

FINAL
AIR QUALITY CONFORMITY ANALYSIS
for the
2007 FEDERAL TRANSPORTATION IMPROVEMENT
PROGRAM, AMENDMENT #3 and the
2007 REGIONAL TRANSPORTATION PLAN (RTP)

Adopted May 17, 2007



**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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IN REPLY REFER TO

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Document # S50661

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

Dear Mr. Brummett:

SUBJECT: Conformity Determination for the KCOG Amendment # 3 to the 2007 FTIP
and the 2007 RTP

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 (KCOG) Amendment # 3 to the 2007 Federal Transportation Improvement Program (FTIP) and the 2007 Regional Transportation Plan (RTP). A joint FTA/FHWA air quality conformity determination for the FTIP and RTP is required by the Environmental Protection Agency's (EPA) *Transportation Conformity Rule*, 40 CFR Parts 51 and 93, and the FHWA/FTA *Metropolitan Planning Rule*, 23 CFR 450.

KCOG adopted the Amendment # 3 to the 2007 FTIP and the 2007 RTP and made the corresponding conformity determination on May 17th, 2007. The conformity documentation submitted to FHWA/FTA by KCOG indicates that all air quality conformity requirements have been met. Based on our review, we find that the KCOG Amendment # 3 to the 2007 FTIP and the 2007 RTP conform to the applicable state implementation plan in accordance with the provisions of 40 CFR Parts 51 and 93, which include meeting the requirements of the statewide and metropolitan planning rule found at 23 CFR Part 450.

In accordance with the July 15, 2004, *Memorandum of Understanding (MOU) between the Federal Highway Administration, California Division and the Federal Transit Administration, Region IX*, the FTA has concurred with this conformity determination. This approval was made after consultation with the EPA, Region 9 office, pursuant to the *Transportation Conformity Rule*.

In accordance with the above MOU, the FHWA's single signature constitutes FHWA and FTA's joint air quality conformity determination for KCOG's Amendment # 3 to the 2007 FTIP and the 2007 RTP.

**MOVING THE
AMERICAN
ECONOMY**



If you have any questions pertaining to this conformity determination, please contact Bob O'Loughlin with FHWA at (415) 744-3823.

Sincerely,

/s/ Steve Luxenberg

For
Gene K. Fong
Division Administrator

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

Resolution No. 07-19
In the matter of:

2007 AIR QUALITY CONFORMITY ANALYSIS;
2007 DESTINATION 2030 REGIONAL TRANSPORTATION PLAN;
2007 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT NO.3

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

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

WHEREAS, Section 65080 of the California Government Code requires each regional transportation planning agency to prepare a regional transportation plan and update it for submission to the governing Policy Board for adoption; and

WHEREAS, a 2007 Destination 2030 Regional Transportation Plan has been prepared in full compliance with federal guidance; and

WHEREAS, a 2007 Destination 2030 Regional Transportation Plan has been prepared in accordance with state guidelines adopted by the California Transportation Commission; and

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

WHEREAS, the 2007 Federal Transportation Improvement Program (FTIP) Amendment No. 3 has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the Kern Council of Governments (Kern COG) forum and general public involvement; and

WHEREAS, the 2007 FTIP Amendment No. 3 program listing is consistent with: 1) the 2007 Regional Transportation Plan; 2) the State Transportation Improvement Program; and 3) the Air Quality Conformity Analysis; and

WHEREAS, the 2007 FTIP Amendment No. 3 contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2007 FTIP Amendment No. 3 includes projects and financial information for four years of programming; and

WHEREAS, the 2007 FTIP Amendment No. 3 includes updates to the Expedited Project Selection Procedures; and

WHEREAS, projects submitted in the 2007 FTIP Amendment No. 3 must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the 2007 RTP and 2007 FTIP Amendment No. 3 do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the MPO must demonstrate conformity per 40 CFR Part 93 for the RTP and FTIP; and

WHEREAS, in accordance with EPA Companion Guidance for the Conformity Rule for multi-jurisdictional areas, Kern COG has developed their portion of the PM2.5 regional emissions analysis separately and provided the entire PM2.5 nonattainment area conformity demonstration; and

WHEREAS, the PM2.5 nonattainment area conformity demonstration is contingent upon adoption by all MPOs in the PM2.5 nonattainment area; and

WHEREAS, the Kern COG has also developed a regional emissions analysis for Carbon Monoxide (CO), Ozone, and PM-10 for Kern County; and

WHEREAS, the documents have been widely circulated and reviewed by Kern COG advisory committee representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of Kern County; and

WHEREAS, the Kern COG Policy Board has reviewed the Program Environmental Impact Report prepared for the 2007 Destination 2030 Regional Transportation Plan and has certified it as adequate and in compliance with the provisions of the California Environmental Quality Act (CEQA); and

WHEREAS, a public hearing was conducted on April 19, 2007 to hear and consider comments on the 2007 RTP, 2007 FTIP Amendment No. 3, and associated Air Quality Conformity Analysis and the remainder of the MPOs in the PM2.5 nonattainment area have conducted public hearings as well; and

WHEREAS, the Kern Council of Governments (Kern COG) Policy Board has reviewed the Air Quality Conformity Analysis and made a finding that the 2007 Destination 2030 Regional Transportation Plan and the 2007 Federal Transportation Improvement Program Amendment No. 3 are in conformance with the applicable transportation conformity rules for the applicable air quality standards.

NOW, THEREFORE, BE IT RESOLVED, that Kern Council of Governments (Kern COG) adopts the 2007 RTP, 2007 FTIP Amendment No. 3, and associated Air Quality Conformity Analysis.

AUTHORIZED AND SIGNED THIS 17TH DAY OF MAY 2007.

AYES: Scrivner, Lessenevitch, Morgan, Prout, Smith, Wegman,
McQuiston, Rubio, Ehlert

NOES: None

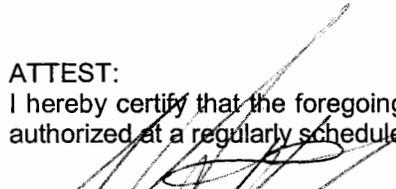
ABSTAIN: None

ABSENT: Tarver, Ramirez, Bell,
Rosson, Thompson, Silver


Cherylee Wegman, 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 17th day of May 2007.


Ronald E. Brummett, Executive Director
Kern Council of Governments

Date: May 18, 2007

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EXECUTIVE SUMMARY

This report presents the Conformity Analysis for the 2007 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM amendment #3 (2007 TIP – Amendment #3) and the 2007 REGIONAL TRANSPORTATION PLAN (2007 RTP) also referred to as the Destination 2030 RTP. The Kern Council of Governments (Kern COG) is the designated Metropolitan Planning Organization (MPO) in Kern County, California, and is responsible for regional transportation planning.

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. This 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 2007 TIP Amendment #3 and the 2007 RTP is therefore supported. The 2007 TIP, 2007 RTP, and the 2007 CONFORMITY analysis were scheduled for approval by the Kern Council of Governments Policy Board on May 17. FHWA/FTA last issued a finding of conformity for the 2007 TIP and 2004 RTP, including amendments, on October 2, 2006.

The 2007 TIP Amendment #3 and 2007 RTP have been financially constrained in accordance with the requirements of 93.108 and consistent with the Department of Transportation metropolitan planning regulations (23 CFR Part 450). A discussion of financial constraint and funding sources is included in the TIP and RTP documents.

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

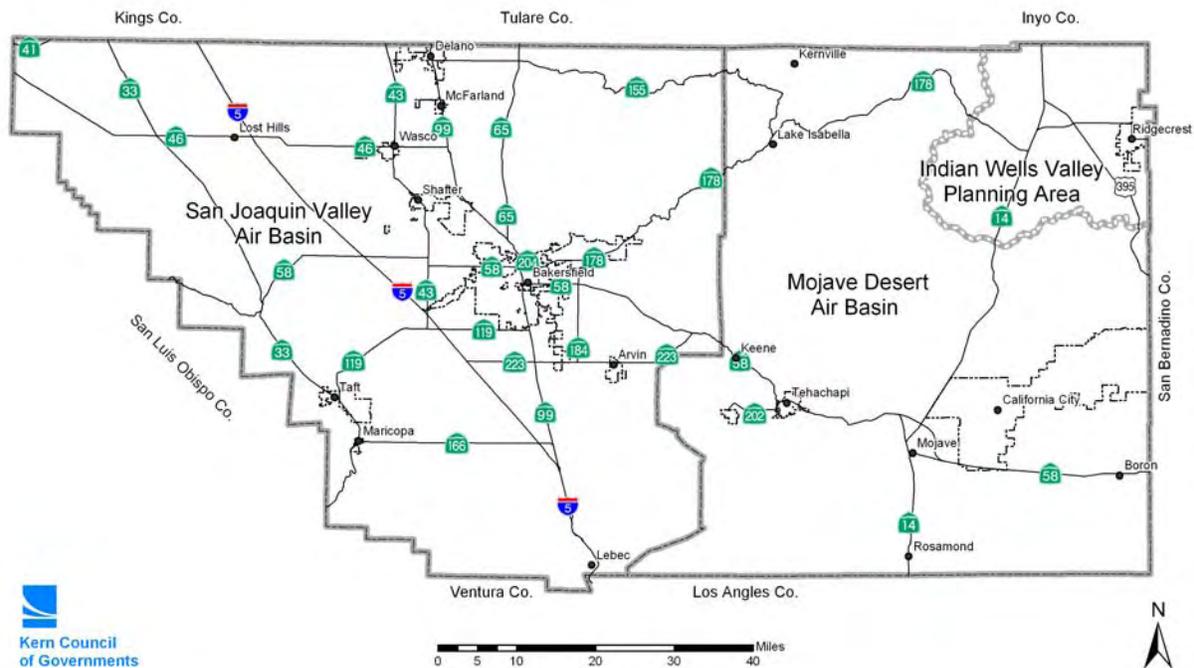
The federal transportation conformity rule (40 Code of Federal Regulations Parts 51 and 93) specifies criteria and procedures for conformity determinations for transportation plans, programs, and projects and their respective amendments. The federal transportation conformity rule was first promulgated 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. On July 1, 2004 EPA published the final rule for the new 8-hour ozone and PM_{2.5} standards. The transportation conformity rule is summarized in Chapter 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 is designated as nonattainment areas with respect to federal air quality standards for ozone, and particulate matter under ten and 2.5 microns in diameter (PM-10 and PM_{2.5}); and has a maintenance plan for carbon monoxide (CO) for the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San

Joaquin Counties. Therefore, transportation plans and programs for the nonattainment areas for the Kern County area must satisfy the requirements of the federal transportation conformity rule.

Kern COG is also located in the federally designated Mojave Desert and Indian Wells Planning Area. The Mojave Desert area is currently designated as nonattainment for the National Ambient Air Quality Standards (NAAQS) for 8-hour ozone; whereas the Indian Wells Planning area is designated as a maintenance area for PM-10. The Kern COG transportation plans and programs also satisfy the requirements of the federal transportation conformity rule for these nonattainment areas.

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.

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 San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) 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 Conformity Checklist (included in Appendix A) that contains the required items to complete a conformity determination. Appropriate references to these items are noted on the checklist.

