Indian Wells Valley: |
| - VOC reducing TCM: 6 points | - VOC reducing TCM: 5 points |
| - NOX reducing TCM: 5 points | - NOX reducing TCM: 5 points |
| - PM-10 reducing TCM: 8 points | - PM-10 reducing TCM: 9 points |

The remaining points are for congestion relief, safety and system preservation. The point system is set up to give top priority to Air Quality and Trip Reduction projects.

The Destination 2030 RTP provides \$86 million in CMAQ available for air quality related control measures. As outlined in Table 5-1, \$33 million is planned paving dirt roads and shoulders, \$33 million for traffic flow improvements, \$8 million for transit, \$7 million for bike and pedestrian improvements, \$3 million for park and ride lots, and \$2 million for street sweeping equipment. Other funding sources, including local transportation impact fees, FTA, TDA, and TE bring the total to \$212.5 million. With the exception of some transit service improvements in Metro Bakersfield, these projects were not included in this regional conformity analysis, nor were they required to demonstrate conformity with the SIP. However they represent an awareness of the need to control pollutants for emerging standards such as PM-2.5 for which Kern will likely be designated as non-attainment in the near future.

CHAPTER 6 - INTERAGENCY CONSULTATION

The requirements for consultation procedures are listed in the August 1997 conformity rule 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 rule 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 San Joaquin Valley Air District adopted Rule 9120 Transportation Conformity on January 19, 1995 in response to requirements in Section 176(c)(4)(c) of the Clean Air Act as amended in 1990. Since EPA has not approved Rule 9120 (the conformity SIP), the conformity rule requires compliance with 93.105 (a)(2) and (e) and 23 CFR 450.

A summary of the interagency consultation and public consultation conducted to comply with these requirements is provided below. Interagency consultation on the 2004 Conformity Analysis for the TIP/RTP is documented in Appendix C. Appendix D includes the public hearing process documentation. The response to comments received as part of the public comment process are included in Appendix E.

INTERAGENCY CONSULTATION

Consultation is generally conducted through the San Joaquin Valley Model Coordinating Committee. The San Joaquin Valley Model and 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 State Clean Air Act requirements. Each of the eight Valley Transportation Planning Agencies (TPAs) and the San Joaquin Valley Air Pollution Control District (SJVAPCD) 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>

A Draft Conformity Timeline for the 2004 Conformity Analysis was distributed to the MCC for review and comment in late August 2003. The only comment received was from FHWA requesting that TIP/RTP documentation be submitted to FHWA by September 1, 2004. In March 2004, a memo regarding "Consultation on Processes Pertaining to the 2004 Transportation Conformity Analysis" was distributed to the MCC for review and comment. This memo included documentation on the following: models, associated methods, and assumptions for use in regional emissions analyses; the process for ensuring expeditious implementation of transportation control measures; types of projects considered exempt from conformity requirements; and identification of projects that require PM-10 hotspot analysis. All comments received from the MCC have been addressed either in the conformity procedures or this written documentation for the 2004 Conformity Analysis.

In addition, a Conformity Training session was conducted for the MCC on March 25, 2004. Participants included the SJV MPOs, ARB, the Air District, Caltrans, FHWA, and EPA. All comments received from the MCC have been addressed either in the conformity procedures or this written documentation for the 2004 Conformity Analysis. The presentations and procedures are also posted on the Fresno COG website at <http://www.fresnocog.org>.

In addition, Kern COG has in-listed the input of its member agencies in the development of the TIP/RTP

and Conformity. All the eleven incorporated Cities and the County of Kern along with the Golden Empire Transit District and Consolidated Transit Service Agency and San Joaquin Valley Air Pollution Control District serve on our policy board. In addition, in 2004, Kern COG revised its Memorandum of Understanding (MOU) with the Kern County Air Pollution Control District to provide an ex-officio seat on the Kern COG Transportation Technical Advisory Committee. Kern COG has had numerous meetings on the FTIP RTP and Conformity at the Technical and Policy levels. In February 2003 Kern COG, the Kern APCD and ARB participated in a Conference call to work on the budgets for the Indian Wells Valley Attainment/Maintenance Demonstration Plan.

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 hearing is also conducted prior to adoption and all public comments are responded to in writing. To provide additional time for comment, the public was given 45 days to review the Conformity Document. In addition, two fully advertised public workshops and public hearings were held to provide additional opportunities for public comment. The Appendices contain corresponding documentation supporting the public involvement procedures.

CHAPTER 7 - TIP AND RTP CONFORMITY

The principal requirements of the federal transportation conformity rule 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 emissions reduction 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. Consultation generally occurs both at the beginning of the process of preparing the conformity analysis, on the proposed models, associated methods, and assumptions for the upcoming analysis and the projects to be assessed, and at the end of the process, on the draft conformity analysis report. 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 federal transportation conformity rule 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 federal transportation conformity rule. Separate tests were conducted for carbon monoxide (CO), ozone (VOC and NO_x), and particulate matter under ten microns in diameter (PM-10 and NO_x). 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 federal transportation conformity rule and summarized in Chapters 2, 3 and 4. The results are summarized below, followed by a more detailed discussion of the findings for each pollutant. Table 7-1 presents results for CO, VOC/NO_x, and PM-10/NO_x, 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 1996 Carbon Monoxide Redesignation Request and Maintenance Plan. The carbon monoxide budgets were approved by EPA for conformity purposes, effective June 1, 1998. The modeling results indicated that the CO emissions predicted for the "Build" scenario for 2005, 2010, 2020, and 2030 are less than the 1993 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 Amended 2002 and 2005 Ozone Rate of Progress Plan budgets established for VOC and NO_x for an average summer (ozone) season day. EPA published the notice of adequacy determination in the July 24, 2003 Federal Register, effective August 8, 2003. The modeling results for all analysis years indicate that the VOC and NO_x emissions predicted for each of the "Build" scenarios are less than the ROP budgets. The TIP/RTP therefore satisfy the conformity emissions test for volatile organic compounds.

For PM-10, the applicable conformity test is the emissions budget test, using the Amended 2003 PM-10 Plan budgets for PM-10 and NO_x. 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, 2008, and 2010. The TIP/RTP therefore satisfy the conformity emissions tests for PM-10.

As all requirements of the Transportation Conformity Rule have been satisfied, a finding of conformity for the 2004 Transportation Improvement Program and Regional Transportation Plan is supported.

2004 Conformity Results Summary -- KERN (SJV)

Pollutant	Scenario	Emissions Total (tons/day)		DID YOU PASS?	
		CO		CO	
Carbon Monoxide					
	1993 Budget	223			
	Draft 2003 Budget	162			
				1993 Budget	2003 Budget
	2005	151.62		YES	YES
	2010	106.85		YES	YES
	2020	54.11		YES	YES
	2030	37.63		YES	YES
Ozone		ROG	NOx	ROG	NOx
	2005 Budget	13.5	37.6		
	2005	13.16	36.56	YES	YES
	2008	10.83	31.69	YES	YES
	2010	9.53	27.98	YES	YES
	2020	5.7	12.92	YES	YES
	2030	4.17	8.68	YES	YES
PM-10		PM-10	NOx	PM-10	NOx
	2005 Budget	10.6	38.8		
	2005	10.546	37.73	YES	YES
	2008 Budget	10.7	34.2		
	2008	10.556	32.51	YES	YES
	2010 Budget	10.8	28.4		
	2010	9.869	26.7	YES	YES
	2010 Adjusted Budget	12.3	26.2		
	2020	12.3	11.1	YES	YES
2010 Adjusted Budget	14.5	22.9			
2030	14.5	6.6	YES	YES	

Table 7-1 (cont'd)

2004 Conformity Results Summary -- KERN (Mojave Desert)

Pollutant	Scenario	Emissions Total (tons/day)		DID YOU PASS?	
		ROG	NOx	ROG	NOx
Ozone	2005 Budget	3.9	7.1		
	2005	3.6	6.6	YES	YES
	2015 Budget	2.1	4.0		
	2015	1.7	3.4	YES	YES
	2020	1.4	2.5	YES	YES
	2030	1.1	1.6	YES	YES

2004 Conformity Results Summary -- KERN (Indian Wells Valley)

Pollutant	Scenario	PM-10	PM-10	NOx
PM-10	2001 Budget	1.6		
	2005	0.947	YES	YES
	2013 Budget	1.7		
	2013	1.162	YES	YES
	2020	1.228	YES	YES
	2030	1.383	YES	YES

REFERENCES

- CAA. 1990. *Clean Air Act*, as amended November 15, 1990. (42 U. S. C. Section 7401et seq.) November 15, 1990.
2. 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.
3. 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.
4. 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. 1995b. *Transportation Conformity Rule Amendments: Transition to the Control Strategy Period*. U.S. Environmental Protection Agency. Federal Register, August 7, 1995, Vol. 60, No. 151, p. 40098.
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8. EPA. 2000b. 40 CFR Part 93. *Transportation Conformity Amendment: Deletion of Grace Period*. U.S. Environmental Protection Agency. Federal Register, April 10, 2000, Vol. 65, No. 69, p. 18911.
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11. EPA. 1999c. *Conformity Guidance on Implementation of March 2, 1999 Conformity Court Decision*. Environmental Protection Agency. May 14, 1999.
12. USDOT. 1999. *Additional Supplemental Guidance for the Implementation of the Circuit Court Decision Affecting Transportation Conformity*. U.S. Department of Transportation. June 18, 1999.
13. USDOT. 2002. *Revised Guidance for Implementing the March 1999 Circuit Court Decision Affecting Transportation Conformity*. U.S. Department of Transportation. January 2, 2002.

APPENDIX A - CONFORMITY CHECKLIST

Transportation Conformity Documentation

Checklist

for Metropolitan Transportation Plans and Transportation Improvement Plans

based on FHWA checklist template updated November 15, 1999

Page	Item	
	1.	Transportation Plan and TIP Status
To be attach -ed in front	a.	Document the date that the MPO officially adopted, accepted or approved the Plan and/or TIP and made a conformity determination. Include a copy of the MPO resolution. (40 CFR 93.104)
RTP Ch 5, TIP p11ff	b.	Document that the Plan and/or TIP is financially constrained consistent with 23 CFR 450. (40 CFR 93.108)
Ch. 1	c.	Document that the Plan and/or TIP complies with any applicable conformity requirements of air quality implementation plans and court orders. (40 CFR 93.109(a))
NA	d.	For TIPs, as appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis. (40 CFR 93.122(e))
ES p. 3	e.	Identify the date of the last conformity finding for the Plan and/or TIP by FHWA/FTA.
	2.	Nonattainment Or Maintenance Area Designation
Ch. 1	a.	Document the applicable pollutants and precursors for which the area is classified as nonattainment or maintenance by EPA.
	3.	SIP, Maintenance Plan Or FIP Status
Ch. 1	a.	Document, if applicable, the status of any control strategy implementation plan submittal, and corresponding submittal date, and any EPA findings related to the submittal including: budget adequacy; completeness; approval; or disapproval.
NA	b.	Document, if applicable, whether an EPA promulgated FIP includes a mobile source emissions budget for each applicable precursor or pollutant.
NA	c.	Document whether EPA has approved a NOx waiver for the ozone nonattainment area.
Ch.1	d.	In PM 10 nonattainment or maintenance areas, document if any SIP or submittal has identified VOC, NOx, or PM10 budgets or whether EPA or the state has found that transportation-related emissions of those pollutants contribute significantly to the problem.
	4.	General Conformity Criteria And Procedures
	a.	Document that the Plan meets the requirements of 40 CFR 93.106 (a), (b) or (c) as appropriate for Plan content and horizon years including:
		<i>40 CFR 93.106(a) applies to transportation plans in serious, severe, or extreme ozone nonattainment areas and serious CO nonattainment areas with urbanized area populations greater than 200,000. All other areas must meet the requirements of 40 CFR 93.106(a) only to the extent that it was the</i>

		<i>previous practice of the MPO to prepare plans that meet those requirements.</i>
Ch. 2	(1)	descriptions of the demographic and employment factors influencing expected transportation demand;
Ch. 3	(2)	descriptions of the transportation system sufficient to perform a conformity determination per the requirements of 40 CFR 93.109-93.119; and
Ch. 3	(3)	descriptions of other transportation policies, requirements, services and activities including intermodal activities.
	b.	Document the use of the latest planning assumptions, the source and the year of the assumptions (40 CFR 93.110) including:
Ch. 2	(1)	current and future population, employment, travel, and congestion;
Ch. 3	(2)	changes in transit operating policies (including fares and service levels) and assumed transit ridership;
Ch. 3	(3)	assumptions for transit fares and road and bridge tolls; and
Ch. 5	(4)	latest information on the effectiveness of TCMs and other implementation plan measures which have already been implemented.
Ch. 4	c.	Document the use of the latest emissions model approved by EPA, the date the conformity analysis was started, and any other air quality models used. (40 CFR 93.111)
Ch. 6	d.	Until the conformity SIP is fully approved, document the fulfillment of the consultation procedures specified in 40 CFR 93.105(a)(2), 93.105(c) and 93.105(e) and public involvement procedures consistent with 23 CFR 450.
Ch. 6	e.	Document fulfillment of the interagency and public consultation requirements of any approved conformity SIP. (40 CFR 93.112)
Ch. 5	f.	Document all the TCMs in EPA approved SIPs or promulgated FIPs and document their schedules as determined through interagency consultation. Document whether implementation is consistent with the schedules in the applicable implementation plan and document whether anything interferes with timely implementation. (40 CFR 93.113)
NA	g.	Document any delayed TCMs in the applicable implementation plans and describe the measures being taken (commitments, approvals, resources, staffing, etc.) to overcome obstacles to implementation and that priority is being given to their implementation by agencies with approval authority. (40 CFR 93.113)
5. Emissions Reduction Tests And The Budget Test		
Ch. 1	a.	Provide a table that shows, for each pollutant and precursor, whether the emissions reduction tests and/or the budget test apply for conformity. Indicate which emissions budgets have been determined adequate by EPA, and which budgets are currently applicable and for what analysis years. (40 CFR 93.109)
Ch. 7	b.	If the emissions budget test applies, provide, in tabular format, the results of the conformity analysis according to 40 CFR 93.118.
NA	c.	If the emissions reduction tests apply, provide, in tabular format, the result of the conformity analysis according to 40 CFR 93.119.