CONFORMITY TESTS

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

RESULTS OF THE CONFORMITY ANALYSIS

A regional emissions analysis was conducted for the years 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 Kern COG Conformity Analysis are:

- 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 2004 Revision to the *California State Implementation Plan for Carbon Monoxide*. The applicable conformity test for carbon monoxide is therefore satisfied.
- For ozone, the total regional 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 *Extreme Ozone Attainment Demonstration Plan*. The conformity tests for ozone are therefore satisfied.
- 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*. The conformity tests for PM-10 are therefore satisfied.

- For PM_{2.5}, areas violating both the annual and 24-hour standards for PM_{2.5} must address both standards in the conformity determination. The San Joaquin Valley currently violates both standards, and the conformity determination includes both analyses. Before an adequate or approved SIP budget is available, conformity is generally demonstrated with interim emission tests. Conformity may be demonstrated if the emissions from the proposed transportation system are either less than or no greater than the 2002 motor vehicle emissions in a given area (see Section 93.119). The San Joaquin Valley chooses to use the “no-greater-than-2002 emissions test”. The modeling results for all analysis years indicated that the “Build” scenarios are less than the 2002 Base Year emissions estimates for both the 24-hour and annual standards. The TIP/RTP therefore satisfies the conformity emissions tests for PM_{2.5}.
- 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 4 of this report.
- Since the local SJV procedures (Rule 9120) have not been approved by EPA, consultation has been conducted in accordance with federal requirements.

Regional emissions analyses were also conducted for the Eastern Kern Ozone area (2009, 2015, 2020, and 2030) and the Indian Wells Valley PM-10 area (2013, 2020, and 2030).

- 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 *Ozone Attainment Demonstration, Maintenance Plan, and Redesignation Request*. The conformity tests for ozone are therefore satisfied.
- For PM-10, the total regional vehicle-related emissions associated with implementation of the TIP/RTP for all years tested are projected to be less than the approved emissions budgets from the *PM-10 Attainment Demonstration, Maintenance Plan, and Redesignation Request*. The conformity tests for PM-10 are therefore satisfied.

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 and transportation modeling. Chapter 3 describes the air quality modeling used to estimate emission factors and mobile source emissions. Chapter 4 contains the documentation required under the federal transportation conformity rule for transportation control measures. Chapter 5

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 6.

Appendix F includes public hearing documentation conducted on the 2007 TIP Amendment #3, 2007 RTP, and the 2007 CONFORMITY ANALYSIS scheduled on May 17, 2007. Comments received on the conformity analysis and responses made as part of the public involvement process are included in Appendix G.

CHAPTER 1 FEDERAL AND STATE REGULATORY REQUIREMENTS

The criteria for determining conformity of transportation programs and plans under the federal transportation conformity 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 Conformity Analysis for the 2007 Transportation Improvement Programs (TIP), Amendment #3 and the 2007 Regional Transportation Plans (RTP) (also know as the Destination 2030 RTP) was 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 Conformity Analysis.

Kern Council of Governments (Kern COG) is the designated Metropolitan Planning Organization (MPO) for Kern County in the San Joaquin Valley. As a result of this designation, Kern COG prepares the TIP, RTP, and associated conformity analyses. The TIP serves as a detailed three to six-year programming document for the preservation, expansion, and management of the transportation system. The 2007 RTP has a 2030 horizon that provides the long term direction for the continued implementation of the freeway/expressway plan, as well as improvements to arterial streets, transit, and travel demand management programs. The TIP and RTP include capacity enhancements to the freeway/expressway system commensurate with available funding.

FEDERAL AND STATE CONFORMITY RULES

CLEAN AIR ACT AMENDMENTS

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

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

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

FEDERAL RULE

The initial November 15, 1991 deadline for conformity criteria and procedures was partially completed through the issuance of supplemental interim conformity guidance issued on June 7, 1991 (EPA/DOT, 1991a and 1991b) for carbon monoxide, ozone, and particulate matter ten microns or less in diameter (PM-10). EPA subsequently promulgated the Conformity Final Rule in the November 24, 1993 *Federal Register* (EPA, 1993). The 1993 Rule became effective on December 27, 1993. The federal Transportation Conformity Final Rule has been amended several times from 1993 to 2002. These amendments have addressed a number of items related to conformity lapses, grace periods, and other related issues to streamline the conformity process.

On July 1, 2004 EPA published the final rule, Transportation Conformity Rule Amendments for the New 8-hour Ozone and PM_{2.5} National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas; Transportation Conformity Rule Amendments – Response to Court Decision and Additional Rule Changes (EPA, 2004).

EPA issued a final rule on May 6, 2005 to add the following PM_{2.5} precursors to the transportation conformity rule: nitrogen oxides (NO_x), volatile organic compounds (VOCs), sulfur oxides (SO_x), and ammonia (NH₃) (EPA, 2005). The rule specifies when each of these precursors must be considered in PM_{2.5} nonattainment areas, before and after PM_{2.5} SIPs are submitted.

In late March 2006, EPA and FHWA published “Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas”. This guidance affects Federal project-level approvals for “projects of air quality concern” in PM_{2.5} and PM₁₀ nonattainment areas on or after April 5, 2006.

MULTI-JURISDICTIONAL GUIDANCE

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

Part 2 of the guidance applies to nonattainment areas that do not have conformity budgets for an air quality standard that can be used for conformity. This Part currently applies to the San Joaquin Valley for PM_{2.5}. As a result, the individual modeling and conformity results are compiled into one regional emissions analysis for the entire nonattainment area that accompanies each plan/TIP conformity determination (see Appendix D). DOT will then issue its conformity determination on the TIPs/RTPs at the same time.

Part 3 of the guidance applies to nonattainment areas that have adequate or approved conformity budgets addressing a particular air quality standard. This Part currently applies to the San Joaquin Valley for Carbon Monoxide and PM-10. The guidance allows MPOs to make

independent conformity determinations for their plans and TIPs as long as all of the other subareas in the nonattainment area have conforming transportation plans and TIPs in place at the time of each MPO and DOT conformity determination.

Part 4 of the guidance applies to 8-hour ozone nonattainment areas with adequate or approved 1-hour SIP budgets. The conformity rule indicates that 8-hour areas with adequate or approved 1-hour budgets must use these budgets for 8-hour conformity before 8-hour budgets are available. The budget test using the existing 1-hour ozone SIP budgets fulfills the regional emissions analysis requirement for the 8-hour ozone standard.

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 1990 Clean Air Act Amendments. Rule 9120 contains the Transportation Conformity Rule promulgated November 24, 1993 verbatim. The Rule provides guidance for the development of consultation procedures and processes at the local level. As required by the Transportation Conformity Rule, Rule 9120 was submitted to EPA on January 24, 1995 as a revision to the State SIP. The rule becomes effective on the date EPA promulgates interim, partial, or final approval in the Federal Register.

To date, the Rule has not received approval by EPA. Section 51.390(b) of the Transportation Conformity Rule states: “Following EPA approval of the State conformity provisions (or a portion thereof) in a revision to the applicable implementation plan, conformity determinations would be governed by the approved (or approved portion of the) State criteria and procedures.” The federal transportation conformity rule therefore still governs, as a transportation conformity SIP has not yet been approved for this area.

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 emissions tests (budget and interim emissions) that the TIP/RTP must satisfy in order for a determination of conformity to be found. The final transportation conformity rule issued on July 1, 2004 requires a submitted SIP motor vehicle emissions budget to be found adequate or approved by EPA prior to use for making conformity determinations. The budget must be used on or after the effective date of EPA’s adequacy finding or approval.

- 2) *Methods / Modeling:*

Latest Planning Assumptions — Section 93.110 specifies that conformity determinations must be based upon the most recent planning assumptions in force at the time the conformity analysis begins. This is defined as “the point at which the MPO begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions.

New data that becomes available after an analysis begins is required to be used in the conformity determination only if a significant delay in the analysis has occurred, as determined through interagency consultation” (EPA, 2004a). All analyses for the Conformity Analysis were conducted using the latest planning assumptions and emissions models in force at the time the conformity analysis started in October 2006 (see Chapter 2).

Latest Emissions Models — Section 93.111 requires that the latest emission estimation models specified for use in SIPs must be used for the conformity analysis. EMFAC 2002 was used in the Conformity Analysis and is documented in Chapter 3.

- 3) *Timely Implementation of TCMs* — Section 93.113 provides a detailed description of the steps necessary to demonstrate that the new TIP/RTP are providing for the timely implementation of TCMs, as well as demonstrate that the plan and/or program is not interfering with this implementation. TCM documentation is included in Chapter 4 of the Conformity Analysis.
- 4) *Consultation* — Section 93.105 requires that the conformity determination be made in accordance with the consultation procedures outlined in the federal regulations. These include:
 - MPOs are required to provide reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, the USDOT and EPA (Section 93.105(a)(1)).
 - MPOs are required to establish a proactive public involvement process, which provides opportunity for public review and comment prior to taking formal action on a conformity determination (Section 93.105(e)).

The TIP, RTP, and corresponding conformity determinations are prepared by each MPO. Copies of the Draft documents are provided to member agencies and others, including the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), EPA, Caltrans, CARB, and the SJVUAPCD for review. Both the TIP and RTP are required to be publicly available and an opportunity for public review and comment is provided. The consultation process for the conformity analysis includes a 30-day comment period followed by a public hearing. However, the comment period for this conformity analysis was 45-days concurrent with the 2007 TIP Amendment #3, 2007 RTP, and associated EIR documents.

AIR QUALITY DESIGNATIONS APPLICABLE TO THE SAN JOAQUIN VALLEY

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

Kern COG is located in the federally designated San Joaquin Valley Air Basin. The borders of the basin are defined by mountain and foothill ranges to the east and west. The northern border is consistent with the county line between San Joaquin and Sacramento Counties. The southern border is less defined, but is roughly bounded by the Tehachapi Mountains and, to some extent, the Sierra Nevada range. Conformity for 2007 TIP Amendment #3 and the 2007 RTP includes analysis of existing and future air quality impacts for each applicable pollutant.

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

- The 2004 Revision to the California State Implementation Plan for Carbon Monoxide was approved by EPA on November 20, 2005 (effective January 30, 2006).
- EPA published a budget adequacy determination for the Extreme Ozone Attainment Demonstration Plan on February 15, 2005 (effective March 2, 2005).
- The Amended 2003 PM-10 Plan was approved by EPA on April 28, 2004 (effective June 25, 2004).

The San Joaquin Valley is classified a serious nonattainment area for the 8-hour ozone standard with an attainment deadline of 2013. It is important to note that the nonattainment area boundary is the same as the previous 1-hour ozone nonattainment boundary and includes eight counties/MPOs. EPA also designated the San Joaquin Valley as nonattainment for the 1997 PM2.5 standards. State Implementation Plans for the 8-hour ozone and PM2.5 standards are currently due to EPA June 15, 2007 and April 5, 2008, respectively.

CONFORMITY TEST REQUIREMENTS

The conformity (Section 93.109(c)–(k)) rule requires that either a table or text description be provided that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. In addition, documentation regarding which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years is required.

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

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 *2004 Revision to the California State Implementation Plan for Carbon Monoxide* in tons per average winter day. EPA published a direct final rulemaking approving the plan on November 20, 2005, effective January 30, 2006.

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

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

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

OZONE

Under the existing conformity rule, regional emissions analyses for ozone areas must address nitrogen oxides (NO_x) and volatile organic compounds (VOC) precursors.

Section 93.109(e) of the conformity rule addresses regional conformity tests in 8-hour ozone areas that have 1-hour ozone SIPs. The conformity rule indicates that 8-hour areas with adequate or approved 1-hour budgets must use these budgets for 8-hour conformity before 8-hour budgets are available. The budget test using the existing 1-hour ozone SIP budgets fulfills the regional emissions analysis requirement for the 8-hour ozone standard.

The applicable scenario in the Conformity Rule for the San Joaquin Valley is Scenario 1: Areas where the 8-hour ozone area boundary is exactly the same as the 1-hour ozone boundary. The San Joaquin Valley (SJV) was previously classified as an Extreme nonattainment area for the 1-hour ozone standard. The SJV has also been classified as a Serious nonattainment area for the 8-hour ozone standard. It is important to note that the nonattainment area boundary is the same for both standards and contains eight counties/MPOs.

In these areas, conformity must generally be demonstrated using the budget test with the 1-hour SIP budgets. In the San Joaquin Valley, the SIP has identified subarea budgets for each MPO in the nonattainment area. For this Conformity Analysis, the SJV will continue to conduct determinations for subarea emission budgets as established in the applicable implementation plans.

The motor vehicle emissions budgets for VOC and NO_x are specified in the Extreme Ozone Attainment Demonstration Plan in tons per average summer day. EPA published the notice of adequacy determination in the February 15, 2005 Federal Register, effective March 2, 2005. The budgets for 2008 and 2010 from Table 3-4 of the plan are provided in the table below and will be used to compare to emissions resulting from the 2007 TIP Amendment #3 and 2007 RTP.

**Table 1-2
Budgets from the Extreme Ozone Attainment Demonstration Plan ¹**

County	VOC Emissions (tons/day)		NO _x Emissions (tons/day)	
	2008	2010	2008	2010
Fresno	15.8	13.0	33.7	27.7
Kern (SJVAB)	11.5	9.6	32.7	27.2
Kings	2.5	2.1	6.2	5.4
Madera	3.9	3.3	8.4	7.2
Merced	5.0	4.0	11.4	9.1
San Joaquin	9.3	7.7	22.4	17.9
Stanislaus	8.5	7.0	17.4	14.0
Tulare	8.5	6.9	18.8	15.3

¹Emissions totals reflect the emissions reductions benefits from motor vehicle inspection and maintenance (I/M), state measure reductions, and reductions from the District's Indirect Source Rules (ISR) and mobile source incentive programs. All emissions are expressed as summer tons/day, and were derived using EMFAC2002, Version 2.2 (April 2003) with updated vehicle population and vehicle miles traveled data. I/M adjustments and state measure reductions are county and year specific and are provided by ARB with the motor vehicle emissions inventories. ISR and incentive reductions are county and year-specific.

It is important to note that VOC and NO_x motor vehicle emissions budgets were established for 2002 and 2005 in the Amended 2002 and 2005 Ozone Rate of Progress Plan. EPA published the notice of adequacy determination in the July 24, 2003 Federal Register, effective August 8, 2003. However, none of these budgets are included in this conformity analysis, since they are prior to the implementation of the 2007 Transportation Improvement Program.

PM-10

The Amended 2003 PM-10 Plan that was approved by EPA on April 28, 2004 contains motor vehicle emission budgets for PM-10 and NOx, as well as a trading mechanism. 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.

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

**Table 1-3
On-Road Motor Vehicle PM-10 Emissions Budgets**

County	2008		2010	
	PM-10 (tons per day)	NOx (tons per day)	PM-10 (tons per day)	NOx (tons per day)
Fresno	13.3	36.4	16.2	29.7
Kern	10.7	34.2	10.8	28.4
Kings	5.6	6.5	6.7	5.4
Madera	4.3	9.1	4.5	7.8
Merced	5.2	12.5	5.3	9.9
San Joaquin	9.0	23.4	9.2	18.3
Stanislaus	6.1	18.7	6.1	14.9
Tulare	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.

Potential Update to Conformity Test Requirements for PM-10

On February 16, 2006, the SJVUAPCD adopted the 2006 PM-10 Plan. The 2006 PM-10 Plan updates the motor vehicle emissions budgets for the SJV by sub-area for 2008 and 2010 PM-10 and NOx. The average annual daily emissions are applicable for both the annual and 24-hour PM-10 standards. The federally approved trading mechanism contained in the Amended 2003

PM10 Plan remains unchanged.

This Plan has not been officially submitted to EPA at this time. Consequently, it is not anticipated that the updated motor vehicle emissions budgets will be adequate prior to Federal approval of this conformity analysis.

PM2.5

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

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

The rule allows PM2.5 nonattainment areas to choose between the two interim emissions test each time that they determine conformity before adequate or approved PM2.5 SIP budgets are established. However, the same test must be used for each analysis year in a given conformity determination. The San Joaquin Valley chooses to use the “no-greater-than-2002 emissions test”. The regional emissions analyses in PM2.5 nonattainment areas must consider directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear, and tire wear. In California, areas will use EMFAC2002.

Prior to adequate or approved PM2.5 SIP budgets, re-entrained road dust and construction-related fugitive dust from highway or transit projects will only be included in the regional emissions analyses if EPA or ARB has determined that it is a “significant contributor” to the PM2.5 regional air quality problem. Until a significance finding is made, PM2.5 areas can presume that re-entrained road dust is not a significant contributor and not include road dust in the PM2.5 transportation conformity analysis prior to the SIP. In addition, construction-related dust emissions are not to be included in any PM2.5 conformity analyses before adequate or approved PM2.5 SIP budgets are established. ARB has indicated the significance determination will be made as part of the SIP process. As a result, the SJV PM2.5 conformity analysis will not include re-entrained road dust or construction-related fugitive dust from transportation projects.

In addition, prior to the submission of a SIP, NOx emissions must be considered, unless both ARB and EPA make a finding the NOx is not a “significant contributor” to the PM2.5 air quality problem. Conversely, VOC, SOx, and ammonia emissions do not have to be considered in conformity, unless either ARB or EPA makes a finding that onroad emissions of any of these

precursors is a “significant contributor” to the area’s PM2.5 air quality issues. ARB has indicated that significance determinations would be made as part of the SIP process. As a result, the SJV PM2.5 conformity analysis will only address the precursor NOx.

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

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

County	2002 24-Hour		2002 Annual	
	PM2.5 (tons per day)	NOx (tons per day)	PM2.5 (tons per day)	NOx (tons per day)
Fresno	1.1	50.4	402	18396
Kern	1.1	53.3	402	19455
Kings	0.2	8.6	73	3139
Madera	0.3	10.4	110	3796
Merced	0.4	19.3	146	7045
San Joaquin	0.8	36.9	292	13469
Stanislaus	0.6	27.7	219	10111
Tulare	0.6	30	219	10950

ANALYSIS YEARS

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

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. 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.

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

regional emissions analysis is performed. CO emissions for the maintenance year 2018 will be interpolated from 2010 and 2020. CO emissions are not estimated for 2003 since that year is not impacted by the 2007 TIP Amendment #3 and/or 2007 RTP.

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

Nonattainment areas that do not have any adequate or approved budgets are not required to demonstrate conformity and perform a regional emissions analysis for their attainment year. Under Section 93.119(g)(1) of the conformity rule, nonattainment areas using interim emission tests are required to perform a regional emissions analysis for the following years:

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

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

**Table 1-5
San Joaquin Valley Conformity Analysis Years**

Pollutant	Budget Years	Attainment/Maintenance Year	Intermediate Years	RTP Horizon Year
CO	2010	2018 (interpolated)	2020	2030
Ozone	2008/2010	2013	2020	2030
PM-10	2008	2010	2020	2030
PM2.5	NA	2010	2020	2030

AIR QUALITY DESIGNATIONS APPLICABLE TO THE MOJAVE DESERT AND INDIAN WELLS VALLEY PLANNING AREAS OF KERN COUNTY

KernCOG is also located in the federally designated Mojave Desert and Indian Wells Planning Area. Conformity for 2007 TIP, Amendment #2 and the 2007 RTP also includes analysis of existing and future air quality impacts for each applicable pollutant.

The Mojave Desert area is currently designated as nonattainment for the National Ambient Air Quality Standards (NAAQS) for 8-hour ozone; where as the Indian Wells Planning area is designated as a maintenance area for PM-10. The Kern County Air Pollution Control District is responsible for air quality plan development for these areas. State Implementation Plans have been prepared to address 1-hour ozone, and PM-10:

- The Ozone Attainment Demonstration, Maintenance Plan, and Redesignation Request was approved by EPA on April 22, 2004 (effective June 21, 2004).
- The PM-10 Attainment demonstration, Maintenance Plan, and Redesignation Request was approved by EPA on May 7, 2003 (effective June 6, 2003).

The Eastern Kern area has been designated as a Subpart 1 (Basic) nonattainment area for the new 8-hour standard with an attainment year of 2009. The 8-hour ozone area boundary is smaller than, but completely encompassed by, the previous 1-hour ozone nonattainment area boundary. No State Implementation Plan has been developed to address the new 8-hour ozone at this time. EPA has not designated these areas as nonattainment for the new PM_{2.5} standards.

CONFORMITY TEST REQUIREMENTS

Ozone

The same rule requirements apply for Eastern Kern County, which has an approved ozone maintenance plan. The Eastern Kern area has been designated as a Subpart 1 (Basic) nonattainment area for the new 8-hour standard with an attainment year of 2009. Scenario 2 applies since the 8-hour ozone area boundary is smaller than, but completely encompassed by, the previous 1-hour ozone nonattainment area boundary. Under this scenario, the area can use a budget test using a subset of the existing budget or continue to model the entire 1-hour nonattainment area. Kern COG demonstrated conformity for the 8-hour ozone standard using a budget test and modeled the entire 1-hour nonattainment area consistent with the federally approved 2007 TIP, 2004 RTP, and corresponding Conformity Analysis.

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 published final approval of the plan and conformity budgets April 22, 2004, effective June 21, 2004. The motor vehicle emission budgets for ROG and NO_x are provided in Table 5-2 for 2005, and 2015 in tons per day are provided below.

Eastern Kern County Ozone Emissions Budgets

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

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 provided below 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.

Kern County Indian Wells Valley Area PM-10 Emissions Budgets

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

ANALYSIS YEARS

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

Other Portions of Kern County Conformity Analysis Years

Pollutant	Budget Years	Attainment/Maintenance Year	Intermediate Years	RTP Horizon Year
E. Kern Ozone	2015	2009	2020	2030
Indian Wells PM-10		2013	2020	2030

CHAPTER 2

LATEST PLANNING ASSUMPTIONS AND TRANSPORTATION MODELING

LATEST PLANNING ASSUMPTIONS

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

According to the conformity rule, the time the conformity analysis begins is “the point at which the MPO or other designated agency begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions.” The conformity analysis and initial modeling began in October 2006. A summary of transportation model updates and latest planning assumptions was transmitted to the Model Coordinating Committee (MCC) for interagency consultation. The summary was discussed on the October 19, 2006 MCC conference call. Both EPA and FHWA subsequently indicated that there were no comments or concerns regarding the summary.