6. Projects in the Transportation Plan and Program		
App. F	a.	Document all federal projects and all regionally significant non-federal projects are included in the regional emissions analysis. For each project identify project type (non-exempt, exempt, SIP TCM), open to traffic date, and action baseline scenario as appropriate. (40 CFR 93.122(a))
NA	b.	Document all projects in the Plan and/or TIP that require mitigation to determine conformity. (40 CFR 93.125)
App. F	c.	Document all projects in the Plan and/or TIP that are exempt from regional analysis unless found to have potential adverse impacts. (40 CFR 93.126)
App. F	d.	Document all traffic signal synchronization projects that have been approved or implemented or plans for which are known, and document they have been included in the conformity analysis. (40 CFR 93.128)
7. Modeling Requirements		
	a.	Document that the regional transportation-related emissions analysis was completed in accordance with the provisions of 40 CFR 93.122(a), (b) 2 and (c) as appropriate including:
		<i>40 CFR 93.122(b) applies to regional emissions analyses in serious, severe, or extreme ozone nonattainment areas and serious CO nonattainment areas with urbanized area populations greater than 200,000. All other areas must meet the requirements of 40 CFR 93.122(b) only to the extent that it was the previous practice of the MPO to prepare plans that meet those requirements.</i>
NA	(1)	document all projects, programs, or activities for which emissions credit is claimed in the conformity analysis and require a regulation in order to be implemented (indicate the date that the regulation was adopted) or the date of an opt-in to a federally enforced program approved by EPA. Discuss the implementation status of these programs and the associated emissions credit for each analysis year. (40 CFR 93.122(a));
Ch. 2	(2)	document that a network-based travel model is in use that is validated against observed counts (peak and off-peak, if possible) for a base year that is no more than 10 years earlier than the date of the conformity determination;
Ch. 2	(3)	document that the model results have been analyzed for reasonableness and compared to historical trends and other factors 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. 3	(4)	document the land use, population, employment, and other network-based travel model assumptions;
Ch. 3	(5)	document that the scenarios of land use development are consistent with the future transportation system alternatives, and the distribution of employment and residences for the different transportation options are reasonable;
Ch. 2	(6)	document that a capacity-sensitive assignment methodology was used and that the emissions estimates are based on a methodology which differentiates between peak and off-peak link volumes and speeds, and uses speeds based on final assigned volumes;
Ch. 2	(7)	document that zone-to-zone travel impedances used to distribute trips are in reasonable agreement with the travel times estimated from final assigned

		traffic volumes;
Ch. 2	(8)	where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are also used for modeling mode split;
Ch. 2	(9)	document that travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices;
Ch. 2	(10)	document that reasonable methods were used to estimate traffic speeds and delays in a manner that is sensitive to the estimated volume of travel on each roadway segment represented in the travel model;
Ch. 2	(11)	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; and
NA	(12)	document, if applicable, that the area is not subject to 40 CFR 93.1229(b) and identify the methods used to estimate regional emissions. (40 CFR 93.122(c))
Ch. 4	b.	In areas where a PM10 SIP or submittal identified construction-related PM10 as a contributor to the air quality problem, document inclusion of PM10 construction emissions in the conformity emissions analysis. (40 CFR 93.122(d))
	8.	Specific Consultation
App. C	a.	Document that the models and assumptions have been chosen through interagency consultation. (40 CFR 93.1059(c)(1)(i))
App. C	b.	Document the consultation on conformity tests and methodologies. (40 CFR 93.105(c), 93.109(G)(2)(iii))
Ch. 6	c.	Document consultation with the EPA regional office, and include responses to any significant concerns from EPA.
Ch. 6	d.	Document consultation with the transportation and air agencies and responses to any significant concerns.
Ch. 6	e.	Document that the public involvement procedures developed by the MPO as required under 23 CFR 450 were fully carried out and document responses to any concerns from the public.

Disclaimers:

1. *This checklist is intended solely as an informational guideline to be used in reviewing Transportation Plans and TIPs for adequacy of their documentation. It is in no way intended to replace or supercede the Transportation Conformity Regulations 40 CFR Parts 51 and 93, Statewide and Metropolitan Planning Regulations 23 CFR Part 450, or any EPA, FHWA, and FTA guidance pertaining to transportation conformity or statewide and metropolitan planning.*
2. *This checklist is intended for use in documenting transportation conformity for Transportation Plans and Transportation Improvement Programs only. 40 CFR Parts 51 and 93 contains additional criteria for conformity determinations of individual transportation projects in nonattainment areas.*

based on FHWA checklist template updated November 15, 1999

APPENDIX B - 2004 CONFORMITY ANALYSIS DOCUMENTATION

EMFAC Emissions

KERN

<u>Pollutant</u>	<u>Source</u>	<u>Description</u>	<u>Analysis Year</u>					<u>Notes</u>
			2005	2008	2010	2020	2030	
Carbon Monoxide	EMFAC 2002 (Winter Run)	CO Total Exhaust (All Vehicles Total)	151.62		106.85	54.11	37.63	To be consistent with budget development, please note and DO NOT change formatting as listed below. cells are formatted to 1 decimal place
		Conformity Total	151.62		106.85	54.11	37.63	
Ozone	EMFAC 2002 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	13.56	11.23	9.93	6.10	4.57	cells are formatted to 1 decimal place
	ARB	Minus I/M Improvement Benefit	0.5	0.5	0.5	0.5	0.5	
	ARB	Plus Potential Smog Check Increment	0.1	0.1	0.1	0.1	0.1	
	Conformity Total		13.16	10.83	9.53	5.7	4.17	
Ozone	EMFAC 2002 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	37.06	32.19	28.48	13.42	9.18	cells are formatted to 1 decimal place
	ARB	Minus I/M Improvement Benefit	0.6	0.6	0.6	0.6	0.6	
	ARB	Plus Potential Smog Check Increment	0.1	0.1	0.1	0.1	0.1	
	Conformity Total		36.56	31.69	27.98	12.92	8.68	
PM-10	EMFAC 2002 (Annual Run)	PM-10 Total (All Vehicles Total) * includes tire & brake wear	1.230	1.230	1.240	1.350	1.540	cells are formatted to 3 decimal places
	ARB	State Measures			0.023	0.023	0.023	formula included + limited to 3 decimal places
	Conformity Total		1.230	1.230	1.217	1.327	1.517	
PM-10	EMFAC 2002 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	38.56	33.43	29.56	13.94	9.49	cells are formatted to 2 decimal places
	ARB	Smog Check Reductions	0.59	0.59	0.49	0.49	0.49	formula included + limited to 2 decimal places
	District	ISR & Inc.	0.24	0.33	0.38	0.38	0.38	
	ARB	State Measures	0.00	0.00	1.99	1.99	1.99	
	Conformity Total		37.73	32.51	26.70	11.08	6.63	

EMFAC Emissions

KERN - OTHER

<u>Pollutant</u>	<u>Source</u>	<u>Description</u>	<u>Analysis Year</u>						<u>Notes</u>
			2005	2008	2010	2015	2020	2030	
Ozone	EMFAC 2002 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	3.6			1.7	1.4	1.1	To be consistent with budget development, please note and DO NOT change formatting as listed below.
		Conformity Total	3.6			1.7	1.4	1.1	cells are formatted to 1 decimal place
<hr/>									
Ozone	EMFAC 2002 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	6.6			3.4	2.5	1.6	
		Conformity Total	6.6			3.4	2.5	1.6	formula included

Road Construction Dust

KERN

Description	Analysis Year									
	2005		2008		2010		2020		2030	
	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
Baseline	2002	4,701	2005	4790.24	2008	4993.78	2010	5049.6	2020	5536.85
Horizon	2005	4,790	2008	4,994	2010	5,050	2020	5,537	2030	5,990
Difference	3	89.240	3	203.540	2	55.820	10	487.250	10	452.720
Lane Miles per Year		29.747		67.847		27.910		48.725		45.272
Acres Disturbed		115.381		263.163		108.257		188.994		175.600
Acre-Months		2,076.858		4,736.931		1,948.625		3,401.891		3,160.809
Emissions (tons/year)		228.454		521.062		214.349		374.208		347.689
Annual Average Day Emissions (tons)		0.626		1.428		0.587		1.025		0.953
District Rule 8021 Control Rates		0.221		0.290		0.290		0.290		0.290
Total Emissions (tons per day)		0.488		1.014		0.417		0.728		0.676

Road Construction Dust

KERN - INDIAN WELLS VALLEY

Description	Analysis Year							
	2005		2013		2020		2030	
	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
Baseline	2002	266	2005	266	2013	302	2020	319.25
Horizon	2005	266	2013	302	2020	319	2030	336
Difference	3	0.000	8	36.250	7	17.000	10	17.140
Lane Miles per Year		0.000		4.531		2.429		1.714
Acres Disturbed		0.000		17.576		9.420		6.648
Acre-Months		0.000		316.364		169.558		119.668
Emissions (tons/year)		0.000		34.800		18.651		13.164
Total Emissions (tons per day)		0.000		0.095		0.051		0.036

Paved Road Dust Emissions

KERN 2005

	VTM Daily	VTM (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control- Adjusted Emissions	
Enter Freeway VMT ==>	Freeway	8,497,661	3,102	889.851	867.246	2.376	0.037	2.288
Enter Arterial VMT ==>	Arterial	7,129,942	2,602	1074.184	1046.896	2.868	0.154	2.427
Enter Collector VMT ==>	Collector	380,150	139	57.273	55.818	0.153	0.233	0.117
Enter Total of Urban and Rural Local VMT Here =>	Urban	575,239	210	365.211	355.933	0.975	0.223	0.758
	Rural	598,718	219	1082.053	1054.565	2.889	0.088	2.641
	Totals	17,181,709	6,271	3468.571	3380.457	9.262		8.230

KERN 2008

	VTM Daily	VTM (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control- Adjusted Emissions	
Enter Freeway VMT ==>	Freeway	9,471,070	3,457	991.783	966.599	2.648	0.102	2.378
Enter Arterial VMT ==>	Arterial	7,574,989	2,765	1141.234	1112.242	3.047	0.306	2.115
Enter Collector VMT ==>	Collector	405,542	148	61.098	59.546	0.163	0.517	0.079
Enter Total of Urban and Rural Local VMT Here =>	Urban	615,193	225	390.578	380.655	1.043	0.512	0.509
	Rural	640,303	234	1157.209	1127.812	3.090	0.090	2.812
	Totals	18,707,097	6,828	3741.902	3646.845	9.991		7.692

KERN 2010

	VTM Daily	VTM (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control- Adjusted Emissions	
Enter Freeway VMT ==>	Freeway	10,347,325	3,777	1083.542	1056.017	2.893	0.147	2.468
Enter Arterial VMT ==>	Arterial	7,773,593	2,837	1171.155	1141.404	3.127	0.337	2.073
Enter Collector VMT ==>	Collector	422,065	154	63.587	61.972	0.170	0.666	0.057
Enter Total of Urban and Rural Local VMT Here =>	Urban	644,121	235	408.943	398.555	1.092	0.679	0.351
	Rural	670,411	245	1211.623	1180.844	3.235	0.090	2.944
	Totals	19,857,515	7,248	3938.852	3838.791	10.517		7.692

KERN 2020

	VTM Daily	VTM (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control- Adjusted Emissions	
Enter Freeway VMT ==>	Freeway	13,805,102	5,039	1445.631	1408.907	3.860	0.147	3.293
Enter Arterial VMT ==>	Arterial	9,646,072	3,521	1453.259	1416.341	3.880	0.337	2.573
Enter Collector VMT ==>	Collector	495,286	181	74.619	72.723	0.199	0.666	0.067
Enter Total of Urban and Rural Local VMT Here =>	Urban	783,311	286	497.313	484.680	1.328	0.679	0.426
	Rural	815,283	298	1473.447	1436.016	3.934	0.090	3.580
	Totals	25,545,053	9,324	4944.269	4818.667	13.202		9.938

KERN 2030

	VTM Daily	VTM (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control- Adjusted Emissions	
Enter Freeway VMT ==>	Freeway	16,194,687	5,911	1695.862	1652.781	4.528	0.147	3.863
Enter Arterial VMT ==>	Arterial	12,078,069	4,408	1819.659	1773.433	4.859	0.337	3.221
Enter Collector VMT ==>	Collector	575,122	210	86.647	84.446	0.231	0.666	0.077
Enter Total of Urban and Rural Local VMT Here =>	Urban	937,824	342	595.411	580.286	1.590	0.679	0.510
	Rural	976,102	356	1764.094	1719.280	4.710	0.090	4.286
	Totals	30,761,805	11,228	5961.673	5810.225	15.918		11.958

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

Paved Road Dust Emissions

KERN -- OTHER

TABLE 1
Paved Road PM-10 Emission Factors

COUNTY	AREA	Freeway		Major		Collector		Local		Local Rural (or SJV Local)		Avg Vehicle Weight (tons)
		Silt Load g/m ²	EF (lbs PM10 per 1e6 VMT)	Silt Load g/m ²	EF (lbs PM10 per 1e6 VMT)	Silt Load g/m ²	EF (lbs PM10 per 1e6 VMT)	Silt Load g/m ²	EF (lbs PM10 per 1e6 VMT)	Silt Load g/m ²	EF (lbs PM10 per 1e6 VMT)	
KERN	INDIAN WELLS VALLEY	0.020	573.8	0.035	825.5	0.035	825.5	0.320	3479	1.6	9903	2.4

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	2005	285	0.235	0.587	0.072	0.078	0.029	780,103
		2013	352	0.235	0.587	0.072	0.078	0.029	965,229
		2020	422	0.235	0.587	0.072	0.078	0.029	1,155,415
		2030	519	0.235	0.587	0.072	0.078	0.029	1,421,386

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	2005	285	19.20	68.99	8.46	79.52	176.17	0.48
		2013	352	23.75	85.36	10.47	98.39	217.97	0.60
		2020	422	28.43	102.18	12.53	117.77	260.92	0.71
		2030	519	34.98	125.70	15.42	144.89	320.98	0.88

Unpaved Road Dust Emissions

KERN 2005

	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	0.101	0.598

KERN 2008

	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	0.368	0.420

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

Unpaved Road Dust Emissions

KERN -- OTHER 2005

	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 2013

	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

PM10 Emission Trading Worksheet

KERN CONFORMITY ESTIMATES

	2005		2008		2010		2020		2030	
	PM10	NOx	PM10	NOx	PM10	NOx	PM10	NOx	PM10	NOx
Total On-Road Exhaust	1.230	37.730	1.230	32.510	1.217	26.700	1.327	11.080	1.517	6.630
Paved Road Dust	8.230		7.892		7.892	0.000	9.938	0.000	11.958	0.000
Unpaved Road Dust	0.598		0.420		0.343	0.000	0.343	0.000	0.343	0.000
Road Construction Dust	0.488		1.014		0.417	0.000	0.728	0.000	0.676	0.000
Total	10.546	37.730	10.556	32.510	9.869	26.700	12.336	11.080	14.494	6.630