Key elements of the latest planning assumption guidance include:

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

Kern COG uses the TP+/CUBE transportation model. The model was validated in 2001 for the 1998 base year. A model re-validation has been in process since 2005 with scheduled completion in 2007. The transportation model and latest planning assumption updates in process were not available for use in this conformity analysis. The latest planning assumptions used in the transportation model validation and Conformity Analysis is summarized in Table 2-1.

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

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Population	The 1998 base year population was based on the DOF estimates from 2000. Since the validation, the population forecasts were updated to incorporate 2000 census totals. In July 2005, the Kern COG policy board approved a regional growth forecast target of 2 percent countywide based on historic trend data and public input.	This data is disaggregated to the TAZ level for input into TP+/CUBE for the base year validation. The population data from the DOF and U.S. Census, combined with Kern County Assessor's year-structure-built data provided the 2005 base for future year projections.	The Kern COG Board has established a policy to revisit the regional growth forecast every 3-5 years. The current re-validation in process is utilizing DOF and Kern estimates from 2005. The next countywide target update is scheduled for July 2008. Disaggregation to the TAZs for use by the model normally takes 6 to 9 months to develop after approval of the new forecast.
Employment	The 1998 base year employment was based on EDD estimates from 2000. Projections are based on Summer 2003 employer locations derived from InfoUSA data and California Employment Development Dept (EDD). The forecast is based on a jobs per household (JPH) ratio, and assumes a gradual decrease in the ratio from 1.27JPH in 2003 to 1.15JPH in 2030 as the population ages.	This data is disaggregated to the TAZ level for input into the TP+/CUBE. The employment data was geocoded by Kern COG and used to allocate the EDD estimates for the 1998 base year, the 2003 employment base year, and extrapolated using the JPH ratio for all forecast years.	The current re-validation in process is utilizing EDD and Kern estimates from 2005. Employment data is anticipated to be purchased for 2008 for incorporation into the 2008 base year validation.
Traffic Counts	1998 traffic counts collected by Kern COG, its member agencies and Caltrans.	TP+/CUBE was validated using these traffic counts.	The current re-validation in process is utilizing 2003 base year traffic counts.
Vehicle Mile of Travel	The transportation model was validated in 2001 to the 1998 base year. The validation came within 3 percent of Caltrans HPMS VMT estimate.	TP+/CUBE is the transportation model used to estimate VMT in KERN County.	VMT is an output of the transportation model. VMT is affected by the TIP/RTP project updates and is included in each new conformity analysis.
Speeds	The 2001 transportation model validation was based on survey data free flow speeds collected in 1998 by the cities, County, Caltrans, and Kern COG. Speed distributions were updated in EMFAC 2002, using methodology	TP+/CUBE transportation model includes a feedback loop that assures congested speeds are consistent with travel speeds. EMFAC 2002	Speed studies are conducted by the cities and the County on functionally classified routes on an on-going basis. This information is gathered and incorporated into each new model validation. Updated speed data for the 2003 base year is scheduled to be incorporated in upcoming model validation. In 2006 Kern COG released an RFP to

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
	approved by ARB and with information from the transportation model.		incorporate local speed survey reporting into a regional traffic count database. This effort will improve the methodology and ease future model updates.
Vehicle Registrations	EMFAC 2002 is the most recent model for use in California conformity analyses. Vehicle registration data is included by ARB in the model and cannot be updated by the user.	EMFAC 2002	ARB has indicated updated vehicle registration data will be included in the next update to EMFAC anticipated to be available in early 2007. ARB has committed to update the fleet information in EMFAC on a 3-year cycle thereafter (see 1/31/06 letter to EPA and FHWA).
State Implementation Plan Measures	Latest implementation status of commitments in prior SIPs.	Emission reduction credits consistent with the SIPs are post-processed via spreadsheets as documented in Ch. 4.	Updated for every conformity analysis.

SOCIOECONOMIC DATA

POPULATION, EMPLOYMENT AND LAND USE

The conformity rule requires documentation of base case and projected population, employment, and land use used in the transportation modeling. USDOT/EPA guidance indicates that if the data is more than five years old, written justification for the use of older data must be provided. In addition, documentation is required for how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.

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

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

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

TRANSPORTATION MODELING

The San Joaquin Valley Transportation Planning Agencies (TPAs) utilize the TP+/Viper (Cube) traffic modeling software. The Valley TPA regional traffic models consist of traditional four-step

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

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

Supporting Documentation:

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

TRAFFIC COUNTS

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

Supporting Documentation:

The Kern COG regional travel demand model was validated in 2001 to 1998 observed counts at more than 200 locations. The validation incorporated data for Kern County from the most recent available California household travel survey and an on-board bus origin and destination survey. 75 percent of freeways, expressways and principle arterials meet the maximum desirable deviation established by the 1992 Caltrans Travel Forecasting Guidelines and transit boardings were within 6 percent of observed counts in the base year.

SPEEDS

The conformity rule requires documentation of the use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak

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

Supporting Documentation:

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

TRANSIT

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

Supporting Documentation:

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

VALIDATION/CALIBRATION

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

Supporting Documentation:

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

throughout each county.

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

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

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

FUTURE NETWORKS

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

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

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

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

Supporting Documentation:

The build highway networks include qualifying projects based on the 2006 Federal Transportation Improvement Programs (2006 TIP) and the 2004 Regional Transportation Plan

(2004 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 TPA highway networks include all roadways included in the county or cities classified system. These links typically include all freeways plus expressways, arterials, collectors and local collectors. Highway networks also include regionally significant planned local improvements from Transportation Impact Fee Programs and developer funded improvements required to mitigate the impact of a new development.

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

TRAFFIC ESTIMATES

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

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

Horizon Year	Total Population (thousands)	Employment (thousands)	Average Weekday VMT (millions)	Total Lane Miles
2008	678.3	250.4	19.3	4,935
2010	704.2	258.2	20.7	5,063
2013	745.4	270.3	22.6	5,242
2020	845.7	301.1	27.2	5,682
2030	1011.6	348.6	33.8	6,176

**Traffic Network Comparison for Horizon Years Evaluated in Conformity Analysis
for Mojave**

Horizon Year	Total Population (thousands)	Employment (thousands)	Average Weekday VMT (millions)	Total Lane Miles
2009	127.3	63.2	5.1	1,693
2015	151.8	70.3	6.2	1,786

2020	165.1	76.7	7.0	1,848
2030	196.5	90.4	8.6	2,308

**Traffic Network Comparison for Horizon Years Evaluated in Conformity Analysis
for Indian Wells**

Horizon Year	Total Population (thousands)	Employment (thousands)	Average Weekday VMT (millions)	Total Lane Miles
2013	37.2	18.0	0.9	286
2020	39.4	20.1	1.1	338
2030	41.5	23.3	1.4	338

VEHICLE REGISTRATIONS

Kern COG 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). EMFAC 2002 is the most recent model for use in California conformity analyses. Vehicle registrations, age distribution and fleet mix are developed and included in the model by CARB and cannot be updated by the user.

STATE IMPLEMENTATION PLAN MEASURES

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

CARBON MONOXIDE

No committed control measures are included in the conformity demonstration.

OZONE

Committed control measures in the Extreme Ozone Attainment Demonstration Plan (Extreme OADP) that reduce mobile source emissions and are included in the conformity demonstration are shown in Table 2-3.

**Table 2-3
Extreme Plan Measures Assumed in the Conformity Analysis**

Measure Description	Reference	Pollutants
Smog Reductions	Extreme OADP	Summer ROG Summer NOx
State Measure Reductions	Extreme OADP	Summer ROG

		Summer NOx
Local Measure Reductions	Extreme OADP	Summer NOx

PM-10

Committed control measures in the EPA approved Amended 2003 PM-10 Plan that reduce mobile source emissions and are included in the conformity demonstration are shown in Table 2-4.

**Table 2-4
Amended PM-10 Plan Measures Assumed in the Conformity Analysis**

Measure Description	Reference	Pollutants
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

PM2.5

Committed control measures in the EPA approved Amended 2003 PM-10 Plan that reduce mobile source emissions (exhaust only) are shown in the table above. It is important to note that the PM-10 exhaust reductions for State Measures in the EPA Approved Amended 2003 PM-10 Plan are reduced by the ARB size fraction for diesel exhaust to yield a PM2.5 exhaust reduction.

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

The PM-10 diesel exhaust emission reductions contained in the EPA Approved Amended 2003 PM-10 Plan (dated 12/19/03) are reduced by the ARB size fraction for diesel vehicle exhaust to yield a PM2.5 diesel exhaust emission reduction. This is documented in the spreadsheet EMFAC explanation tab. The PM2.5 fraction is calculated by multiplying the PM-10 diesel exhaust fraction by the ARB size fraction 0.92.

STATE IMPLEMENTATION PLAN MEASURES APPLICABLE TO THE MOJAVE DESERT AND INDIAN WELLS VALLEY PLANNING AREAS OF KERN COUNTY

No committed control measures are included in the conformity demonstration for ozone or PM-10. As previously indicated, EPA has not designated these areas as nonattainment for the new PM2.5 standards.

CHAPTER 3 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 Conformity Analysis, model inputs not dependent on the Transportation Improvement Program or Regional Transportation Plan (RTP) are consistent with the applicable SIPs, which include:

- The 2004 Revision to the California State Implementation Plan for Carbon Monoxide was approved by EPA on November 20, 2005 (effective January 30, 2006).
- EPA published an adequacy determination for the Extreme Ozone Attainment Demonstration Plan on February 15, 2005 (effective March 2, 2005).
- The Amended 2003 PM-10 Plan was approved by EPA on April 28, 2004 (effective June 25, 2004).

Regional emissions have been estimated for the horizon years 2008, 2010, 2013, 2020 and 2030. The conformity rule requirements for the selection of the horizon years are summarized in Chapter 1.

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 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, 1990) 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 was 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.

It is important to note that EMFAC 2007 was released on November 1, 2006. However, the model has not yet been submitted to EPA for approval. As a result, it is not required to be used in transportation conformity analyses at this time. In addition, FHWA California Division issued a letter dated February 1, 2007 that indicated that a six-month transitional period would begin for using the new vehicle fleet data in conformity demonstrations. Conformity determinations where emissions modeling is started after August 1, 2007, must use the updated vehicle fleet data.

Fresno COG, working with CARB, developed guidelines to update speed distributions in EMFAC2002 by allocating VMT percentage to speed bin with the most recent output from individual MPO traffic models. These guidelines are available on the Fresno COG website (www.fresnocog.org). Kern COG used a TP+ script to export 14 separate speed bins for 3 peak periods and 1 off peak period. The speed bins were exported for each of the three air basins for use in EMFAC 2002 in accordance with the develop guidelines.

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

ADDITIONAL PM-10 ESTIMATES

PM-10 emissions for reentrained dust from travel on paved and unpaved roads will be calculated separately from roadway construction emissions. It is important to note that with the final approval of the 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 Conformity Analysis uses these methodologies and estimates 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 remain unchanged. Emissions are estimated for five roadway classes including freeways, arterials, collectors, local roads, and rural roads. Countywide vehicle miles traveled (VMT) information is used for each road class to prepare the emission estimates.

CALCULATION OF REENTRAINED DUST FROM UNPAVED ROAD TRAVEL

The base methodology for estimating unpaved road dust emissions is based on an ARB methodology in which the miles of unpaved road are multiplied by the assumed vehicle miles traveled (VMT) and an emission factor. In the 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 is used for the unpaved road dust emission estimates. Emissions are estimated for city/county maintained roads.

CALCULATION OF PM-10 FROM ROADWAY CONSTRUCTION

Section 93.122(e) of the Transportation Conformity 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 are based on an ARB methodology in which the miles of new road built are converted to acres disturbed, which is then multiplied by a generic project duration (i.e., 18 months) and an emission rate. Emission factors are unchanged from the previous estimates at 0.11 tons PM-10/acre-month of activity. The emission factor includes the effects of typical control measures, such as watering, which is assumed to reduce emissions by about 50%. Updated activity data (i.e., new lane miles of roadway built) is estimated based on the highway and transit construction projects in the TIP/RTP.

PM-10 TRADING MECHANISM

The PM-10 SIP allows trading from the motor vehicle emissions budget for the PM-10 precursor NO_x to the motor vehicle emissions budget for primary PM-10 using a 1.5 to 1 ratio. The trading mechanism will be used only for conformity analyses for analysis years after 2010.

PM2.5 APPROACH

EPA issued guidance for creating annual on-road mobile source emission inventories for PM_{2.5} in August 2005 (EPA, 2005c). The guidance indicates that all areas currently designated nonattainment for PM_{2.5} are violating the annual standard for the pollutant. Therefore, in order to be consistent with the standard, PM_{2.5} nonattainment areas must develop annual emission inventories for the purpose of developing SIP budgets and demonstrating transportation conformity.

EMFAC 2002 includes data for temperature, relative humidity, and characteristics for gasoline fuel sold that vary by geographic area, calendar year, and month and season. The annual average represents an average of all the monthly inventories. As a result, EMFAC will be run to estimate direct PM_{2.5} and NO_x from motor vehicles for an annual average day that will provide the information for both the annual and 24-hour PM_{2.5} standards.

EPA guidance indicates that State and local agencies need to consider whether vehicle miles traveled (VMT) varies during the year enough to affect PM_{2.5} annual emission estimates. The availability of seasonal or monthly VMT data and the corresponding variability of that data need to be evaluated.

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

The SJV MPOs all use network based travel models. However, the models only estimate average weekday VMT. The San Joaquin Valley MPOs do not have the data or ability to estimate seasonal variation at this time. Data collection and analysis for some studies are in the preliminary phases and cannot be relied upon for other analyses. Some statewide data for the seasonal variation of VMT on freeways does exist. However, traffic patterns on freeways do not necessarily represent the typical traffic pattern for local streets and arterials.

In many cases, traffic counts are sponsored by the MPOs and conducted by local jurisdictions. While some local jurisdictions may collect weekend or seasonal data, typical urban traffic counts occur on weekdays (Tuesday through Thursday). Data collection must be more consistent in order to begin estimation of daily or seasonal variation.

The San Joaquin Valley MPOs believe that the average annual day calculated from the current traffic models and EMFAC 2002 represent the most accurate data available. The MPOs will continue to discuss and research options that look at how VMT varies by month and season according to the local traffic models.

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

Whatever approach is selected, the latest planning assumptions, latest emissions model, and appropriate methods for estimating travel and speeds must be used as required by the conformity

rule. In addition, the selected interim emissions tests should be used consistently when completing a conformity test. That is the regional conformity analysis for the baseline year test should be based on the same approach that was used to develop the baseline inventory for conformity purposes.

The regional emissions analyses in PM_{2.5} nonattainment areas must consider directly emitted PM_{2.5} motor vehicle emissions from tailpipe, brake wear, and tire wear. In California, areas will use EMFAC2002. As indicated in under the Conformity Test Requirements, re-entrained road dust and construction-related fugitive dust from highway or transit projects is not included at this time. In addition, NO_x emissions are included; however, VOC, SO_x, and ammonia emissions are not.

AIR QUALITY MODELING APPLICABLE TO THE MOJAVE DESERT AND INDIAN WELLS VALLEY PLANNING AREAS OF KERN COUNTY

The model used to estimate emissions for ozone precursors is EMFAC2002 (April 23, 2003) using the methodology described above. PM-10 onroad exhaust is not significant and not included in the emissions budgets or the conformity estimates. ARB emission factors for PM-10 have been used to calculate reentrained paved road dust consistent with the SIP; unpaved road dust, and fugitive dust associated with road construction have been estimated using the methodology described above. However, there is no PM-10 trading mechanism. For the Conformity Analysis, model inputs not dependent on the Transportation Improvement Program or Regional Transportation Plan (RTP) are consistent with the applicable SIPs, which include:

- The Ozone Attainment Demonstration, Maintenance Plan, and Redesignation Request was approved by EPA on April 22, 2004 (effective June 21, 2004).
- The PM-10 Attainment demonstration, Maintenance Plan, and Redesignation Request was approved by EPA on May 7, 2003 (effective June 6, 2003).

Regional emissions have been estimated for the horizon years 2009, 2013, 2015, 2020 and 2030. The conformity rule requirements for the selection of the horizon years are summarized in Chapter 1.

SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES

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

- 2007 adjust_vmt Spreadsheet
- 2007 Conformity EMFAC Spreadsheet
- 2007 Conformity Paved Road Spreadsheet
- 2007 Conformity Unpaved Road Dust Spreadsheet
- 2007 Conformity Construction Spreadsheet

- 2007 Conformity Trading Spreadsheet
- 2007 Conformity Totals Spreadsheet

CHAPTER 4 TRANSPORTATION CONTROL MEASURES

This chapter provides an update of the current status of transportation control measures identified in applicable implementation plans. Requirements of the Transportation Conformity 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.

TRANSPORTATION CONFORMITY RULE REQUIREMENTS FOR TCMs

The Transportation Conformity Rule 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 Conformity Analysis, the applicable implementation plans, according to the definition provided at the start of this chapter, are summarized below.

APPLICABLE IMPLEMENTATION PLAN FOR CARBON MONOXIDE

The 2004 Revision to the California State Implementation Plan for Carbon Monoxide was approved by EPA on November 20, 2005 (effective January 30, 2006). However, the plan does not include TCMs for the San Joaquin Valley.

APPLICABLE IMPLEMENTATION PLAN FOR OZONE

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

The transportation control measures contained in the *1994 Ozone Attainment Demonstration* are not clearly delineated. Both transportation control measures and mobile source measures are discussed under the heading of transportation control measures. The Attainment Demonstration specifically includes Rule 9001 – Commute Based Trip Reduction; however, this rule was never approved by EPA as part of the SIP. In addition, the Revised 1996 Rate of Progress Plan specifically identifies TCMs committed for implementation from 1990 through 1996. The commitments are listed within the following TCM categories:

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

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

APPLICABLE IMPLEMENTATION PLAN FOR PM-10

The Amended 2003 PM-10 Plan was approved by EPA on April 28, 2004 (effective June 25, 2004).

A local government control measure assessment was completed for this plan. However, the analysis focused on transportation-related fugitive dust emissions, which are not TCMs by definition. The local government commitments are included in the *Regional Transportation Planning Agency Commitments for Implementation Document, April 2003*.

However, the *Amended 2002 and 2005 Ozone Rate of Progress Plan* contains commitments that reduce ozone related emissions; these measures are documented in the *Regional Transportation Planning Agency Commitments for Implementation Document, April 2002*. These commitments are included by reference in the Amended 2003 PM-10 Plan to provide emission reductions for precursor gases and help to address the secondary particulate problem. 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 were approved by EPA as TCMs.

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

IDENTIFICATION OF 2002 RACM THAT REQUIRE TIMELY IMPLEMENTATION DOCUMENTATION

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

The RTPA Commitment Documents, Volumes One and Two, dated April 2002 (Ozone RACM)

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

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

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

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

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

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

In March 2005, the SJV MPOs began interagency consultation with FHWA and EPA to address outstanding RACM/TCM issues. In general, criteria were developed to identify commitments that require timely implementation documentation. The criteria was applied to the 2002 RACM Commitments approved by reference as part of the Amended 2003 PM-10 Plan. In April 2006, EPA transmitted final tables that identified the approved RACM commitments that require timely implementation documentation for the Conformity Analysis. Subsequently, an approach to provide timely implementation documentation was developed in consultation with FHWA.

A new 2002 RACM TID Table was prepared in 2006 to address the more general RACM

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

TCM FINDINGS FOR THE TIP AND REGIONAL TRANSPORTATION PLAN

Based on a review of the transportation control measures contained in the applicable air quality plans, as documented in the two tables contained in Appendix E, the required TCM conformity findings are made below:

The TIP/RTP provide for the timely completion or implementation of the TCMs in the applicable air quality plans. In addition, nothing in the TIP or RTP interferes with the implementation of any TCM in the applicable implementation plan, and priority is given to TCMs.

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

In May 2003, the San Joaquin Valley COG Directors committed to conduct feasibility analyses as part of each new RTP in support of the 2003 PM-10 Plan. In accordance with this commitment, Kern COG undertook a process to identify and evaluate potential control measures that could be included in the 2007 RTP. The analysis of additional measures included verification of the feasibility of the measures in the PM-10 Plan BACM analysis, as well as an analysis of new PM-10 commitments from other PM-10 nonattainment areas.

A summary of the long-range control measures analysis and proposed approach was transmitted to the Programming Coordination Group (PCG) for interagency consultation. The summary was discussed on the August 8, 2006 PCG conference call. FHWA concurred with the summary and requested that it be forwarded to EPA for concurrence as well. The long-range control measure approach was forwarded to EPA and EPA provided verbal concurrence in September 2006.

The Local Government Control Measures considered in the PM-10 Plan BACM analysis that were considered for inclusion in the 2007 RTP included:

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

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 COG considered priority funding allocations in the 2007 RTPs for PM-10 and NO_x emission reduction projects in the post-attainment year timeframe that go beyond the emission reduction commitments made for the 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: 5 points | - VOC reducing TCM: 6 points |
| - NOX reducing TCM: 5 points | - NOX reducing TCM: 5 points |
| - PM-10 reducing TCM: 9 points | - PM-10 reducing TCM: 8 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 forecasts \$86 million in CMAQ available for air quality related control measures. As outlined in Table 4-1 of the RTP, \$33 million is planned paving dirt roads and shoulders, and \$2 million for street sweeping equipment.

CHAPTER 5 INTERAGENCY CONSULTATION

The requirements for consultation procedures are listed in the Transportation Conformity Regulations under section 93.105. Consultation is necessary to ensure communication and coordination among air and transportation agencies at the local, state and federal levels on issues that would affect the conformity analysis such as the underlying assumptions and methodologies used to prepare the analysis. Section 93.105 of the conformity 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.

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

INTERAGENCY CONSULTATION

Consultation is generally conducted through the San Joaquin Valley Model Coordinating Committee. The San Joaquin Valley Model 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 SJVUAPCD are represented. In addition, the Federal Highway Administration, Federal Transit Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans are all represented on the committee. The MCC meets approximately monthly; agendas, minutes, and other air quality related items are posted on the Fresno COG website at <http://www.fresnocog.org>

It is important to note that this Conformity Analysis is essentially a minor update to the Conformity Analysis prepared for the 2007 TIP and 2004 RTP as amended. Interagency consultation was conducted on the proposed processes, instructions for regional emission estimates, and draft boilerplate documentation the previous conformity analyses beginning in August 2003. There have been no changes to the conformity requirements or air quality modeling approach contained in this Conformity Analysis. The conformity instructions are posted on the Fresno COG website at <http://www.fresnocog.org>.