Difference (2010 Budget - 2020)

	PM10	NOx
2010	10.8	28.4
2020	12.3	11.1
Difference	-1.5	17.3
* 1.5 (Adjustment to NOx Budget)	2.3	

Difference (2010 Budget - 2030)

	PM10	NOx
2010	10.8	28.4
2030	14.5	6.6
Difference	-3.7	21.8
* 1.5 (Adjustment to NOx Budget)	5.6	

1:1.5 PM10 to NOx Trading

	PM10	NOx
2010 Budget	10.8	28.4

Adjusted 2010 Budget	12.3	26.2
2020 Conformity Total	12.3	11.1
Difference	0.0	15.1

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

Adjusted 2010 Budget	14.5	22.9
2030 Conformity Total	14.5	6.6
Difference	0.0	16.3

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

PM10 Emission Trading Worksheet

KERN - IWV CONFORMITY ESTIMATES

	2005		2013		2020		2030	
	PM10	NOx	PM10	NOx	PM10	NOx	PM10	NOx
Total On-Road Exhaust								
Paved Road Dust	0.480		0.600		0.710		0.880	
Unpaved Road Dust	0.467		0.467		0.467		0.467	
Road Construction Dust	0.000		0.095		0.051		0.036	
Total	0.947	0.000	1.162	0.000	1.228	0.000	1.383	0.000

VMT percentages by speed bin - SJV

2005	
0.0 - 4.9	0.0497
5.0 - 9.9	0.1997
10.0 - 14.9	0.3966
15.0 - 19.9	4.5881
20.0 - 24.9	3.2232
25.0 - 29.9	6.0181
30.0 - 34.9	10.9972
35.0 - 39.9	9.0369
40.0 - 44.9	3.7125
45.0 - 49.9	5.6524
50.0 - 54.9	10.1491
55.0 - 59.9	2.6053
60.0 - 64.9	7.8977
65.0 - 69.9	1.8694
70.0 - 74.9	33.6043

2008	
0.0 - 4.9	0.0507
5.0 - 9.9	0.2437
10.0 - 14.9	0.4457
15.0 - 19.9	4.6145
20.0 - 24.9	3.0846
25.0 - 29.9	5.4485
30.0 - 34.9	10.8948
35.0 - 39.9	8.8472
40.0 - 44.9	3.5889
45.0 - 49.9	5.6594
50.0 - 54.9	9.9982
55.0 - 59.9	2.9259
60.0 - 64.9	8.2704
65.0 - 69.9	2.3260
70.0 - 74.9	33.6018

2010	
0.0 - 4.9	0.0439
5.0 - 9.9	0.1661
10.0 - 14.9	0.5308
15.0 - 19.9	4.4768
20.0 - 24.9	3.0199
25.0 - 29.9	5.2190
30.0 - 34.9	10.2707
35.0 - 39.9	8.7138
40.0 - 44.9	3.5610
45.0 - 49.9	6.1098
50.0 - 54.9	9.3651
55.0 - 59.9	4.6754
60.0 - 64.9	7.9472
65.0 - 69.9	2.1921
70.0 - 74.9	33.7086

2013	
0.0 - 4.9	0.0387
5.0 - 9.9	0.1825
10.0 - 14.9	0.6224
15.0 - 19.9	4.3149
20.0 - 24.9	3.0157
25.0 - 29.9	5.1029
30.0 - 34.9	10.0247
35.0 - 39.9	8.6658
40.0 - 44.9	3.6121
45.0 - 49.9	6.1760
50.0 - 54.9	8.7175
55.0 - 59.9	5.6101
60.0 - 64.9	7.7181
65.0 - 69.9	5.0374
70.0 - 74.9	31.1611

2015	
0.0 - 4.9	0.0864
5.0 - 9.9	0.2525
10.0 - 14.9	0.4933
15.0 - 19.9	4.3554
20.0 - 24.9	3.0276
25.0 - 29.9	4.9609
30.0 - 34.9	10.0559
35.0 - 39.9	8.8499
40.0 - 44.9	3.6162
45.0 - 49.9	5.4697
50.0 - 54.9	8.7211
55.0 - 59.9	6.8062
60.0 - 64.9	6.9860
65.0 - 69.9	7.6958
70.0 - 74.9	28.6232

2020	
0.0 - 4.9	0.1630
5.0 - 9.9	0.4181
10.0 - 14.9	0.4546
15.0 - 19.9	4.1569
20.0 - 24.9	3.3334
25.0 - 29.9	4.7388
30.0 - 34.9	10.0571
35.0 - 39.9	8.3369
40.0 - 44.9	3.4556
45.0 - 49.9	5.7337
50.0 - 54.9	8.6299
55.0 - 59.9	7.9324
60.0 - 64.9	6.4065
65.0 - 69.9	11.7781
70.0 - 74.9	24.4050

2030	
0.0 - 4.9	0.1596
5.0 - 9.9	0.2061
10.0 - 14.9	0.4966
15.0 - 19.9	4.3430
20.0 - 24.9	2.6054
25.0 - 29.9	4.7263
30.0 - 34.9	10.7304
35.0 - 39.9	9.3841
40.0 - 44.9	4.6003
45.0 - 49.9	5.7655
50.0 - 54.9	8.1399
55.0 - 59.9	8.2682
60.0 - 64.9	5.7998
65.0 - 69.9	14.9649
70.0 - 74.9	19.8100

VMT percentages by speed bin - MD(include IWV)

2005	
0.0 - 4.9	0.0266
5.0 - 9.9	0.0858
10.0 - 14.9	0.1150
15.0 - 19.9	0.4769
20.0 - 24.9	2.1745
25.0 - 29.9	1.7251
30.0 - 34.9	11.3444
35.0 - 39.9	3.8707
40.0 - 44.9	4.4754
45.0 - 49.9	10.7050
50.0 - 54.9	34.2308
55.0 - 59.9	3.0392
60.0 - 64.9	0.0000
65.0 - 69.9	3.0251
70.0 - 74.9	24.7054

2008	
0.0 - 4.9	0.0415
5.0 - 9.9	0.0649
10.0 - 14.9	0.1101
15.0 - 19.9	0.4555
20.0 - 24.9	2.1324
25.0 - 29.9	1.5799
30.0 - 34.9	10.7652
35.0 - 39.9	4.3286
40.0 - 44.9	4.1960
45.0 - 49.9	10.8783
50.0 - 54.9	33.4633
55.0 - 59.9	3.0557
60.0 - 64.9	0.0000
65.0 - 69.9	3.2889
70.0 - 74.9	25.6398

2010	
0.0 - 4.9	0.0406
5.0 - 9.9	0.0616
10.0 - 14.9	0.1072
15.0 - 19.9	0.4433
20.0 - 24.9	2.0100
25.0 - 29.9	1.7245
30.0 - 34.9	10.4502
35.0 - 39.9	4.2686
40.0 - 44.9	4.2127
45.0 - 49.9	10.8902
50.0 - 54.9	33.2327
55.0 - 59.9	3.0057
60.0 - 64.9	0.0000
65.0 - 69.9	3.4505
70.0 - 74.9	26.1022

2013	
0.0 - 4.9	0.0390
5.0 - 9.9	0.0621
10.0 - 14.9	0.1038
15.0 - 19.9	0.4241
20.0 - 24.9	2.0855
25.0 - 29.9	1.5555
30.0 - 34.9	9.9331
35.0 - 39.9	4.6867
40.0 - 44.9	4.3497
45.0 - 49.9	11.3730
50.0 - 54.9	32.0947
55.0 - 59.9	2.9124
60.0 - 64.9	0.6086
65.0 - 69.9	4.9856
70.0 - 74.9	24.7862

2015	
0.0 - 4.9	0.0656
5.0 - 9.9	0.0414
10.0 - 14.9	0.0919
15.0 - 19.9	0.4721
20.0 - 24.9	1.9506
25.0 - 29.9	1.7057
30.0 - 34.9	9.6185
35.0 - 39.9	4.7854
40.0 - 44.9	4.8100
45.0 - 49.9	12.6178
50.0 - 54.9	30.0544
55.0 - 59.9	2.9968
60.0 - 64.9	0.6363
65.0 - 69.9	8.4098
70.0 - 74.9	21.7437

2020	
0.0 - 4.9	0.0349
5.0 - 9.9	0.0377
10.0 - 14.9	0.3098
15.0 - 19.9	0.4349
20.0 - 24.9	1.7734
25.0 - 29.9	1.4756
30.0 - 34.9	10.4931
35.0 - 39.9	4.6445
40.0 - 44.9	5.3149
45.0 - 49.9	11.0174
50.0 - 54.9	30.6191
55.0 - 59.9	2.3243
60.0 - 64.9	2.1142
65.0 - 69.9	14.3869
70.0 - 74.9	15.0194

2030	
0.0 - 4.9	0.0197
5.0 - 9.9	0.1886
10.0 - 14.9	0.1282
15.0 - 19.9	0.4869
20.0 - 24.9	2.0959
25.0 - 29.9	2.4554
30.0 - 34.9	9.7588
35.0 - 39.9	6.7964
40.0 - 44.9	7.4759
45.0 - 49.9	10.1293
50.0 - 54.9	29.4172
55.0 - 59.9	0.4172
60.0 - 64.9	1.7464
65.0 - 69.9	15.1251
70.0 - 74.9	13.7591

VMT percentages by speed bin - IWV

2005	
0.0 - 4.9	0.1364
5.0 - 9.9	0.0936
10.0 - 14.9	0.4121
15.0 - 19.9	1.6691
20.0 - 24.9	9.7719
25.0 - 29.9	3.3439
30.0 - 34.9	8.7667
35.0 - 39.9	3.2219
40.0 - 44.9	6.0516
45.0 - 49.9	22.8151
50.0 - 54.9	43.7177
55.0 - 59.9	
60.0 - 64.9	
65.0 - 69.9	
70.0 - 74.9	

2008	
0.0 - 4.9	0.1288
5.0 - 9.9	0.0892
10.0 - 14.9	0.3954
15.0 - 19.9	1.5979
20.0 - 24.9	9.4261
25.0 - 29.9	3.1081
30.0 - 34.9	8.4008
35.0 - 39.9	3.1435
40.0 - 44.9	6.3469
45.0 - 49.9	22.3480
50.0 - 54.9	45.0155
55.0 - 59.9	
60.0 - 64.9	
65.0 - 69.9	
70.0 - 74.9	

2010	
0.0 - 4.9	0.1243
5.0 - 9.9	0.0865
10.0 - 14.9	0.3795
15.0 - 19.9	1.5547
20.0 - 24.9	9.1769
25.0 - 29.9	3.0392
30.0 - 34.9	8.1659
35.0 - 39.9	3.4793
40.0 - 44.9	5.9190
45.0 - 49.9	22.3046
50.0 - 54.9	45.7701
55.0 - 59.9	
60.0 - 64.9	
65.0 - 69.9	
70.0 - 74.9	

2013	
0.0 - 4.9	0.1172
5.0 - 9.9	0.0839
10.0 - 14.9	0.3654
15.0 - 19.9	1.5006
20.0 - 24.9	8.9532
25.0 - 29.9	2.8689
30.0 - 34.9	8.1653
35.0 - 39.9	3.1674
40.0 - 44.9	5.8042
45.0 - 49.9	19.7977
50.0 - 54.9	49.1762
55.0 - 59.9	
60.0 - 64.9	
65.0 - 69.9	
70.0 - 74.9	

2015	
0.0 - 4.9	0.1116
5.0 - 9.9	0.0816
10.0 - 14.9	0.3514
15.0 - 19.9	1.4380
20.0 - 24.9	8.6649
25.0 - 29.9	2.7773
30.0 - 34.9	7.9735
35.0 - 39.9	3.1355
40.0 - 44.9	6.6525
45.0 - 49.9	19.9923
50.0 - 54.9	48.8214
55.0 - 59.9	
60.0 - 64.9	
65.0 - 69.9	
70.0 - 74.9	

2020	
0.0 - 4.9	0.1005
5.0 - 9.9	0.0782
10.0 - 14.9	0.3336
15.0 - 19.9	1.6707
20.0 - 24.9	7.9005
25.0 - 29.9	2.6928
30.0 - 34.9	7.6835
35.0 - 39.9	3.5594
40.0 - 44.9	6.5810
45.0 - 49.9	20.1964
50.0 - 54.9	49.2034
55.0 - 59.9	
60.0 - 64.9	
65.0 - 69.9	
70.0 - 74.9	

2030	
0.0 - 4.9	0.0924
5.0 - 9.9	0.0798
10.0 - 14.9	0.3931
15.0 - 19.9	1.5229
20.0 - 24.9	7.0144
25.0 - 29.9	2.8125
30.0 - 34.9	7.1072
35.0 - 39.9	4.2157
40.0 - 44.9	6.4179
45.0 - 49.9	24.0643
50.0 - 54.9	46.2798
55.0 - 59.9	
60.0 - 64.9	
65.0 - 69.9	
70.0 - 74.9	

APPENDIX C - CONSULTATION CORRESPONDENCE

2004 Kern Conformity Timeline

Activity	Conformity Start Date	Completion
Transportation Network Development*		March 2004
Model/Conformity Demonstration	March 2004	April 19, 2004
Technical Staff Review and Consultation	April 2004	May 2004
Draft Complete	May 5, 2004	May 5, 2004
Board Staff Report w/Draft Summary	May 11, 2004	May 20, 2004
Draft Copied and Mailed	May 5, 2004	May 7, 2004
Public Review Period	May 17, 2004	June 30, 2004
2 Advertised Public Workshops	May 17, 2004	June 30, 2004
Draft Conformity Analysis to TTAC		May 5, 2004
Respond to Public Comments	July 1, 2004	July 7, 2004
Staff Report w/Final to COG Board		July 7, 2004
COG Approves RTP/TIP Conformity		July 15, 2004
Valley COGs submit TIP/RTP to Caltrans & FHWA		August 1, 2004
FHWA acts on all 8 Valley COGs RTP/TIP/Conformities		October 4, 2004

APPENDIX D - PUBLIC HEARING PROCESS DOCUMENTATION



Kern Council
of Governments

August 19, 2004

TO: Transportation Planning Policy Committee

FROM: RONALD E. BRUMMETT,
EXECUTIVE DIRECTOR

By: Robert Ball
Senior Planner

SUBJECT: TTAC AGENDA ITEM: V.
DRAFT 2004 CONFORMITY ANALYSIS/DETERMINATION FOR THE
2004 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND THE DRAFT
DESTINATION 2030 REGIONAL TRANSPORTATION PLAN (RTP)

– PUBLIC HEARING AND ADOPTION Continued from July 15, 2004

DESCRIPTION:

As part of the development of the Draft 2004 Conformity Analysis/Determination (Conformity) for the 2004 Federal Transportation Improvement Program (FTIP) and the 2030 Regional Transportation Plan (RTP), stakeholders, technical staff, and the general public have been given 45-days to review and comment on this document. Two public hearings have been advertised for July 15 and August 19, 2004. A comment summary has been prepared.