A summary of transportation model updates and latest planning assumptions was prepared and transmitted to the Model Coordinating Committee (MCC) for interagency consultation and discussion on the October 19, 2006 conference call.

A summary of conformity procedures and documentation was also transmitted to the MCC for interagency consultation and discussion on the October 19, 2006 conference call. The attachment summarized the status of changes/updates from recent TIP conformity analysis. In general, minimal changes are necessary. The SJV MPOs are electing to use EMFAC2002, and the TID documentation will be updated accordingly. A draft schedule was also included to receive federal approval by July 1, 2007.

Both items were discussed again on the November 28, 2006 MCC conference call. Both EPA and FHWA indicated there were no comments or concerns with either of the documents.

On the January 18, 2007 MCC conference call the instructions and spreadsheets for regional emission estimates were discussed. All documentation is contained on the 2007 Conformity web-page on Fresno COG website (see information located at <http://www.fresnocog.org/document.php?pid=125&x=56>).

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

PUBLIC CONSULTATION

In general, agencies making conformity determinations shall establish a proactive public involvement process that provides opportunity for public review and comment on a conformity determination for TIPs/RTPs. In addition, all public comments must be addressed in writing.

All MPOs in the San Joaquin Valley have standard public involvement procedures. In general the TIP/RTP and corresponding conformity analysis the subject of a public notice and 30 day review period prior to adoption. A public hearing is also conducted prior to adoption and all public comments are responded to in writing. The Appendices contain corresponding documentation supporting the public involvement procedures.

CHAPTER 6

TIP AND RTP CONFORMITY

The principal requirements of the 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 interim emissions test; (2) the latest planning assumptions and emission models must be employed; (3) the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and (4) consultation. The final determination of conformity for the TIP/RTP is the responsibility of the Federal Highway Administration and the Federal Transit Administration.

The previous chapters and the appendices present the documentation for all of the requirements listed above for conformity determinations except for the conformity test results. Prior chapters have also addressed the updated documentation required under the 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), 8-hour ozone (VOC and NO_x), particulate matter under ten and 2.5 microns in diameter (PM-10 and PM2.5). The applicable conformity tests were reviewed in Chapter 1. For each test, the required emissions estimates were developed using the transportation and emission modeling approaches required under the federal transportation conformity rule and summarized in Chapters 2 and 3. The results are summarized below, followed by a more detailed discussion of the findings for each pollutant. Table 6-1 presents results for CO, Ozone (VOC/NO_x), PM-10 (PM-10/NO_x), and PM2.5 (PM2.5/NO_x) respectively, in tons per day for each of the horizon years tested.

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

For ozone, the applicable conformity test is the emissions budget test, using the Extreme Ozone Attainment Demonstration Plan budgets established for VOC and NO_x for an average summer (ozone) season day. EPA published the notice of adequacy determination in the February 15, 2005 Federal Register, effective March 2, 2005. 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 emissions 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. This Plan was approved by EPA on April 28, 2004, effective June 25, 2004. 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 2008 and 2010. The TIP/RTP therefore satisfy the conformity emissions tests for PM-10.

For PM_{2.5}, areas violating both the annual and 24-hour standards for PM_{2.5} must address both standards in the conformity determination. The San Joaquin Valley currently violates both standards, and the conformity determination includes both analyses. Before an adequate or approved SIP budget is available, conformity is generally demonstrated with interim emission tests. Conformity may be demonstrated if the emissions from the proposed transportation system are either less than or no greater than the 2002 motor vehicle emissions in a given area (see Section 93.119). The San Joaquin Valley chose to use the “no-greater-than-2002 emissions test”. The modeling results for all analysis years indicated that the “Build” scenarios are less than the 2002 Base Year emissions estimates for both the 24-hour and annual standards. The TIP/RTP therefore satisfy the conformity emissions tests for PM_{2.5}.

As all requirements of the Transportation Conformity Rule have been satisfied, a finding of conformity for the 2007 Transportation Improvement Program Amendment #3 and the 2007 Regional Transportation Plan is supported.

Table 6-1

2007 Conformity Results Summary -- KERN SJV

Pollutant	Scenario	Emissions Total	DID YOU PASS?
Carbon Monoxide		CO (tons/day)	CO
	2010 Budget	180	
	2010	113	YES
	2018 Budget	180	
	2018	69	YES
	2020	58	YES
	2030	42	YES

	Scenario	VOC (tons/day)	NOx (tons/day)	VOC	NOx
		2008 Budget	11.5	32.7	
Ozone	2008	11.5	32.5	YES	YES
	2010 Budget	9.6	27.2		
	2010	9.6	27.0	YES	YES
	2013	7.9	20.8	YES	YES
	2020	5.7	11.5	YES	YES
	2030	4.2	7.3	YES	YES

PM-10	Scenario	PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
		2008 Budget	10.7	34.2	
2008	10.2	34.0	YES	YES	
2010 Budget	10.8	28.4			
2010	10.8	28.2	YES	YES	

	2010 Adjusted Budget	13.4	24.5		
	2020	13.4	12.1	YES	YES
	2010 Adjusted Budget	16.0	20.6		
	2030	16.0	7.7	YES	YES

PM2.5 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2002 Base Year	1.1	53.3		
	2010	0.9	28.2	YES	YES
	2020	0.9	12.1	YES	YES
	2030	1.1	7.7	YES	YES

PM2.5 Annual Standard		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
	2002 Base Year	402	19455		
	2010	329	10293	YES	YES
	2020	329	4417	YES	YES
	2030	402	2811	YES	YES

2007 Conformity Results Summary -- KERN (Mojave Desert)

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
Ozone	2005 Budget	3.9	7.1		
	2009	2.5	5.0	YES	YES
	2015 Budget	2.1	4.0		
	2015	1.6	3.1	YES	YES
	2020	1.3	2.3	YES	YES
	2030	1.0	1.5	YES	YES

2007 Conformity Results Summary -- KERN (Indian Wells Valley)

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

REFERENCES

- CAA. 1990. *Clean Air Act*, as amended November 15, 1990. (42 U. S. C. Section 7401et seq.) November 15, 1990.
- EPA. 1993. 40 CFR Parts 51 and 93. *Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act*. U.S. Environmental Protection Agency. Federal Register, November 24, 1993, Vol. 58, No. 225, p. 62188.
- EPA. 2004. 40 CFR Part 93. *Transportation Conformity Rule Amendments for the New 8-hour Ozone and PM_{2.5} National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas; Transportation Conformity Rule Amendments – Response to Court Decision and Additional Rule Changes*. U.S. Environmental Protection Agency. Federal Register, July 1, 2004, Vol. 69, No. 126, p. 40004.
- EPA. 2004b. *Companion Guidance for the July 1, 2004, Final Transportation Conformity Rule: Conformity Implementation in Multi-jurisdictional Nonattainment and Maintenance Areas for Existing and New Air Quality Standards*. U.S. Environmental Protection Agency. July 21, 2004.
- EPA. 2005. *Transportation Conformity Rule Amendments for the New PM_{2.5} National Ambient Air Quality Standards: PM_{2.5} Precursors; Final Rule*. U.S. Environmental Protection Agency. Federal Register, May 6, 2005, Vol. 70, No. 87, p. 24280.
- EPA. 2005b. *Guidance for Determining the “Attainment Years” for Transportation Conformity in New 8-Hour Ozone and PM_{2.5} Nonattainment Areas*. U.S. Environmental Protection Agency. Memorandum, March 8, 2005.
- EPA. 2005c. *Guidance for Creating Annual On-Road Mobile Source Emission Inventories for PM_{2.5} Nonattainment Areas for Use in SIPs and Conformity*. U.S. Environmental Protection Agency. EPA420-B-05-008. August 2005
- EPA/DOT. 1991a. *Guidance for Determining Conformity of Transportation Plans, Programs, and Projects with Clean Air Act Implementation Plans During Phase I of the Interim Period*. U.S. Environmental Protection Agency and Department of Transportation. June 7, 1991.
- EPA/DOT. 1991b. *Guidance for Determining Conformity of Transportation Plans, Programs, and Projects with Clean Air Act Implementation Plans During Phase I of the Interim Period. Extended Applicability of the Interim Conformity Guidance*. U.S. Environmental Protection Agency and Department of Transportation. October 25, 1991.
- USDOT. 2001. *Use of Latest Planning Assumptions in Conformity Determinations*. Memorandum from U.S. Department of Transportation. January 18, 2001.

APPENDIX A
CONFORMITY CHECKLIST

Conformity Analysis Documentation

FHWA Checklist for MPO TIPs/RTPs

June 27, 2005

40 CFR	Criteria	Page	Comments
§93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	Ch. 1 p. 6	
§93.104 (b, c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding.	E.S. p. 1	
§93.104 (e)	If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate.	N/A	
§93.106 (a)(2)ii	Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year. Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	Ch. 2, p. 19 App. B p. 55	
§93.108	Document that the TIP/RTP is financially constrained (23 CFR 450).	E.S. p. 1	
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	Ch. 1, 2, 3, 4, 5, 6	
§93.109 (c-k)	Provide either a table or text description that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years.	Ch. 1 p. 1	
§93.110 (a, b)	Document the use of latest planning assumptions (source and year) at the "time the conformity analysis begins," including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	Ch. 2 p. 19	
USDOT/EPA guidance	Document the use of planning assumptions less than five years old. If unable, include written justification for the use of older data. (1/18/02)	Ch. 2 p. 19	
§93.110 (c,d,e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination. Document the use of the latest transit fares and road and bridge tolls. Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented. Document the key assumptions and show that they were agreed to through Interagency and public consultation.	Ch. 2 p. 29	
§93.111	Document the use of the latest emissions model approved by EPA.	Ch. 3 p. 29	
§93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450.	Ch. 5 p. 42	

40 CFR	Criteria	Page	Comments
	Include documentation of consultation on conformity tests and methodologies as well as responses to written comments.		
§93.113	Document timely implementation of all TCMs in approved SIPs. Document that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation.	Ch. 4 p, 35, App. E p.110	
§93.114	Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2).	Anal ysis addre sses both docu ments	
§93.118 (a, c, e)	<u>For areas with SIP budgets:</u> Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs.	Ch. 6 p. 44	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	Ch. 1 p. 6	
§93.118 (d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	Ch. 6 p. 44	
§93.119 ¹	<u>For areas without applicable SIP budgets:</u> Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with the requirements of the “Action/Baseline”, “Action/1990” and/or “Action/2002” interim emissions tests as applicable.	Ch. 6 p. 44	
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.	Ch. 1 p. 6	
§93.119 (h,i)	Document how the baseline and action scenarios are defined for each analysis year.	Ch. 3 p. 29	
§93.122 (a)(1)	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis	Ch. 2 p. 19, App B p. 55	
§93.122 (a)(2, 3)	Document that only emission reduction credits from TCMs on schedule have been included, or that partial credit has been taken for partially implemented TCMs. Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year.	Ch. 2 p. 19	
§93.122	For nonregulatory measures that are not included in the STIP, include written	N/A	

40 CFR	Criteria	Page	Comments
(a)(4,5,6)	commitments from appropriate agencies. Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios. Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation.		
§93.122 (b)(1)(i) ⁱⁱ	Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).	Ch. 2 p. 19	
§93.122 (b)(1)(ii) ²	Document the land use, population, employment, and other network-based travel model assumptions.	Ch. 2 p. 19	
§93.122 (b)(1)(iii) ²	Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.	Ch. 2 p. 19	
§93.122 (b)(1)(iv) ²	Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes.	Ch. 2 p. 19	
§93.122 (b)(1)(v) ²	Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split.	Ch. 2 p. 19	
§93.122 (b)(1)(vi) ²	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	Ch. 2 p. 19	
§93.122 (b)(2) ²	Document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.	Ch. 2 p. 19	
§93.122 (b)(3) ²	Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT.	Ch. 2 p. 19	
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled	Ch. 2 p. 19	
§93.122 (e, f)	Document, in areas where a SIP identifies construction-related PM10 or PM 2.5 as significant pollutants, the inclusion of PM10 and/or PM 2.5 construction emissions in the conformity analysis.	Ch. 3 p. 29	
§93.122 (g)	If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis.	N/A	
§93.126, §93.127, §93.128	Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, traffic signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts.	Ch. 2 p. 19, App B p. 55	

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

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

Disclaimers

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

Document #46711

APPENDIX B
TRANSPORTATION PROJECT LISTING

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TRANSPORTATION PROJECT LISTING – Regionally Significant Route Survey Responses – August 2006

AGENCY	AIR BASIN	STREET	BEGIN	END	ID	PROJECT ID	COST	Conformity Analysis Year* lanes open to traffic each direction							
								2008	2009	2010	2013	2015	2020	2030	
Caltrans	IWV	SR14	SR178	REDROCK RANDSBURG	RTP04							2		2	2
Caltrans	IWV	SR14	INYOKERN	SR178	RTP04							2		2	2
Caltrans	IWV	SR14	SR395	INYOKERN	RTP04							2		2	2
Caltrans	IWV	SR395	SR14	INYOKERN	LOCAL							1		2	2
Caltrans	IWV	SR395	INYOKERN	BOWMAN RD	RTP04							1		2	2
Caltrans	IWV	SR395	BOWMAN RD	CHINA LAKE	RTP04							1		2	2
Kern County	MD	90TH WEST	ROSAMOND	HOLIDAY	LOCAL				1				1	1	2
Kern County	MD	90TH WEST	HOLIDAY	GASKELL	LOCAL				1				1	1	2
Kern County	MD	90TH WEST	GASKELL	A AVE	LOCAL				1				1	1	2
Kern County	MD	ROSAMOND BL	60TH ST	50TH ST	LOCAL				1				2	2	2
Kern County	MD	ROSAMOND BL	50TH ST	40TH ST	LOCAL				1				3	3	3
Kern County	MD	ROSAMOND BL	40TH ST	30TH ST	LOCAL				1				3	3	3
Kern County	MD	ROSAMOND BL	30TH ST	25TH ST	LOCAL				2				3	3	3
Kern County	MD	ROSAMOND BL	25TH ST	SR14	LOCAL				2				3	3	3
Kern County	MD	ROSAMOND BL	SR14	20TH ST	LOCAL				2				3	3	3
Kern County	MD	ROSAMOND BL	20TH ST	SIERRA HWY	LOCAL				2				3	3	3
Kern County	MD	ROSAMOND BL	SIERRA HWY	15TH ST	LOCAL				2				3	3	3
Kern County	MD	ROSAMOND BL	15TH ST	10TH ST	LOCAL				2				3	3	3
Caltrans	MD	SR14	SR58	SR58BYPASS	RTP04/TIP06	KER990108	\$59,898,000		2				2	2	2
Caltrans	MD	SR14	CALIFORNIA CITY	SR58BYPASS	RTP04/TIP06	KER990108	\$59,898,000		2				2	2	2
Caltrans	MD	SR14	JAWBONE CANYON	CALIFORNIA CITY	RTP04/TIP06	KER990108	\$59,898,000		2				2	2	2
Caltrans	MD	SR58	WOODFORD TEHACHAPI	SR202	LOCAL				2				2	2	3
Caltrans	MD	SR58	DENNISON	DENNISON	RTP04				1				1	1	1
Caltrans	MD	SR58	HART FLAT RD	WOODFORD TEHACHAPI	SHOPP				2				2	2	3
Caltrans	MD	VALLEY BL	TUCKER	REEVES	LOCAL				1				2	2	2
Caltrans	MD	VALLEY BL	REEVES	GOLDEN HILLS	LOCAL			1		1	2		2	2	
Kern County	SJV	7TH_STANDAR	ZERKER	ALLEN	RTP04/TIP06	KER990103	\$23,475,000	1			2	2		2	2
Kern County	SJV	7TH_STANDAR	ALLEN	OLD FARM	RTP04/TIP06	KER990103	\$23,475,000	1			2	2		2	2
Kern County	SJV	7TH_STANDAR	OLD FARM	JEWETTA	RTP04/TIP06	KER990103	\$23,475,000	1			2	2		2	2
Kern County	SJV	7TH_STANDAR	VERDUGO	CALLOWAY	RTP04/TIP06	KER990103	\$23,475,000	1			2	2		2	2
Kern County	SJV	7TH_STANDAR	JEWETTA	VERDUGO	RTP04/TIP06	KER990103	\$23,475,000	1			2	2		2	2
Kern County	SJV	7TH_STANDAR	CALLOWAY	RIVERLAKES	RTP04/TIP06	KER990103	\$23,475,000	1			2	2		2	2
Kern County	SJV	7TH_STANDAR	RIVERLAKES	COFFEE	RTP04/TIP06	KER990103	\$23,475,000	1			2	2		2	2
Kern County	SJV	7TH_STANDAR	COFFEE	SR99	RTP04/TIP06	KER010101	\$19,500,000	2			2	2		2	2
Kern County	SJV	7TH_STANDAR	SR99	SR99	RTP04/TIP06	KER010101	\$19,500,000	2			2	2		2	2
Kern County	SJV	7TH_STANDAR	SR99	SR65	RTP04/TIP07	KER010108	\$2,665,000	2			2	2		2	2
Kern County	SJV	7TH_STANDAR	SR65	PEGASUS	RTP04/TIP08	KER010108	\$2,665,000	2			2	2		2	2
Kern County	SJV	7TH_STANDAR	PEGASUS	WINGS WAY	RTP04/TIP09	KER010108	\$2,665,000	2			2	2		2	2
Kern County	SJV	7TH_STANDAR	WINGS WAY	AIRPORT	LOCAL			1		1	1		2	2	

AGENCY	AIR BASIN	STREET	BEGIN	END	ID	PROJECT ID	COST	Conformity Analysis Year*						
								lanes open to traffic each direction						
								2008	2009	2010	2013	2015	2020	2030
Kern County	SJV	7TH STANDAR	AIRPORT	MC CRAY	LOCAL			1		2	2		2	2
Kern County	SJV	7TH STANDAR		MC CRAY	CHESTER	LOCAL		1		2	2		2	2
Kern County	SJV	AIRPORT		DECATUR	NORRIS	LOCAL		2		2	2		3	3
Kern County	SJV	AIRPORT		ROBERTS LN	DECATUR	LOCAL		2		2	2		3	3
Bakersfield	SJV	AIRPORT		ROBERTS LN	SR99	LOCAL		2		2	2		3	3
Bakersfield	SJV	ALFRED HARRELL		FAIRFAX	MORNING DR	LOCAL		1		1	1		2	2
Bakersfield	SJV	ALFRED HARRELL		MORNING DR	LAKE MING	LOCAL		1		1	1		2	2
Bakersfield	SJV	ALFRED HARRELL		LAKE MING	SR178	LOCAL		1		1	1		2	2
Bakersfield	SJV	ALFRED HARRELL		COMANCHE	PALADINO	LOCAL		1		1	1		2	2
Bakersfield	SJV	ALFRED HARRELL		PALADINO	SR178	LOCAL		1		1	1		2	2
Kern County	SJV	ALLEN		HAGEMAN	MEACHAM	LOCAL		1		1	1		2	2
Kern County	SJV	ALLEN		MEACHAM	SR58	LOCAL		1		1	1		2	2
Kern County	SJV	CALLOWAY		7TH STANDARD	ETCHART	LOCAL		1		1	2		2	2
Kern County	SJV	CALLOWAY		ETCHART	SNOW	LOCAL		1		1	2		2	2
Bakersfield	SJV	CALLOWAY		SNOW	NORRIS	LOCAL		2		3	3		3	3
Bakersfield	SJV	CALLOWAY		NORRIS	OLIVE	LOCAL		2		3	3		3	3
Bakersfield	SJV	CALLOWAY		OLIVE	NORIEGA	LOCAL		2		3	3		3	3
Bakersfield	SJV	CALLOWAY		NORIEGA	HAGEMAN	LOCAL		2		3	3		3	3
Bakersfield	SJV	CALLOWAY		HAGEMAN	MEACHAM	LOCAL		2		3	3		3	3
Bakersfield	SJV	CALLOWAY		MEACHAM	SR58	LOCAL		2		3	3		3	3
Kern County	SJV	CALLOWAY		SR58	PALM	LOCAL		2		2	3		3	3
Kern County	SJV	CALLOWAY		PALM	BRIMHALL	LOCAL		2		2	3		3	3
Bakersfield	SJV	CALLOWAY		BRIMHALL	WESTSIDE PARKWAY	LOCAL		2		2	3		3	3
Bakersfield	SJV	CALLOWAY		WESTSIDE PARKWAY	STOCKDALE	LOCAL		2		3	3		3	3
Kern County	SJV	CHINA GRADE		MANOR	MONTE CRISTO	LOCAL		1		1	1		2	2
Kern County	SJV	CHINA GRADE		MONTE CRISTO	CHINA GRADE LOOP	LOCAL		1		1	1		2	2
Kern County	SJV	CHINA GRADE		CHINA GRADE LOOP	ALFRED HARRELL	LOCAL		1		1	1		2	2
Kern County	SJV	COFFEE		7TH STANDARD	ETCHART	LOCAL		1		1	1		2	3
Kern County	SJV	COFFEE		ETCHART	SNOW	LOCAL		1		1	1		2	3
Kern County	SJV	COFFEE		SNOW	NORRIS	LOCAL		1		2	2		2	3
Bakersfield	SJV	COFFEE		NORRIS	OLIVE	LOCAL		2		2	2		2	3
Bakersfield	SJV	DOWNTOWN PARKWAY		SR 99	OAK	RTP04		0		0	3		3	3
Bakersfield	SJV	DOWNTOWN PARKWAY		OAK	CHESTER AVE	RTP04		0		0	0		3	3
Bakersfield	SJV	DOWNTOWN PARKWAY		CHESTER AVE	Q ST	RTP04		0		0	0		6	6
Bakersfield	SJV	DOWNTOWN PARKWAY		Q ST	SR 178	RTP04		0		0	0		3	3
Caltrans	SJV	FREMONT		11TH AVE	SR155	LOCAL		3		3	3		3	4
Bakersfield	SJV	GOSFORD		SR119	MC KEE	LOCAL		1		1	1		2	3
Bakersfield	SJV	GOSFORD		MC KEE	HOSKING	LOCAL		1		1	1		2	3
Bakersfield	SJV	GOSFORD		BERKSHIRE	PANAMA LN	LOCAL		1		2	2		2	3
Bakersfield	SJV	GOSFORD		PANAMA LN	HARRIS	LOCAL		2		3	3		3	3