DISCUSSION:

As part of the development of the 2004 Conformity for the FTIP/RTP, stakeholders, technical staff, and the general public have been given the opportunity to comment in accordance with adopted Kern COG policies and procedures. The 45-day public review period is from May 17, 2004 to June 30, 2004. Two public workshops were held. The first workshop was held on May 20, 2004 at the Bakersfield Downtown Street Fair. Approximately 40 people stopped by the booth and displays. The second workshop on June 1, 2004 was at the Mojave Senior Center. Questions were answered at the meeting sites and one comment card on conformity was received. At the July 15, Public Hearing, no additional comments were received. At the August 4, 2004 the TTAC recommended approval of the Conformity Determination for the RTP and FTIP by the TPPC.

Draft Conformity and FTIP Documents were distributed as part of the April 15, 2004 and May 20, 2004 Kern Council of Governments' Transportation Planning Policy Committee (TPPC) meetings. At the request of the Federal Highways Administration, the same Conformity document was re-distributed with the RTP as a part of the June 17, 2004 TPPC meeting public

review distribution. The draft 2004 Conformity, RTP and FTIP are being presented as an agenda item at the Kern COG TPPC meeting on July 15, 2004 to allow for a public hearing. Adoption of the Conformity/RTP/FTIP is scheduled for August 19, 2004 after a second public hearing opportunity.

Legal notices and display ads were published in appropriate languages (English and Spanish) in twelve area newspapers, before and during the 45-day public review process. The newspapers included the Arvin Tiller, Bakersfield Californian, Bakersfield News Observer, Daily Independent, Daily Midway Driller, Delano Record, El Mexicalo, El Popular, Lamont Reporter, Mojave Desert News, Shafter Press, and Wasco Tribune. Press releases were also sent out to a variety of media outlets.

A response to comments has been prepared and is attached. A total of 4 comments were received as of the close of the public review period. Substantial comments were received from the California Air Resources Board and the Federal Highways Administration (FHWA). Kern COG has incorporated their comments in the Final Conformity Analysis/Determination where appropriate. Other comments have been forwarded to the appropriate implementing agencies.

The FHWA comment 6A on the 2004 Conformity affects local government agencies that use non-federal sources for adding transportation capacity. Kern COG notified member agency staff at the June 30, 2004 TTAC meeting and followed up with the attached letter regarding this issue on July 2, 2004. The TTAC and the Regional Modeling Subcommittee are considering a recommendation of to amend the Kern COG Policy and Procedure Manual regarding this issue.

Attached is a Copy of the Resolution, Response to Comments and Final Conformity Analysis incorporating all comments received to date as appropriate.

ACTION: Continue public hearing for the 2004 Conformity for the RTP and FTIP from the July 19, 2004. Approve the 2004 Conformity Determination and authorize the Chair to sign the resolution number 04-?? for adoption. VOICE VOTE

BEFORE THE KERN COUNCIL OF GOVERNMENTS
STATE OF CALIFORNIA, COUNTY OF KERN

RESOLUTION NO. 04-22

In the matter of:

ADOPTION OF FINDINGS OF FEDERAL CLEAN AIR ACT CONFORMITY REQUIREMENTS FOR THE
2004 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND THE DESTINATION 2030
REGIONAL TRANSPORTATION PLAN

WHEREAS, the Federal Clean Air Act Amendments of 1990 In Section 176(c) requires that a finding be made that any project, program, or plan subject to approval by a Metropolitan Planning Organization conforms to any plan approved or promulgated under Section 110 of the Federal Clean Air Act Amendments of 1990; and

WHEREAS, the U.S. Environmental Protection Agency and the J.S. Department of Transportation, Federal Highway Administration, have provided guidance for determining conformity of transportation plans, programs, and projects as provided for in Section 176(c)(3) of the Federal Clean Air Act Amendments of 1990; and

WHEREAS, the California State Implementation Plan for Air Quality has been prepared as per the requirements of Section 110 of the Federal Clean Air Act Amendments of 1990; and

WHEREAS, the development of these plans was fully supported by the Kern Council of Governments through the provision of a consistent information base to be used for all related transportation and air quality planning activities; and

WHEREAS, the documents have been circulated and reviewed by the member agencies of the Kern Council of Governments, representing their technical, and management staffs and representatives of other governmental agencies. In addition, the document has been made available for review by residents of Kern County through a duly advertised public review period and public hearing; and

WHEREAS, the Kern Council of Governments has reviewed the 2004 Federal Transportation Improvement Program and the Destination 2030 Regional Transportation Plan and;

WHEREAS, the Kern Council of Governments is a Regional Transportation Planning Agency (RTPA) and a Metropolitan Planning Organization (MPO); and

WHEREAS, the Kern Council of Governments is the state recognized clearinghouse (Executive Order 12372) for this area and the aforementioned formal review shall constitute the official clearinghouse process; and

WHEREAS, the programming by state and local agencies of transportation control measures, and other projects beneficial to air quality in the annual element, represent a commitment of the necessary funds to implement projects according to transportation policies contained in the San Joaquin Valley and Kern County Air Quality Attainment Plans; and

WHEREAS, the 2004 Federal Transportation Improvement Program is an element of the Destination 2030 Regional Transportation Plan and is consistent with other elements of the Destination 2030 RTP; and

WHEREAS, the Destination 2030 RTP and 2004 FTIP as amended are consistent with the State Implementation Plans (SIP);

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The Kern Council of Governments finds that the regional conformity analysis demonstrates that the Destination 2030 Regional Transportation Plan meets transportation conformity requirements of the Federal Clean Air Act Amendments of 1990;
2. The Kern Council of Governments finds that the regional conformity analysis demonstrates that the 2004 Federal Transportation Improvement Program as amended meets transportation conformity requirements of the Federal Clean Air Act Amendments of 1990;
3. The Kern Council of Governments finds that the Destination 2030 Regional Transportation Plan and the 2004 Federal Transportation Improvement Program as adopted are in conformance with the California State Implementation Plan;
4. The Kern Council of Governments authorized the Executive Director to sign the MPO Certification Statements in accordance with the certification process identified in the Joint Regulations issued by the Federal Highway Administration and the Federal Transit Administration.

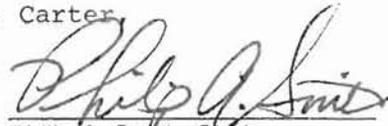
AUTHORIZED AND SIGNED THIS 19TH DAY OF AUGUST 2004.

AYES: Couch, Lessenevitch, Throop, Rosson, Nelson, Hatch, Smith, Watson,
McCuen, Silver

NOES: None

ABSTAIN: None

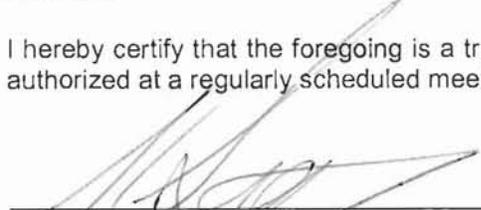
ABSENT: Olivares, Armendariz, Melendez, Carter,
Wegman, McQuiston, Shelton



Philip A. Smith, Chair
Kern Council of Governments

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Kern Council of Governments duly authorized at a regularly scheduled meeting held on the 19th day of August 2004.



Ronald E. Brummett, Executive Director
Kern Council of Governments

Date: 8/19/04

(Mailed out to 11 English and Spanish language newspapers)



Kern Council
of Governments

May 17, 2004

NOTICE OF DOCUMENT AVAILABILITY

TO: Interested Persons

FROM: RONALD E. BRUMMETT,
EXECUTIVE DIRECTOR

By: Rob Ball,
Senior Planner

SUBJECT: DRAFT REVIEW PERIOD FOR THE AIR QUALITY CONFORMITY
ANALYSIS/DETERMINATION FOR THE 2004 FTIP AND THE DESTINATION 2030 RTP

Kern Council of Governments, as the Metropolitan Planning Organization and the Regional Transportation Planning Agency for the Kern County region, is required to publish an Air Quality Conformity Analysis/Determination for the Federal Transportation Improvement Program (FTIP) and the Regional Transportation Plan every two years or as amendments require. The FTIP for the Kern Region is a 6-year schedule of multi-modal transportation improvements and the RTP is a 26-year. The FTIP is subject to continual review and modification to assure timely delivery of transportation programs and projects.

Public review period for the Draft 2004 Air Quality Conformity Analysis/Determination begins May 17, 2004 and ends June 30, 2004. During this time, the Draft 2004 Conformity and Draft 2004 FTIP will be presented and discussed at the following public events:

Thursday, May 20 2004 6-9 pm
Bakersfield Downtown Street Fair
Booth at the corner of 20th Street and Chester Avenue, Bakersfield California

Tuesday, June 1 2004 5:30-7:30 pm
Mojave Recreation Building
Mojave County Park at M Street and Barstow Rd, Mojave California

This document will be considered for adoption, by resolution, by Kern Council of Governments at a regularly scheduled meeting to be held on July 15, 2004. The document will then be submitted to state and federal agencies for their review and final approval.

All written comments should be submitted to Kern Council of Governments, 1401 19th Street, Suite 300, Bakersfield, California 93301 no later than 5:00 p.m., June 30, 2004.

Please contact Rob Ball at (661) 861-2191 or send e-mail to rball@kerncog.org with questions regarding the Draft 2004 Conformity.

(Mailed out to 11 English and Spanish language newspapers)

NOTICE OF PUBLIC HEARINGS

2004 AIR QUALITY CONFORMITY ANALYSIS/DETERMINATION FOR THE
2004 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND THE
DESTINATION 2030 REGIONAL TRANSPORTATION PLAN

Kern Council of Governments (Kern COG) is considering a resolution to adopt the 2004 Air Quality Conformity Analysis/Determination (Conformity) for the 2004 Federal Transportation Improvement Program (TIP), and the Destination 2030 Regional Transportation Plan (RTP).

1. Kern COG, the Regional Transportation Planning Agency for Kern County, started an advertised public review period - May 17, 2004 to June 30, 2004 – including 2 advertised public workshops to allow for public review and comment on the Conformity for the TIP/RTP, and
2. The TIP is a five-year federal transportation expenditure program containing a list near term capital improvements for the Kern region, and
3. The RTP is a twenty-six year transportation plan for the Kern Region containing a list of long term capital improvements for the Kern Region, and
4. The Conformity of the TIP/RTP is a federally mandated analysis that must demonstrate that the TIP/RTP will not adversely affect the region's efforts to attain the national air quality standards; and
5. The Conformity of the TIP/RTP must meet requirements of the Federal Clean Air Act Amendments of 1990 and the State Implementation Plans relevant to the Kern Region; and
6. A PUBLIC HEARING will be held in the Kern COG Conference Room, 1401 19th Street, Third Floor, Bakersfield, California at 7:00 p.m. on Thursday, July 15, 2004.
7. A SECOND PUBLIC HEARING will be held in the Kern COG Conference Room, 1401 19th Street, Third Floor, Bakersfield, California at 7:00 p.m. on Thursday, August 19, 2004, after which time, Kern Council of Governments will consider the following actions:
 - a) Find that the TIP/RTP meet conformity requirements of the Federal Clean Air Act Amendments of 1990 and the State Implementation Plans;
 - b) Adopt by resolution, the above findings and the Conformity for the TIP/RTP.

Ronald E. Brummett, Executive Director
Kern Council of Governments
(661) 861-2191
TTY (661) 832-7433

APPENDIX E - RESPONSE TO COMMENTS

Response to Comments

Draft 2004 Conformity Analysis/Determination

Comment Card received at public workshop no. 1 (1 comment)

May 20, 2004

Comment: Remove the dual standard emission laws that pick-ups and SUVs fall under. These classes of vehicles should have to meet the same emission standards as automobiles. – T. Turner

Response: This comment is being forwarded to the responsible agencies as a part of the Final Document.

Written correspondence received in response to Notice of Availability (3 comments)

June 15, 2004

Comment: Air Quality enforcement agencies should consider granting a waiver on the conversion of school busses for small school districts under 100 students and to rural schools where fueling stations are over 5 miles away. – D. Goble, Elk Hills Elementary School

Response: This comment is being forwarded to the responsible agencies as a part of the Final Document.

June 22, 2004

Summary of FHWA General Comments - June 10, 2004

Response: A response to the June 10, 2004 comments were developed jointly by the San Joaquin Valley COGs through the interagency consultation process. Many of the comments below were revised based on information exchanged during interagency consultation. Final comments were received from FHWA on July 2, 2004 after the close of the public review period. Responses to those comments are included in the next section.

FHWA provided verbal comments on the SJV 2004 Conformity Documentation on the June 10, 2004 Model Coordinating Conference call. The comments have been summarized below for your information. If your draft conformity documentation has already been released for public review, FHWA has indicated these items can be addressed in the Final document. However, if your draft conformity document has not been released for public review, TPAs are encouraged to address these items in the Draft document. It is recommended that this summary be included in Appendix E of the final documentation. Please note that additional comments may be forthcoming.

TIP/Financial Constraint:

- In general, we noted inconsistencies among the programmed amounts in the list of projects, the revenue and programmed summary tables and funds estimates we received from Caltrans for some programs. Therefore, we request that the MPOs conduct a thorough review of list of projects and available funding to ensure that all funding that is available to the MPO and that is being programmed is captured and summarized in the revenue and programmed tables.

Conformity:

- Be sure the document indicates why you are doing the conformity analysis. For example, the boilerplate included the following in the Executive Summary: The Clean Air Act and federal transportation conformity rule requires that each new regional transportation plan (RTP) and transportation improvement program (TIP) must be demonstrated to conform before the RTP/TIP is approved by the MPO or accepted by DOT.
- Include in the conformity documentation or final transmittal letter, the date the MPO made the conformity determination and adopted the FTIP/RTP.
- ES, Report Org., 2nd paragraph: if RTP lags TIP...edit to reflect 2 public hearings on conformity analysis & modify text references/appendix documentation accordingly.
- Chapter 1, Potential Modification to Conformity Test Requirements for Ozone: replace 1st sentence with following – On April 16, 2004, EPA published a final rule to reclassify the San Joaquin Valley nonattainment area to Extreme in the Federal Register, effective May 17, 2004.
- Non-CO TPAs (Kings, Madera, Merced and Tulare):
 - Chapter 1, Air Quality Designations: 2nd paragraph, insert “(or portions thereof)” after “San Joaquin Valley”
 - Chapter 1, Air Quality Designations: 1st bullet, add “(NOTE: not applicable to [insert your county name] County).”
 - Chapter 1, Conformity Test Requirements: 1st sentence, revise as follows - Specific conformity test requirements established for the [insert your county name] County portion of the San Joaquin Valley nonattainment areas for carbon monoxide, ozone, and PM-10 are summarized below.
 - Chapter 4, 1st bullet: add “(NOTE: not applicable to [insert your county name] County).”
- CO TPAs (Fresno, Kern, San Joaquin, Stanislaus):
 - Chapter 1, Potential Modification to Conformity Test Requirements for Carbon Monoxide: update table as follows...
 - Fresno = 240
 - Kern = 180

- San Joaquin = 170
 - Stanislaus = 130
 - Chapter 7, Table 7-1: update Draft 2003 Budget as indicated above.
 - Appendix B, Conformity Totals Spreadsheet: update Draft 2003 Budget as indicated above.
- Appendix A needs to be filled out for Draft Document...see example provided 6/9/04
 - Add sentence to ES documenting date of last conformity finding for the TIP and/or RTP (not including amendments).
- The following excerpts are from the FHWA checklist...it was assumed that TPAs would provide this information in both the TIP and RTP as required and provide appropriate reference in checklist. FHWA has had difficulty locating the appropriate documentation in TIPs/RTPs submitted to date. Please add a new appendix [*and corresponding reference in document: Chapter 3, Traffic Estimates, Highway Networks*] to the conformity document to address the following:
 - 6.a. Document all federal projects and all regionally significant non-federal projects are included in the regional emissions analysis. For each project identify project type (non-exempt, exempt, SIP TCM), open to traffic date, and action baseline scenario as appropriate. (40 CFR 93.122(a))
 - 6.b. Document all projects in the Plan and/or TIP that require mitigation to determine conformity. (40 CFR 93.125)
NOTE: it is more than likely that this is not applicable for the SJV
 - 6.c. Document all projects in the Plan and/or TIP that are exempt from regional analysis unless found to have potential adverse impacts. (40 CFR 93.126)
NOTE: you may have done this already for Appendix F.
 - 6.d. Document all traffic signal synchronization projects that have been approved or implemented or plans for which are known, and document they have been included in the conformity analysis. (40 CFR 93.128)
NOTE: you may have done this already for Appendix F.
- Add a new appendix [*and corresponding reference in document: Chapter 5, TCM Findings section, paragraph explaining Table 5-1*] to document the specific projects that are contained in the 2004 TIP/RTP that implement TCMs as summarized in Table 5-1 and corresponding measure-by-measure assessment. The table should contain the following information: Agency, Project ID, Description, Year Programmed, and Implementation Status (e.g., Env Doc, Design, Bid, Construction).
NOTE: you may have done this already for Appendix F.
- Add narrative to Appendix F (if included) explaining source of projects and how the lists were developed.

Public Involvement:

- Please transmit 2 complete copies of documentation to FHWA (Sue Kiser contact)
- Be sure all submitted documentation, including cover letters are consistent with each other.
- Be sure public notice accurately reflects documentation released for review (e.g., 2004 TIP and Conformity Determination or 2004 TIP, 2004 RTP, and Conformity Determination).
- If TIP and RTP are released separately, the conformity document needs to be accompany both documents.
- It is recommended that Board Resolutions for adoption be drafted and provided to FHWA for review prior to Board action.

RESPONSE TO INTER-AGENCY COMMENTS ON THE SAN JOAQUIN VALLEY 2004 CONFORMITY ANALYSIS

July 2004

The San Joaquin Valley Transportation Planning Agencies (TPAs) appreciate the comments made during the inter-agency consultation process for the Draft 2004 Conformity Analysis. The following summary of comments were made either via e-mail or verbally on the Valley-wide conformity process and/or documentation (rather than formal written comments for a particular TPA document). The corresponding responses are from the Valley-wide perspective, but have been addressed accordingly by each individual TPA.

COMMENT FROM MIKE BRADY, CALTRANS
(via e-mail, dated July 12, 2004)

Comment: The discussion of Federal conformity rules (usually in the "boilerplate" portion of the conformity analysis) should include discussion of the 7/1/2004 final Conformity Rule revisions, and their effect (if any) on the conformity analysis. The 7/1/04 revisions are based on both the 6/30/03 and 11/5/03 proposals, and address both the effects of the 3/1999 court decision, and the new 8-hour ozone and PM2.5 standards. Since the revisions will be effective before the RTPs must be adopted, and the conformity analyses approved by FHWA/FTA, its effects must be covered in the conformity analysis.

Response: Chapter 1 (FEDERAL AND STATE REGULATORY REQUIREMENTS), section addressing Federal and State Conformity Rules, has been revised accordingly.

COMMENT FROM DENNIS WADE, ARB
(via e-mail, dated June 30, 2004)

Comment: Please clarify how speed distributions from the transportation model are used in EMFAC and include the distributions in Appendix B. In addition, please explain how intrazonal VMT is reflected in the regional emissions estimates.

Response: A General Guide to Adjusting the Speed Distribution in EMFAC2002 (for the San Joaquin Valley) was developed in concert with ARB and is posted on the Fresno COG website located at www.fresnocog.org. VMT from the transportation model is summarized by congested speed bins in 5 mph increments and then VMT percentages for each speed bin are calculated for input to the EMFAC model. A detailed description from each individual MPO should be included under the EMFAC2002 discussion of Chapter 4 of the Conformity Document.

In the SJV original VMT and speed submittals to ARB, it was indicated that the intrazonal speeds were not included in the speed distribution. It is our understanding that the ARB distributed the intrazonal VMT equally among the speed bins in EMFAC.

In the Valley's procedures for updating the speeds in EMFAC, the link and centroid VMT and speeds are used to create the new speed bins. The VMT that is ultimately used in EMFAC includes the intrazonal VMT. Therefore the intrazonal VMT is distributed throughout the speed bins.

It is important to note that intrazonal VMT accounts for less than 1% of the total VMT in the models. In addition the intrazonal speeds are usually set at default speed of 15, 25 or 35 mph. Intrazonal speeds in real life can range anywhere from 15 to 65 mph. By adding the intrazonal VMT to the link VMT, a realistic distribution of intrazonal speeds is obtained.

In addition, intrazonal VMT is included the average daily total VMT that is used to adjust the vehicle population input in the EMFAC2002 model. Refer to Plain Vanilla Guide to Adjusting EMFAC2002 Default VMT to Match the Transportation Modeled VMT (for the San Joaquin Valley), which was developed in concert with ARB, posted on the Fresno COG website located at www.fresnocog.org.

COMMENT FROM KARINA O'CONNOR, EPA
(via e-mail, dated July 1, 2004)

Comment: The draft conformity documents appear to have a very short description of the required feasibility analysis required to use the PM10 Trading Mechanism. The documentation doesn't appear to report if any projects were actually included in the RTP/TIPs; and if not, why.

Response: The first discussion of the trading mechanism provided in the SIP is in Chapter 1, Test Requirements, PM-10 section. In addition, Table 5-1 should include a summary of PM-10 controls implemented through both the TIP and RTP. Chapter 5, RTP Control Measure...section documents what the TPAs agreed to do. Each TPA was instructed to insert their response (see page 51).

COMMENTS FROM JEAN MAZUR, FHWA
(verbal update on June 9, 2004 MCC Conference Call)

Comment: General comments were provided on the SJV 2004 Conformity Documentation during the June 9, 2004 Model Coordinating Conference Call.

Response: The comments were summarized, including guidance on how & where to address the items (developed in concert with FHWA), and transmitted to the TPAs on June 21, 2004. The TPAs were directed to address the items in the Final document if the draft had already been released for public review. In addition, it was recommended that the summary be included

in Appendix E of the final documentation.

COMMENTS FROM MAYELA SOSA, FHWA
(via e-mail, dated July 2, 2004)

Conformity Documentation

Comment: Page 3, Executive Summary - Please include a purpose for the conformity determination including, at a minimum, 40 CFR 93.104(c)(1) and 40 CFR 93.104(b)(1). Additionally, please indicate the date that the MPO officially adopted, accepted or approved the RTP/FTIP conformity determination and provide a copy of the resolution making the conformity determination and adopting the RTP/FTIP. The MPO may provide the date and resolution as part of the letter transmitting the RTP/FTIP and conformity documentation.

Response: References and date added to final document on p. 3.

Comment: Page 13, Air Quality Designations, last paragraph - Please include information regarding the 8-hour designations for Eastern Kern and Indian Wells.

Response: Information added on p. 17.

Comment: Page 20, Traffic Counts and VMT - If the MPO has any separate documentation regarding their model calibration/validation, a reference should be included.

Response: Citation added on p. 20.

Comment: Page 25, Tables 3-1 to 3-3 - Please provide an explanation as to why the VMT estimates have changed so dramatically, especially in 2030, from those included in the EMFAC model.

Response: The socio-economic forecast used in the model has been updated since the VMT was updated in for the latest version EMFAC. The previous forecast was based on a California Department of Finance (DOF) growth rate of roughly 3 percent per year. In 2002 Kern COG adopted a revised forecast of 1.8 percent per year to better match historical performance. In May 2004, DOF issued a revised forecast for Kern that is slightly lower than the current forecast in use. Kern COG has implemented a policy to revise its regional growth target every 3 to 5 years. The next window for revision is in 2005. At this time we do not anticipate any adjustments to the regional growth forecast target. Kern COG will provide revised VMT figures using the current forecast in the next round of revisions to EMFAC.

Comment: Additionally, why does the VMT in Table 3-1 not match the VMT used in the paved road emissions spreadsheet contained in Appendix B?

Response: When VMT is broken down by facility type using 1993 travel fraction some variation occurs. The error is actually resulting in higher VMT and emissions in the near years so correction of this is not necessary in the demonstration of conformity. In future runs we will insure that the figures match table 3-1 and eliminate the discrepancy. An explanation of this discrepancy has been added to p. 24.

Comment: Page 33, TCM findings
If there are TCMs that need to be implemented, not having the federal reauthorization act should not be used as a reason that TCMs are not programmed. Caltrans, in cooperation with FHWA/FTA, provided to the MPOs with estimates of STP and CMAQ monies to be used for the

FY 2004 FTIP.

Response: That statement was in error has been removed. The CMAQ call for projects is a lengthy process that was not complete in-time for inclusion into the 04 TIP and will have to be amended in at a later date.

- 1.) Projects specifically identified in the SIP should be summarized in this section. For example, the SIP contains a project that expands the bus system with routes to IKEA and an implementation date of 2002. The conformity documentation should specifically identify this project, the implementation date identified in the SIP and the implementation status.

Response: It is Kern COG view that this project is not necessary for the demonstration of conformity, therefore it is not required to be listed in the TIP. It is the responsibility of the Air District that prepares the SIP to provide status reports on the implementation of control measures in that SIP. However, as provided for in the interagency consultation process, Kern COG is preparing supplemental documentation on the status of local government control measures committed to in the SIP and will provide it by September 1, 2004.

- 2.) Per 23 CFR 450.324(g)(6), projects that are TCMs should be identified in the FTIP and they will be evaluated for timely implementation in future FTIPs. (This information could otherwise be provided in the conformity documentation and referenced in the FTIP.)

Response: A listing of TCMs by type in the FTIP and RTP has been added to appendix F.

- 3.) The total funding included in Table 5-1 should be reached by summing the total programming for the approved SIP TCMs in the FTIP (or conformity documentation appendix).

Response: Not all TCMs in the SIP are federally funded therefore would not be found in the FTIP. Some TCMs may have been funded in past FTIPs. Kern COG is preparing supplemental documentation on the status of local government control measures committed to in the SIP and will provide it by September 1, 2004.

Comment: Appendix A - Please fill out the checklist. If addressed in the RTP/FTIP, this can be directly noted.

Response: Checklist completed.

Comment: Appendix F, Page 83, Projects Funding Timeframes by Air Basin - The conformity documentation needs to include the analysis years in which the projects were assumed to be open to traffic. The table is titled "projects funding timeframes," which does not seem to correlate to a specific open to traffic date. Rob previously mentioned that KCOG could provide maps that identified the projects and their corresponding analysis years. If that is the only source of the information, then FHWA requests that these maps to be provided with the final documentation.

Response: A list was developed based on the modeled networks identifying the year a project is included in the model, ie. open to traffic.

Comment: Additionally, the project descriptions could be improved. Most MPOs note the

number of lanes that the facility currently has, as well as the improved number of lanes. If there is an interchange associated with the project, then the description should specifically state where the interchange is assumed. Finally, there are a number of listing have indicate "various locations." Projects that are required to be explicitly modeled (regionally significant projects) in the air quality analysis should be specifically identified. If KCOG explicitly models non-regionally significant projects, it would be helpful to have a listing of those projects as well.

Response: Most the project descriptions assume the addition of one lane in each direction unless it is a new facility. Interchange projects are usually described as interchange projects. In the RTP, larger freeway projects may include interchanges but the environmental documents are not complete to know exactly where and how many the interchanges will be. Projects that are listed as various locations are usually non-regionally significant or there is not enough specific information on the project to model the project.

Kern COG is committed to provide all the information FHWA needs to make a regional conformity determination. Appendix F contains a listing of known, locally funded non-regionally significant projects. On July 2, 2004, in response to some initial comments on the conformity document, Kern COG sent out a letter to its local government member agencies requesting notification of all regionally and non-regionally significant non-federal projects not included on the lists in Appendix F. In addition, on August 4, the Kern COG Transportation Technical Advisory Committee (TTAC) began review of its modeling policy and procedure manual to beef up reporting on regionally significant projects. Neither effort has revealed any additional projects not already provided in Appendix F. In addition, The Kern Regional Transportation Modeling Committee oversees needed updates both regionally and non-regionally significant in the model. This group meets bi-monthly to review the model. No additional projects have been identified at this time. Currently the model cannot output a user-friendly list of link changes between the model analysis years because not all link segments contain a street name attribute. Kern COG can provide digital files of networks for each model year that would contain all the differences in the projects, but because of their large size and great detail would be difficult to read and compare in either hardcopy or digital format. Therefore they have not been included as part of the conformity document. Kern COG is currently under going a model validation process and network update. Perhaps in future model runs we will be able to provide the requested information on the model runs.

APPENDIX F – PROJECT TABLES TO EXPEDITE INTERIM TIP

The following tables were extracted from the 2004 TIP/RTP tables and/or the Kern Transportation Conformity Model. The tables serve a twofold purpose. First, the tables document when projects are modeled in the regional conformity analysis. Second, in the advent of an extended conformity lapse, highway sanctions, freeze, or other regulatory action that halts federal approval for capacity increasing projects, these tables can be used to develop an interim TIP that can ensure funding for exempt projects and projects in other air attainment areas.

TABLE F-1 - TIP - Regionally Significant Projects in the 2004 FTIP By Air Basin – P. 86

TABLE F-2 - TIP - Exempt Projects in the 2004 FTIP by Air Basin by Exemption Code – P. 89

TABLE F-3 - RTP - Regionally Significant Projects - Funding Timeframes by Air Basin by Year Modeled – P. 93

TABLE F-4 - RTP - Exempt Projects - Funding Timeframes by Air Basin by Year Modeled by Exemption Code – P. 95

TABLE F-5 - Non-Federally Funded – Regionally Significant Projects – Air Basin by Year Modeled – P. 96

TABLE F-6 - Non-Federally Funded – Exempt Projects (Not on a Principal Arterials or State Highways) – by Air Basin by Year Modeled – P. 99

TABLE F-1 - TIP - Regionally Significant Projects in the 2004 FTIP By Air Basin

Regionally Significant Projects in the 2004 FTIP By Air Basin

Air Basin	Route	Program	Project ID	Lead	Description
San Joaquin	Regional	STIP	KER990103	Shafter	IN SHAFTER: ON 7TH STANDARD RD. FROM COFFEE RD TO SANTA FE WAY; WIDEN TO 4 LANES ON 6 LANE R/W
San Joaquin	46	STIP	KER990109	State	FROM SAN LUIS OBISPO COUNTY LINE TO KECKS CORNER; WIDEN TO FOUR LANES
San Joaquin		Local	KER020604	Bakersfield	IN BAKERSFIELD: HAGEMAN ROAD EASTERLY ACROSS STATE ROUTE 99 AND CONNECT WITH STATE ROUTE 204
San Joaquin		Local	KER020605	Bakersfield	IN BAKERSFIELD: 24TH STREET (SR178) AND OAK STREET; CONSTRUCT A GRADE SEPARATED INTERCHANGE
outside Kern	395	STIP	KER040102	State	IN INYO COUNTY: INDEPENDENCE PROJECT - SOUTH OF MAZOURKA CANYON ROAD TO NORTH OF SHABELL LANE; WIDEN TO FOUR LANE EXPRESSWAY
San Joaquin	178	STIP	KER000104	Bakersfield	ROUTE 178 FROM PM 6.1 TO 7.5; (CONST. PHASE) WIDEN TO FOUR LANES AND BUILD INTERCHANGE AT FAIRFAX AVENUE
Indian Wells	14	STIP	KER990108	State	MOJAVE: ROUTE 58/14 TO N/O CALIFORNIA CITY BLVD.; CONVERT TO 4-LANE EXPRESSWAY & CONSTRUCT INTERCHANGE AT CALIFORNIA CITY BLVD.

Regionally Significant Projects in the 2004 FTIP By Air Basin

Air Basin	Route	Program	Project ID	Lead	Description
Indian Wells	Regional	STIP	KER020102	Bakersfield	IN BAKERSFIELD: FROM STOCKDALE HWY TO TRUXTUN AVE / OAK ST. AT ROUTE 99; CONSTRUCT 4 TO 8 LANE NEW FACILITY (PHASE 1)
San Joaquin	Regional	STIP	KER010108	Kern Co.	NORTH OF BAKERSFIELD: ON 7TH STANDARD ROAD FROM SR 99 TO WINGS WAY; WIDEN ROAD FROM TWO TO FOUR LANES
San Joaquin	46	STIP	KER000103	State	FROM KECK'S ROAD TO I-5; CONSTRUCT TWO-LANE CONV. HWY TO FOUR-LANE EXPRESSWAY
San Joaquin	Regional	STIP	KER040103	Bakersfield	IN BAKERSFIELD: FROM STOCKDALE HWY TO TRUXTUN AVE / OAK ST. AT ROUTE 99; CONSTRUCT 4 TO 8 LANE NEW FACILITY (PHASE 2)
San Joaquin	Regional	STIP	KER040104	Bakersfield	IN BAKERSFIELD: FROM STOCKDALE HWY TO TRUXTUN AVE / OAK ST. AT ROUTE 99; CONSTRUCT 4 TO 8 LANE NEW FACILITY (PHASE 3)
San Joaquin	Regional	STIP	KER040105	Bakersfield	IN BAKERSFIELD: FROM STOCKDALE HWY TO TRUXTUN AVE / OAK ST. AT ROUTE 99; CONSTRUCT 4 TO 8 LANE NEW FACILITY (PHASE 4)
Mojave Desert	58	STIP	KER000102	State	AT MOJAVE: FROM 4.1KM WEST OF WEST JUNCTION ROUTE 14 AND FROM EAST JUNCTION ROUTE 14 TO 6.8KM EAST OF JUNCTION 14-RELINQUISHMENT

Regionally Significant Projects in the 2004 FTIP By Air Basin

Air Basin	Route	Program	Project ID	Lead	Description
San Joaquin	Regional	STIP	KER010101	Kern Co.	NEAR SHAFTER: ON 7TH STANDARD RD FROM SR 99 TO COFFEE RD; INTERCHANGE UPGRADE AT SR 99 AND GRADE SEPARATION
San Joaquin	I-5	Local	KER040108	Kern Co.	LAVAL ROAD AT I-5 INTERCHANGE UPGRADE

TABLE F-2 - TIP - Exempt Projects in the 2004 FTIP by Air Basin by Exemption Code

Regionally Significant Projects in the 2004 FTIP By Air Basin

Air Basin	Route	Program	Project ID	Lead	Description
San Joaquin	Regional	STIP	KER990103	Shafter	IN SHAFTER: ON 7TH STANDARD RD. FROM COFFEE RD TO SANTA FE WAY; WIDEN TO 4 LANES ON 6 LANE R/W
San Joaquin	46	STIP	KER990109	State	FROM SAN LUIS OBISPO COUNTY LINE TO KECKS CORNER; WIDEN TO FOUR LANES
San Joaquin		Local	KER020604	Bakersfield	IN BAKERSFIELD: HAGEMAN ROAD EASTERLY ACROSS STATE ROUTE 99 AND CONNECT WITH STATE ROUTE 204
San Joaquin		Local	KER020605	Bakersfield	IN BAKERSFIELD: 24TH STREET (SR178) AND OAK STREET; CONSTRUCT A GRADE SEPARATED INTERCHANGE
outside Kern	395	STIP	KER040102	State	IN INYO COUNTY: INDEPENDENCE PROJECT - SOUTH OF MAZOURKA CANYON ROAD TO NORTH OF SHABELL LANE; WIDEN TO FOUR LANE EXPRESSWAY
San Joaquin	178	STIP	KER000104	Bakersfield	ROUTE 178 FROM PM 6.1 TO 7.5; (CONST. PHASE) WIDEN TO FOUR LANES AND BUILD INTERCHANGE AT FAIRFAX AVENUE
Indian Wells	14	STIP	KER990108	State	MOJAVE: ROUTE 58/14 TO N/O CALIFORNIA CITY BLVD.; CONVERT TO 4-LANE EXPRESSWAY & CONSTRUCT INTERCHANGE AT CALIFORNIA CITY BLVD.

Regionally Significant Projects in the 2004 FTIP By Air Basin

Air Basin	Route	Program	Project ID	Lead	Description
Indian Wells	Regional	STIP	KER020102	Bakersfield	IN BAKERSFIELD: FROM STOCKDALE HWY TO TRUXTUN AVE / OAK ST. AT ROUTE 99; CONSTRUCT 4 TO 8 LANE NEW FACILITY (PHASE 1)
San Joaquin	Regional	STIP	KER010108	Kern Co.	NORTH OF BAKERSFIELD: ON 7TH STANDARD ROAD FROM SR 99 TO WINGS WAY; WIDEN ROAD FROM TWO TO FOUR LANES
San Joaquin	46	STIP	KER000103	State	FROM KECK'S ROAD TO I-5; CONSTRUCT TWO-LANE CONV. HWY TO FOUR-LANE EXPRESSWAY
San Joaquin	Regional	STIP	KER040103	Bakersfield	IN BAKERSFIELD: FROM STOCKDALE HWY TO TRUXTUN AVE / OAK ST. AT ROUTE 99; CONSTRUCT 4 TO 8 LANE NEW FACILITY (PHASE 2)
San Joaquin	Regional	STIP	KER040104	Bakersfield	IN BAKERSFIELD: FROM STOCKDALE HWY TO TRUXTUN AVE / OAK ST. AT ROUTE 99; CONSTRUCT 4 TO 8 LANE NEW FACILITY (PHASE 3)
San Joaquin	Regional	STIP	KER040105	Bakersfield	IN BAKERSFIELD: FROM STOCKDALE HWY TO TRUXTUN AVE / OAK ST. AT ROUTE 99; CONSTRUCT 4 TO 8 LANE NEW FACILITY (PHASE 4)
Mojave Desert	58	STIP	KER000102	State	AT MOJAVE: FROM 4.1KM WEST OF WEST JUNCTION ROUTE 14 AND FROM EAST JUNCTION ROUTE 14 TO 6.8KM EAST OF JUNCTION 14-RELINQUISHMENT

Regionally Significant Projects in the 2004 FTIP By Air Basin

Air Basin	Route	Program	Project ID	Lead	Description
San Joaquin	Regional	STIP	KER010101	Kern Co.	NEAR SHAFTER: ON 7TH STANDARD RD FROM SR 99 TO COFFEE RD; INTERCHANGE UPGRADE AT SR 99 AND GRADE SEPARATION
San Joaquin	I-5	Local	KER040108	Kern Co.	LAVAL ROAD AT I-5 INTERCHANGE UPGRADE

TABLE F-3 - RTP - Regionally Significant Projects - Funding Timeframes by Air Basin by Year Modeled

**Appendix F Continued
Project Funding Timeframes by Air Basin by Year Modeled
in the Destination 2030 RTP**

REGIONALLY SIGNIFICANT - MAJOR HIGHWAY IMPROVEMENTS 2004-2008

Air Basin	Locale	Project	Scope	Year(s) Modeled
Indian Wells	Inyokern	Route 14	Redrock / Inyokern Rd to Rt 178 - widen to four lanes	13pt 15pt 20 30
Mojave Desert	Mojave	Route 14	Rt 58 to Cal City Blvd - widen to four lanes / interchange	8 10 13 15 20 30
San Joaquin	Wasco	Route 46	SLO County Line to I-5 - widen to four lanes	13 15 20 30
San Joaquin	Wasco	Route 46	Jumper Ave to Rt 43 - widen to four lanes	20 30
Mojave Desert	Tehachapi	Route 58	Dennison Rd - construct interchange and bridge	5 8 10 13 15 20 30
San Joaquin	Taft	Route 119	Cherry Ave to Tupman Rd - widen to four lanes	13pt 15pt 20 30
San Joaquin	Bakersfield	Route 178	Fairfax Road – construct interchange and widen to four lanes	8 10 13 15 20 30
San Joaquin	Lamont	Route 184	Rt 223 to Panama Ln - widen to four lanes	13pt 15pt 20 30
Indian Wells	Ridgecrest	Route 395	China Lake Blvd To Rt 178 - widen to four lanes	20pt 30
San Joaquin	Metro Bkfd	Downtown Parkway	Rt 99 to 178 - environmental analysis for local freeway	10 13 15 20 30
San Joaquin	Bakersfield	Westside Parkway	Oak St to Heath Rd - construct local freeway	8pt 10 13 15 20 30
San Joaquin	Bakersfield	Oak St Interchange	Rt 178 (24th St) and Oak St - construct interchange	10 13 15 20 30
San Joaquin	Bakersfield	Hageman Extension	Knudsen Dr to Rt 204 - construct four lane extension	10 13 15 20 30
San Joaquin	Shafter	7th Standard Rd	Santa Fe Way to Coffee Rd - widen to four lanes	10 13 15 20 30
San Joaquin	Metro Bkfd	7th Standard Rd	Coffee Rd to Rt 99 - construct interchange; four lanes	08pt 10 13 15 20 30
San Joaquin	Metro Bkfd	7th Standard Rd	Rt 99 to Wings Way - widen to four lanes	08pt 10 13 15 20 30
Indian Wells	Ridgecrest	W Ridgecrest Blvd	Mahan St to China Lake Blvd - widen to four-lanes; reconstruct	13pt 15pt 20 30

REGIONALLY SIGNIFICANT - MAJOR HIGHWAY IMPROVEMENTS 2009-2013

Air Basin	Locale	Project	Scope	Year(s) Modeled
Indian Wells	Inyokern	Route 14	Redrock / Inyokern Rd to Rt 178 - widen to four lanes	13pt 15pt 20 30
San Joaquin	Wasco	Route 46	SLO County Line to I-5 - widen to four lanes	13 15 20 30
San Joaquin	Wasco	Route 46	Jumper Ave (North) to Rt 43 - widen to four lanes	20 30
San Joaquin	Metro Bkfd	Route 99	Olive Drive - reconstruct interchange	13 15 20 30
San Joaquin	Taft	Route 119	Cherry Ave to Tupman Rd - widen to four lanes	13pt 15pt 20 30
San Joaquin	Lamont	Route 184	Rt 223 to Panama Ln - widen to four lanes	13pt 15pt 20 30
San Joaquin	Bakersfield	Downtown Parkway	Oak St to F St - construct local freeway	10pt 13 15 20 30
San Joaquin	Bakersfield	Downtown Parkway	F St to Chester Ave - construct local freeway	13 15 20 30
San Joaquin	Bakersfield	Downtown Parkway	Q St to Rt 178 / 58 - construct local freeway	20 30
San Joaquin	Delano	Cecil Ave	Albany St to Browning Rd - widen to four lanes; reconstruct	05pt 08pt 10pt 13pt 15 20 30

**Project Funding Timeframes by Air Basin
in the Destination 2030 RTP (Cont'd)**

REGIONALLY SIGNIFICANT - MAJOR HIGHWAY IMPROVEMENTS 2014-2018

Air Basin	Locale	Project	Scope	Year(s) Modeled
Indian Wells	Inyokern	Route 14	Redrock / Inyokern Rd to Rt 178 - widen to four lanes	13pt 15pt 20 30
San Joaquin	Wasco	Route 46	Jumper Ave to Rt 43 - four lanes; reconstruction	20 30
San Joaquin	Metro Bkfd	Rosedale Hwy	Rt 43 to Renfro Rd - widen to four lanes	20 30
San Joaquin	Taft	Route 119	Cherry Ave to Tupman Rd - widen to four lanes	13pt 15pt 20 30
San Joaquin	Lamont	Route 184	Rt 223 to Panama Ln - widen to four lanes	13pt 15pt 20 30
San Joaquin	Bakersfield	Downtown Parkway	Q St to Rt 178 / 58 - construct local freeway	20 30
San Joaquin	Delano	Cecil Ave	Albany St to Browning Rd - widen to four lanes; reconstruct	05pt 08pt 10pt 13pt 15 20 30
Indian Wells	Ridgecrest	W Ridgecrest Blvd	Mahan St to China Lake Blvd – widen to four-lanes; reconstruct	13pt 15pt 20 30
(multiple)	Various	Various state hwys	Caltrans IIP projects: I-5 and partnership contributions	(included above)

REGIONALLY SIGNIFICANT - MAJOR HIGHWAY IMPROVEMENTS 2019-2023

Air Basin	Locale	Project	Scope	Year(s) Modeled
Indian Wells	Inyokern	Route 14	Redrock / Inyokern Rd to Rt 178 - widen to four lanes	13pt 15pt 20 30
San Joaquin	Wasco	Route 46	Rt 43 to Rt 99 - widen to four lanes; reconstruct interchange	08pt 10pt 13pt 15pt 20pt 30
San Joaquin	Metro Bkfd	Route 99	Ming Ave to Bear Mountain Blvd - phased widen to eight lanes	20 30
San Joaquin	Taft	Route 119	Cherry Ave to Tupman Rd - widen to four lanes	13pt 15pt 20 30
San Joaquin	Bakersfield	Route 178	Fairfax Rd to China Garden - environmental for freeway	8pt 10pt 13pt 15pt 20pt 30pt
San Joaquin	Lamont	Route 184	Rt 223 to Panama Lane - widen to four lanes	13pt 15pt 20 30
San Joaquin	Metro Bkfd	Downtown Parkway	Chester Ave to Q St – construct freeway on new alignment	15pt 20 30
Indian Wells	Ridgecrest	W Ridgecrest Blvd	Mahan St to China Lake Blvd - widen to four lanes; reconstruct	13pt 15pt 20 30
(multiple)	Various	Various state hwys	Caltrans IIP projects: I-5 and partnership contributions	(included above)

REGIONALLY SIGNIFICANT - MAJOR HIGHWAY IMPROVEMENTS 2024-2030

Air Basin	Locale	Project	Scope	Year(s) Modeled
San Joaquin	Wasco	Route 46	Rt 43 to Rt 99 - widen to four lanes; reconstruct interchange	08pt 10pt 13pt 15pt 20pt 30
San Joaquin	Metro Bkfd	Route 58	Rt 58 & Mt Vernon Ave to I-5 - environ., phased freeway const.	30pt
San Joaquin	Bakersfield	Route 178	Fairfax Rd to China Garden - phased freeway construction	8pt 10pt 13pt 15pt 20pt 30pt
San Joaquin	Arvin	Route 223	Rt 184 to Rt 99 - widen to four lanes	20pt 30
Indian Wells	Ridgecrest	Route 395	China Lake Blvd to Rt 178 - widen to four lanes	20pt 30
Mojave Desert	Cal City	Cal City Blvd	Rt 14 east six miles - widen to four lanes	13pt 15pt 20pt 30
(multiple)	Various	Various state hwys	Caltrans IIP projects: I-5 and partnership contributions	(included above)

TABLE F-4 - RTP - Exempt Projects - Funding Timeframes by Air Basin by Year Modeled by Exempt Code

**Project Funding Timeframes by Air Basin
in the Destination 2030 RTP (Cont'd)**

EXEMPT PROJECTS - LOCAL STREETS AND ROADS 2004-2030

Air Basin	Locale	Project	Scope	EPA Exempt Code(s)
San Joaquin	Metro Bkfd	Various Locations	Bridge and street widening; reconstruction	1.19
San Joaquin	Metro Bkfd	Various Locations	Signalization	5.02, 5.07
Mojave Desert	Rosamond	Various Locations	Street widening; signalization	5.02
(multiple)	Countywide	Various Locations	Traffic Control Measures	5.01
(multiple)	Countywide	Various Locations	Bridge and street widening; reconstruction; signalization	1.10, 1.19, 5.02

EXEMPT PROJECTS - TRANSIT 2004-2030

Air Basin	Locale	Project	Scope	EPA Exempt Code(s)
San Joaquin	Metro Bkd		Full size natural gas buses - 120 replacement buses	2.10
San Joaquin	Metro Bkd		Full size natural gas buses - 120 new buses	2.11
(multiple)	Various		Midsized natural gas buses - 120 replacement buses	2.10
(multiple)	Various		Midsized natural gas buses - 120 new buses	2.11
(multiple)	Various		Mini van / buses - 45 replacement buses	2.10
San Joaquin	Metro Bkfd		2 transfer stations	5.06
San Joaquin	Metro Bkfd		ITS Related Improvements / Upgrades	2.06, 5.07
(multiple)	Various		Park and Ride Lots (750 spaces)	3.01

EXEMPT PROJECTS - NON-MOTORIZED 2004-2030

Air Basin	Locale	Project	Scope	EPA Exempt Code(s)
San Joaquin	Metro Bkfd	Various locations	Construct Class I or Class III Bike Path; striping; signage	3.02, 4.11
(multiple)	County	Various locations	Construct Class I or Class III Bike Path; striping; signage	3.02, 4.11
Mojave Desert	Cal City	Various locations	Construct Class I or Class III Bike Path; striping; signage	3.02, 4.11
San Joaquin	Delano	Various locations	Construct Class I or Class III Bike Path; striping; signage	3.02, 4.11
Indian Wells	Ridgecrest	Various locations	Construct Class I or Class III Bike Path; striping; signage	3.02, 4.11
San Joaquin	Taft	Various locations	Construct Class I or Class III Bike Path; striping; signage	3.02, 4.11

EXEMPT PROJECTS - PASSENGER RAIL 2004-2030

Air Basin	Locale	Project	Scope	EPA Exempt Code(s)
			Unknown	2.11

TABLE F-5 - Non-Federally Funded – Regionally Significant Projects – Air Basin by Year Modeled. These capacity increasing projects are funded by the two traffic impact fee programs active in the Kern Region.

Project	Function	Scope	Year Modeled	Exempt Status	Air Basin
Rosamond Boulevard	principal arterial	From 35th Street West to 45th Street West - 3 lane miles	2013	Non-Exempt	Mojave Desert
Rosamond Boulevard	principal arterial	From Eagle Way to 35th Street West - 2.55 lane miles	2013	Non-Exempt	Mojave Desert
Rosamond Boulevard	principal arterial	From Sierra Highway to SR 14 - 1 lane miles	2030	Non-Exempt	Mojave Desert
Rosamond Boulevard	principal arterial	From Edwards AFB to Sierra Hwy - 2.6 lane miles	2030	Non-Exempt	Mojave Desert
Rosamond Boulevard	principal arterial	From 45th Street West to 65th Street West - 2 lane miles	2030	Non-Exempt	Mojave Desert
Rosamond Boulevard	principal arterial	From 45th Street West to 65th Street West - 4 lane miles	2030	Non-Exempt	Mojave Desert
Rosamond Boulevard	state highway	Interchange at SR 14	2030	Non-Exempt	Mojave Desert
California Avenue	principal arterial	From Oak Street to A Street - 0.5 lane miles	2005	Non-Exempt	San Joaquin
Calloway Drive	principal arterial	From SR 58/Rosedale Highway to Brimhall Road - 4 lane miles	2005	Non-Exempt	San Joaquin
Mohawk Avenue	principal arterial	From SR 58 to 0.5 mi s/o SR 58/Rosedale Highway - 1 lane miles	2005	Non-Exempt	San Joaquin
Mohawk Avenue	principal arterial	From 0.5 mi s/o SR 58/Rosedale Highway to Truxtun Avenue - 3 lane miles	2005	Non-Exempt	San Joaquin
Mohawk Avenue	principal arterial	From Hageman Road to SR 58/Rosedale Highway - 5 lane miles	2005	Non-Exempt	San Joaquin
Panama Lane	principal arterial	From Stine Road to Wible Road - 2 lane miles	2005	Non-Exempt	San Joaquin
Allen Road	principal arterial	From Ming Avenue to Stockdale Highway - 2 lane miles	2008	Non-Exempt	San Joaquin
Allen Road	principal arterial	From SR 58 to Brimhall Road - 2 lane miles	2008	Non-Exempt	San Joaquin
Calloway Drive	principal arterial	From Norris Road to Olive Drive - 1 lane miles	2008	Non-Exempt	San Joaquin
Hageman Road	principal arterial	From Jewetta Avenue to Verdugo Lane - 2 lane miles	2008	Non-Exempt	San Joaquin
Hageman Road	principal arterial	From Santa Fe Way to Old Farm Road - 2 lane miles	2008	Non-Exempt	San Joaquin
Ming Avenue	principal arterial	From Renfro Road to Buena Vista Road - 4 lane miles	2008	Non-Exempt	San Joaquin
Seventh Standard Road	principal arterial	From SR 99 to SR 65 - 1 lane miles	2008	Non-Exempt	San Joaquin

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Project	Function	Scope	Year Modeled	Exempt Status	Air Basin
Seventh Standard Road	principal arterial	From Airport Drive to McCray Street - 1 lane miles	2008	Non-Exempt	San Joaquin
Morning Drive	state highway	Interchange at SR 178	2008	Non-Exempt	San Joaquin
Westside Parkway	new facility	From Renfro Road to SR 99 - 56 lane miles	2010	Non-Exempt	San Joaquin
Westside Parkway	new facility	From Mohawk to SR 99 - 10.64 lane miles	2010	Non-Exempt	San Joaquin
Hageman Road	principal arterial	From Mohawk Street to SR 204 - 5.64 lane miles	2010	Non-Exempt	San Joaquin
Seventh Standard Road	principal arterial	From Allen Road to SR 99 - 7 lane miles	2010	Non-Exempt	San Joaquin
Airport Drive	principal arterial	From Olive Drive n/o to State Road - 1.2 lane miles	2013	Non-Exempt	San Joaquin
Allen Road	principal arterial	From Brimhall Road to Stockdale Highway - 2 lane miles	2013	Non-Exempt	San Joaquin
Allen Road	principal arterial	From Panama Lane to Ming Avenue - 6 lane miles	2013	Non-Exempt	San Joaquin
Calloway Drive	principal arterial	From Seventh Standard Road to Hageman Road - 6 lane miles	2013	Non-Exempt	San Joaquin
Coffee Road	principal arterial	From Seventh Standard Road to Norris Road - 3 lane miles	2013	Non-Exempt	San Joaquin
Old River Road	principal arterial	From Pacheco Road to Campus Park Drive - 1 lane miles	2013	Non-Exempt	San Joaquin
Old River Road	principal arterial	From Panama Lane to Pacheco Road - 2 lane miles	2013	Non-Exempt	San Joaquin
Panama Lane	principal arterial	From Gosford Road to Stine Road - 4 lane miles	2013	Non-Exempt	San Joaquin
Stine Road/New Stine Road	principal arterial	From Taft Highway to Panama Lane - 4 lane miles	2013	Non-Exempt	San Joaquin
Stockdale Highway	principal arterial	From Heath Road to Renfro Road - 2 lane miles	2013	Non-Exempt	San Joaquin
White Lane	principal arterial	From Allen Road to West Beltway - 2 lane miles	2013	Non-Exempt	San Joaquin
Oak Street	state highway	From SR 178/24TH Street to Sillect Avenue - 1.5 lane miles	2013	Non-Exempt	San Joaquin
SR 178	state highway	From E/o Fairfax Road to Morning Drive - 2 lane miles	2013	Non-Exempt	San Joaquin
SR 178	state highway	From Morning Drive to Rancheria Road - 10 lane miles	2013	Non-Exempt	San Joaquin
SR 58	state highway	From Real Road to Cottonwood Road - 6 lane miles	2013	Non-Exempt	San Joaquin
SR 99	state highway	From Wilson Road to Panama Lane - 5 lane miles	2013	Non-Exempt	San Joaquin
Hosking Avenue	state highway	Interchange at SR 99	2015	Non-Exempt	San Joaquin
Centennial Freeway	new facility	From SR 99 to SR 178 - 16 lane miles	2020	Non-Exempt	San Joaquin

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Project	Function	Scope	Year Modeled	Exempt Status	Air Basin
Alfred Harrell Hwy	principal arterial	From West end Hart Park to SR178 - 11 lane miles	2020	Non-Exempt	San Joaquin
Alfred Harrell Hwy	principal arterial	From Roberts Lane to China Grade Loop - 12 lane miles	2020	Non-Exempt	San Joaquin
Casa Loma Drive	principal arterial	From Cottonwood Road to Fairfax Road - 6 lane miles	2020	Non-Exempt	San Joaquin
Casa Loma Drive	principal arterial	From Cottonwood Road to Fairfax Road - 6 lane miles	2020	Non-Exempt	San Joaquin
China Grade Loop	principal arterial	From Manor Street to Round Mountain Road - 4.8 lane miles	2020	Non-Exempt	San Joaquin
Gosford Road	principal arterial	From Harris Road to Taft Highway - 5 lane miles	2020	Non-Exempt	San Joaquin
Mount Vernon Avenue	principal arterial	From Casa Loma Drive to Belle Terrace - 1 lane miles	2020	Non-Exempt	San Joaquin
Old River Road	principal arterial	From SR 119 to Panama Lane - 4 lane miles	2020	Non-Exempt	San Joaquin
Old Stine Road	principal arterial	From Belle Terrace to Stockdale Highway - 1 lane miles	2020	Non-Exempt	San Joaquin
Old Stine Road	principal arterial	From Ming Avenue to Belle Terrace - 1 lane miles	2020	Non-Exempt	San Joaquin
Panama Lane	principal arterial	From Allen Road to Gosford Road - 6 lane miles	2020	Non-Exempt	San Joaquin
Panama Road	principal arterial	From South Union Avenue to SP RR - 9 lane miles	2020	Non-Exempt	San Joaquin
South Union Avenue	principal arterial	From Taft Highway to Casa Loma Drive - 10 lane miles	2020	Non-Exempt	San Joaquin
South Union Avenue	principal arterial	From Taft Highway to Casa Loma Drive - 10 lane miles	2020	Non-Exempt	San Joaquin
SR 178	state highway	From Vineland Road to Alfred Harrell Highway - 8 lane miles	2020	Non-Exempt	San Joaquin
SR 178 (24th St)	state highway	From Oak Street to D Street - 1.4 lane miles	2020	Non-Exempt	San Joaquin
SR 184	state highway	From Edison Highway to Niles Street - 2.5 lane miles	2020	Non-Exempt	San Joaquin
SR 184/Kern Canyon Road	state highway	From Morning Drive to SR 178 - 5 lane miles	2020	Non-Exempt	San Joaquin
SR 204	state highway	From SR 99 to SR 178 - 5.18 lane miles	2020	Non-Exempt	San Joaquin
Taft Highway	state highway	From SR 99 to South Union Avenue - 2.2 lane miles	2020	Non-Exempt	San Joaquin
SR 184	state highway	From Panama Road to SR 58 - 11.6 lane miles	2030	Non-Exempt	San Joaquin
SR 65	state highway	From James Road to Seventh Standard Road - 4.5 lane miles	2030	Non-Exempt	San Joaquin

Project	Function	Scope	Year Modeled	Exempt Status	Air Basin
F-6 - Non-Federal Projects Exempt From the Regional Conformity Analysis					
30th Street West	other	From Avenue A to Rosamond Boulevard - 12 lane miles	2008	Exempt	Mojave Desert
10th Street West	other	From Avenue A to Rosamond Boulevard - 6 lane miles	2020	Exempt	Mojave Desert
Avenue A	other	From 10th Street West to 30th Street West - 8 lane miles	2020	Exempt	Mojave Desert
Hughes Lane	other	From Ming Avenue to Terrace Way - 1.5 lane miles	2005	Exempt	San Joaquin
Knudsen Drive	other	From Olive Drive to Hageman Road - 3 lane miles	2005	Exempt	San Joaquin
Olive Drive	other	From Jewetta Avenue to Calloway Drive - 2.4 lane miles	2005	Exempt	San Joaquin
Olive Drive	other	From Coffee Road to Airport Drive - 6 lane miles	2005	Exempt	San Joaquin
Akers Road	other	From White Lane to Pacheco Road - 0.5 lane miles	2008	Exempt	San Joaquin
Brimhall Road	other	From Renfro Road to Allen Road - 2 lane miles	2008	Exempt	San Joaquin
Brimhall Road	other	From Verdugo Lane to Calloway Drive - 0.5 lane miles	2008	Exempt	San Joaquin
Buena Vista Road	other	From Pacheco Road to White Lane - 2 lane miles	2008	Exempt	San Joaquin
Fairfax Road	other	From S/o Highland Knolls Drive to Niles Street - 0.26 lane miles	2008	Exempt	San Joaquin
Jewetta Avenue	other	From Snow Road to Meacham Road - 5 lane miles	2008	Exempt	San Joaquin
Morning Drive	other	From Paladino Drive to SR 178 - 2 lane miles	2008	Exempt	San Joaquin
Morning Drive	other	From Alfred Harrell Highway to Paladino Drive - 3.6 lane miles	2008	Exempt	San Joaquin
Norris Road	other	From Calloway Road to Coffee Road - 0 lane miles	2008	Exempt	San Joaquin
Olive Drive	other	From Rudd Road (West Beltway) to Jewetta Avenue - 5 lane miles	2008	Exempt	San Joaquin
Paladino Drive	other	From Fairfax Road to Morning Drive - 3 lane miles	2008	Exempt	San Joaquin
Snow Road	other	From Calloway Drive to Quail Creek Road - 2 lane miles	2008	Exempt	San Joaquin
Snow Road	other	From Coffee Road to Fruitvale Avenue - 2 lane miles	2008	Exempt	San Joaquin
Snow Road	other	From Verdugo Lane to Calloway Drive - 1 lane miles	2008	Exempt	San Joaquin
Snow Road	other	From Fruitvale Avenue to Golden State Highway - 0.7 lane miles	2008	Exempt	San Joaquin

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Project	Function	Scope	Year Modeled	Exempt Status	Air Basin
Snow Road	other	From Allen Road to Old Farm Road - 2 lane miles	2010	Exempt	San Joaquin
Fairfax Road	other	From Alfred Harrell Highway to Paladino Drive - 2 lane miles	2013	Exempt	San Joaquin
Fruitvale Avenue	other	From Hageman Road to SR 58/Rosedale Highway - 2.5 lane miles	2013	Exempt	San Joaquin
Hageman Road	other	From Jenkins Road to Allen Road - 2.108 lane miles	2013	Exempt	San Joaquin
Hageman Road	other	From Renfro Road to Jenkins Road - 2 lane miles	2013	Exempt	San Joaquin
Hosking Avenue	other	From South Union Avenue to South H Street - 2 lane miles	2013	Exempt	San Joaquin
Hosking Avenue	other	From Wible Road to South H Street - 3.2 lane miles	2013	Exempt	San Joaquin
Morning Drive	other	From SR 178 to College Avenue - 1.8 lane miles	2013	Exempt	San Joaquin
Renfro Road	other	From Ming Avenue to Pacheco Road - 4 lane miles	2013	Exempt	San Joaquin
Renfro Road	other	From Reina Road to Johnson Road - 7.4 lane miles	2013	Exempt	San Joaquin
Renfro Road	other	From Johnson Road to Stockdale Highway - 1 lane miles	2013	Exempt	San Joaquin
Snow Road	other	From Jewetta Avenue to Calloway Drive - 4 lane miles	2013	Exempt	San Joaquin
Snow Road	other	From Old Farm Road to Jewetta Avenue - 2 lane miles	2013	Exempt	San Joaquin
Snow Road	other	From Quail Creek to Coffee Road - 2 lane miles	2013	Exempt	San Joaquin
South H Street	other	From Hosking Avenue to Arvin-Edison Canal - 1.5 lane miles	2013	Exempt	San Joaquin
South H Street	other	From Taft Highway to Hosking Avenue - 2 lane miles	2013	Exempt	San Joaquin
Wible Road	other	From SR 119 to Panama Lane - 4 lane miles	2013	Exempt	San Joaquin
Allen Road	principal arterial	From Noriega Road to Hageman Road - 0.38 lane miles	2013	Exempt	San Joaquin
Pacheco Road	other	From Renfro Road to Buena Vista Road - 4 lane miles	2015	Exempt	San Joaquin
Ashe Road	other	From Panama Lane to Taft Highway - 4 lane miles	2020	Exempt	San Joaquin
Breckenridge Road	other	From Morning Drive to Vineland Road - 2 lane miles	2020	Exempt	San Joaquin
Buena Vista Road	other	From Pacheco Road to Panama Lane - 2 lane miles	2020	Exempt	San Joaquin

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Project	Function	Scope	Year Modeled	Exempt Status	Air Basin
Edison Road	other	From Breckenridge Road to Edison Highway - 2.5 lane miles	2020	Exempt	San Joaquin
Edison Road	other	From SR 178 to Breckenridge Road - 4.5 lane miles	2020	Exempt	San Joaquin
Fairfax Road	other	From Redbank Road to SR 58 - 1.5 lane miles	2020	Exempt	San Joaquin
Fairview Road	other	From Monitor Street to South Union Avenue - 0 lane miles	2020	Exempt	San Joaquin
Fruitvale Avenue	other	From Snow Road to Norris Road - 1 lane miles	2020	Exempt	San Joaquin
Hosking Road/McCutchen Road	other	From Buena Vista Road to Gosford Road - 4 lane miles	2020	Exempt	San Joaquin
Hosking Road/McCutchen Road	other	From Gosford Road to Stine Road - 4 lane miles	2020	Exempt	San Joaquin
Oak Street	other	From California Avenue to SR 178/24th Street - 2 lane miles	2020	Exempt	San Joaquin
Paladino Drive	other	From Morning Drive to Masterson Street - 3 lane miles	2020	Exempt	San Joaquin
Paladino Drive	other	From Masterson Street to Alfred Harrell Highway - 2 lane miles	2020	Exempt	San Joaquin
Panama Lane	other	From South Union Avenue to Cottonwood Road - 2 lane miles	2020	Exempt	San Joaquin
Panama Road	other	From SP RR to 0.2 mi w/o SR 184 - 0.6 lane miles	2020	Exempt	San Joaquin
Panama Road	other	From 0.2 mi w/o SR 184 to SR 184 - 0.4 lane miles	2020	Exempt	San Joaquin
Renfro Road	other	From Olive Drive to Reina Road - 1 lane miles	2020	Exempt	San Joaquin
Renfro Road	other	From Seventh Standard Road to Olive Drive - 3 lane miles	2020	Exempt	San Joaquin
Snow Road	other	From Jenkins Road to Allen Road - 1 lane miles	2020	Exempt	San Joaquin
Stockdale Highway	other	From West Metro Boundary to Heath Road - 9 lane miles	2020	Exempt	San Joaquin
Vineland Road	other	From SR 184/Kern Canyon Road to Pioneer Drive - 2 lane miles	2020	Exempt	San Joaquin
Vineland Road	other	From SR 184/Kern Canyon Road to SR 178 - 2 lane miles	2020	Exempt	San Joaquin
Vineland Road	other	From Edison Highway to Eucalyptus Drive - 1.5 lane miles	2020	Exempt	San Joaquin
Vineland Road	other	From Eucalyptus Drive to Pioneer Drive - 0.5 lane miles	2020	Exempt	San Joaquin

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Project	Function	Scope	Year Modeled	Exempt Status	Air Basin
Vineland Road	other	From SR 58 to Edison Highway - 0.4 lane miles	2020	Exempt	San Joaquin
White Lane/Muller Avenue	other	From South Union Avenue to Cottonwood Road - 2 lane miles	2020	Exempt	San Joaquin
White Lane/Muller Avenue	other	From Cottonwood Road to Fairfax Road - 6.4 lane miles	2020	Exempt	San Joaquin
White Lane/Muller Avenue	other	From South Union Avenue to Cottonwood Road - 2 lane miles	2020	Exempt	San Joaquin
Wible Road	other	From Ming Avenue to Brundage Lane - 2 lane miles	2020	Exempt	San Joaquin
Breckenridge Road	other	From Vineland Road to Edison Road - 2 lane miles	2030	Exempt	San Joaquin
Heath Road	other	From SR 58/Rosedale Highway to Stockdale Highway - 5 lane miles	2008, 4 lanes 2030	Exempt	San Joaquin

APPENDIX G – PAST CONFORMITY DETERMINATIONS



U DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION
980 Ninth Street, Suite 400
Sacramento, CA. 95814-2724

October 4, 2002

IN REPLY REFER TO
HDA-CA
Document #: 40329

Mr. Ronald E. Brummett, Executive Director
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

RECEIVED

OCT - 9 2002

KERN COUNCIL
OF GOVERNMENTS

Dear Mr. Brummett:

SUBJECT: Conformity Determination for KCOG's FY 2002 Federal Transportation Improvement Program

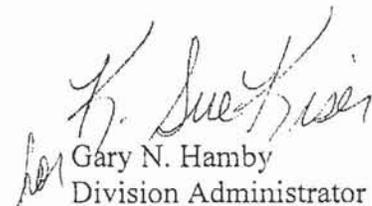
The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the conformity determination for the Kern Council of Governments's FY 2002 Federal Transportation Improvement Program (FTIP). A joint FTA/FHWA air quality conformity determination for the FTIP is required by Section 93.104 of the Environmental Protection Agency's August 15, 1997, *Transportation Conformity Rule Amendments: Flexibility and Streamlining: Final Rule*, 40 CFR Part 51 and 93 (*Transportation Conformity Rule*) and the FHWA/FTA Metropolitan Planning Rule, 23 CFR 450.

KCOG submitted the conformity determination on the FY 2002 FTIP to FHWA/FTA on July 25, 2002. The conformity analysis provided by KCOG indicates that all air quality conformity requirements have been met. Based on our review, we find that the FY 2002 FTIP conforms to the applicable state implementation plan in accordance with the provisions of 40 CFR Parts 51 and 93 and in accordance with January 2, 2002, guidance *Revised Guidance for Implementing the March 1999 Circuit Court Decision Affecting Transportation Conformity* and the Environmental Protection Agency's May 14, 1999, guidance *Conformity Guidance on Implementation of March 2, 1999 Conformity Court Decision*. This approval was made after consultation with the Environmental Protection Agency (EPA) pursuant to the *Transportation Conformity Rule*.

This letter constitutes the joint FHWA/FTA air quality conformity determination for KCOG's FY 2002 FTIP. If you have any questions pertaining to this conformity finding please contact Michelle Fuller, FHWA, at 916-498-5861.

Sincerely,


Leslie T. Rogers
Regional Administrator
Federal Transit Administration


Gary N. Hamby
Division Administrator
Federal Highway Administration



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION
980 Ninth Street, Suite 400
Sacramento, CA. 95814-2724

SEP 25 2001

IN REPLY REFER TO
HDA-CA
File #: 1040.2
Document #: S36772

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KERN COUNCIL
OF GOVERNMENTS

Mr. Ronald E. Brummett, Executive Director
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

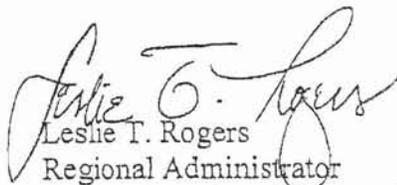
Dear Mr. Brummett:

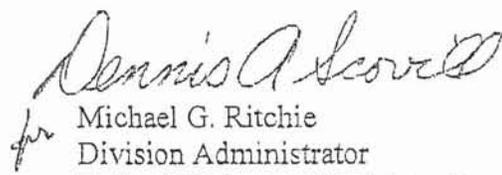
SUBJECT: KCOG 2000 RTP and FTIP CONFORMITY DETERMINATION

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the conformity determination for the Kern Council of Government's (KCOG) 2000 Regional Transportation Plan and 2000 Federal Transportation Improvement Program through Amendment No. 4 (FTIP). A joint FHWA/FTA air quality conformity determination for the RTP and FTIP is required by 40 CFR 93.104 and 23 CFR 450.322 of the FHWA/FTA Statewide and Metropolitan Planning Rule.

The conformity analysis provided by KCOG indicates that all air quality conformity requirements have been met. Base on our review, we find that the 2000 RTP and FTIP through Amendment No. 4 conform to the applicable state implementation plans and accept this air quality determination in accordance with the provisions of 40 CFR 51 and 93 and in accordance with USDOT's June 18, 1999 guidance, *Additional Supplemental Guidance for the Implementation of the Circuit Court Decision Affecting Transportation Conformity*. This finding was made after consultation with the Environmental Protection Agency pursuant to 40 CFR 51 and 93. The three-year air quality conformity and planning period timeframes of the 2000 RTP and FTIP begin as of the approval date of this letter.

Sincerely,


Leslie T. Rogers
Regional Administrator
Federal Transit Administration


for Michael G. Ritchie
Division Administrator
Federal Highway Administration