AGENCY	AIR BASIN	STREET	BEGIN	END	ID	PROJECT ID	COST	Conformity Analysis Year*						
								lanes open to traffic each direction						
								2008	2009	2010	2013	2015	2020	2030
Kern County	SJV	GOSFORD	HOSKING	BERKSHIRE	LOCAL			1		1	1		2	3
Bakersfield	SJV	HAGEMAN	ALLEN	OLD FARM	LOCAL			1		3	3		3	3
Bakersfield	SJV	HAGEMAN	OLD FARM	JEWETTA	LOCAL			2		3	3		3	3
Bakersfield	SJV	HAGEMAN	JEWETTA	VERDUGO	LOCAL			2		3	3		3	3
Bakersfield	SJV	HAGEMAN	FRUITVALE	MOHAWK	LOCAL			2		3	3		3	3
Kern County	SJV	HAGEMAN	SANTA FE	ALLEN	LOCAL			1		3	3		3	3
Bakersfield	SJV	HAGEMAN	MOHAWK	SR 99	RTP04			0		3	3		3	3
Caltrans	SJV	I-5	LAVAL	LAVAL	RTP04/TIP06	KER040108	\$9,520,000							
Caltrans	SJV	I-5	COUNTY LINE	LAVAL	SHOPP			4		4	4		4	5
Caltrans	SJV	I-5	LAVAL	SR99	SHOPP			4		4	4		4	5
Bakersfield	SJV	OLD_RIVER	PANAMA LN	HARRIS	LOCAL			2		2	2		2	3
Bakersfield	SJV	OLD_RIVER	HARRIS	PACHECO	LOCAL			2		2	2		2	3
Bakersfield	SJV	OLD_RIVER	PACHECO	CAMPUS PARK	LOCAL			2		2	3		3	3
Bakersfield	SJV	OLD_RIVER	CAMPUS PARK	WHITE LN	LOCAL			2		2	3		3	3
Kern County	SJV	OLD_RIVER	HOSKING	BERKSHIRE	LOCAL			1		1	1		2	2
Kern County	SJV	OLD_RIVER	BERKSHIRE	PANAMA LN	LOCAL			1		1	1		2	2
Bakersfield	SJV	OSWELL	SR178	BERNARD	LOCAL			2		2	2		2	3
Kern County	SJV	OSWELL	BERNARD	COLLEGE	LOCAL			2		2	2		2	3
Kern County	SJV	OSWELL	COLLEGE	NILES	LOCAL			2		2	2		2	3
Kern County	SJV	OSWELL	NILES	KENTUCKY	LOCAL			2		2	2		2	3
Kern County	SJV	OSWELL	KENTUCKY	CALIFORNIA	LOCAL			2		2	2		2	3
Kern County	SJV	OSWELL	CALIFORNIA	EDISON HWY	LOCAL			2		2	2		2	3
Kern County	SJV	OSWELL	EDISON HWY	VIRGINIA	LOCAL			2		2	2		2	3
Kern County	SJV	OSWELL	VIRGINIA	BRUNDAGE	LOCAL			2		2	2		2	3
Bakersfield	SJV	PANAMA_LN	H ST	MONITOR	LOCAL			2		2	2		2	3
Bakersfield	SJV	PANAMA_LN	MONITOR	UNION	LOCAL			1		1	1		1	3
Kern County	SJV	PANAMA_LN	RENFRO	ALLEN	LOCAL			1		1	1		2	2
Caltrans	SJV	SR119	SR33	GARDENER FIELD				1		1	1		1	1
Caltrans	SJV	SR119	GARDENER FIELD	2ND ST				1		1	1		1	1
Caltrans	SJV	SR119	2ND ST	ASH				1		1	1		1	1
Caltrans	SJV	SR119	ASH	HARRISON				1		1	1		1	1
Caltrans	SJV	SR119	HARRISON	MIDWAY				1		1	1		1	1
Caltrans	SJV	SR119	MIDWAY	ELK HILLS				1		1	1		1	1
Caltrans	SJV	SR119	ELK HILLS	SR43	RTP04			1		1	1		2	2
Caltrans	SJV	SR119	SR43	I-5				1		1	1		1	1
Caltrans	SJV	SR119	I-5	NORD				1		1	1		1	1
Caltrans	SJV	SR119	NORD	HEATH				1		1	1		1	1
Caltrans	SJV	SR119	HEATH	RENFRO				1		1	1		1	1
Caltrans	SJV	SR119	RENFRO	ALLEN				1		1	1		1	1
Caltrans	SJV	SR119	ALLEN	BARLOW				1		1	1		1	1

AGENCY	AIR BASIN	STREET	BEGIN	END	ID	PROJECT ID	COST	Conformity Analysis Year*						
								lanes open to traffic each direction						
								2008	2009	2010	2013	2015	2020	2030
Caltrans	SJV	SR119	BARLOW	BUENA VISTA BLVD				1		1	1		1	1
Caltrans	SJV	SR119	BUENA VISTA BLVD	GREEN	LOCAL			1		1	1		2	2
Caltrans	SJV	SR119	GREEN	OLD RIVER RD	LOCAL			1		1	1		2	2
Caltrans	SJV	SR119	OLD RIVER RD	PROGRESS	LOCAL			1		1	1		2	2
Caltrans	SJV	SR119	PROGRESS	GOSFORD	LOCAL			1		1	1		2	2
Caltrans	SJV	SR119	GOSFORD	ASHE	LOCAL			1		1	1		2	2
Caltrans	SJV	SR119	ASHE	STINE RD	LOCAL			1		1	1		2	2
Caltrans	SJV	SR119	STINE RD	VAN HORN	LOCAL			1		1	1		2	2
Caltrans	SJV	SR119	VAN HORN	WIBLE RD	LOCAL			1		1	1		2	2
Caltrans	SJV	SR119	WIBLE RD	HUGHES LN	LOCAL			1		1	1		2	2
Caltrans	SJV	SR119	HUGHES	SR99	LOCAL			1		1	1		2	2
Caltrans	SJV	SR155	BROWNING	BOWMAN RD	LOCAL			1		1	1		1	2
Caltrans	SJV	SR155	BOWMAN RD	FAMOSO PORTERVILLE	LOCAL			1		1	1		1	2
Caltrans	SJV	SR178	OAK	BEECH	RTP04			2		2	2		3	3
Caltrans	SJV	SR178	BEECH	PINE ST	RTP04			2		2	2		3	3
Caltrans	SJV	SR178	FAIRFAX	MORNING DR	RTP04			2		2	2		2	3
Caltrans	SJV	SR178	MORNING DR	VINELAND	RTP04			2		2	2		2	3
Caltrans	SJV	SR178	VINELAND	SR184	RTP04			1		1	2		2	2
Caltrans	SJV	SR178	SR184	COMANCHE	RTP04			1		1	2		2	2
Caltrans	SJV	SR178	COMANCHE	MIRAMONTE	RTP04			1		1	2		2	2
Caltrans	SJV	SR178	MIRAMONTE	RANCHERIA RD	RTP04			1		1	2		2	2
Caltrans	SJV	SR178	OSWELL	FAIRFAX	RTP04/TIP06	KER000104	\$21,747,800	2		2	2		2	3
Caltrans	SJV	SR184	MESA MARIN DR	SR178	LOCAL			1		1	1		1	2
Caltrans	SJV	SR184	VINELAND	MESA MARIN DR	LOCAL			1		1	1		1	2
Caltrans	SJV	SR184	MONICA ST	VINELAND	LOCAL			1		1	1		1	2
Caltrans	SJV	SR184	SHALANE	MONICA ST	LOCAL			1		1	1		1	2
Caltrans	SJV	SR184	MORNING DR	SHALANE	LOCAL			1		1	1		1	2
Caltrans	SJV	SR184	NILES	PIONEER	LOCAL			1		1	1		2	2
Caltrans	SJV	SR184	PIONEER	MILLS	LOCAL			1		1	1		2	2
Caltrans	SJV	SR184	MILLS	EDISON	LOCAL			1		1	1		2	2
Caltrans	SJV	SR184	KERRNITA	REDBANK	LOCAL			1		1	1		1	2
Caltrans	SJV	SR184	REDBANK	WILSON	LOCAL			1		1	1		1	2
Caltrans	SJV	SR184	WILSON	MULLER	LOCAL			1		1	1		1	2
Caltrans	SJV	SR184	MULLER	WHITE LN	LOCAL			1		1	1		1	2
Caltrans	SJV	SR184	WHITE LN	HERMOSA	LOCAL			1		1	1		1	2
Caltrans	SJV	SR184	HERMOSA	FAIRVIEW RD	LOCAL			1		1	1		1	2
Caltrans	SJV	SR184	FAIRVIEW RD	PANAMA LN	LOCAL			1		1	1		1	2
Caltrans	SJV	SR184	PANAMA LN	KAM AVE	RTP04			1		1	2		2	2
Caltrans	SJV	SR184	KAM AVE	MOUNTAIN VIEW	RTP04			1		1	2		2	2
Caltrans	SJV	SR184	MOUNTAIN VIEW	MC KEE	RTP04			1		1	2		2	2

AGENCY	AIR BASIN	STREET	BEGIN	END	ID	PROJECT ID	COST	Conformity Analysis Year*						
								lanes open to traffic each direction						
								2008	2009	2010	2013	2015	2020	2030
Caltrans	SJV	SR184	MOUNTAIN VIEW	SR119	RTP04			1		1	2		2	2
Caltrans	SJV	SR184	DI GIORGIO	TRI DUNCON	RTP04			1		1	1		2	2
Caltrans	SJV	SR184	TRI DUNCON	BUENA VISTA BLVD	RTP04			1		1	1		2	2
Caltrans	SJV	SR184	BUENA VISTA BLVD	SUNSET BLVD	RTP04			1		1	1		2	2
Caltrans	SJV	SR184	SUNSET BLVD	SR223	RTP04			1		1	1		2	2
Caltrans	SJV	SR204	CHESTER	F ST	LOCAL			2		2	2		3	3
Caltrans	SJV	SR204	F ST	SR99	LOCAL			2		2	2		2	3
Caltrans	SJV	SR223	SR99	UNION	RTP04			1		1	1		2	2
Caltrans	SJV	SR223	UNION	FAIRFAX	RTP04			1		1	1		2	2
Caltrans	SJV	SR223	FAIRFAX	SR184	RTP04			1		1	1		2	2
Caltrans	SJV	SR46	WILDWOOD	SCOFIELD	RTP04			1		1	1		2	2
Caltrans	SJV	SR46	SCOFIELD	LEONARD	RTP04			1		1	1		2	2
Caltrans	SJV	SR46	LEONARD	WESTERN	RTP04			1		1	1		2	2
Caltrans	SJV	SR46	WESTERN	MAGNOLIA	RTP04			1		1	1		2	2
Caltrans	SJV	SR46	MAGNOLIA	CENTRAL	RTP04			1		1	1		2	2
Caltrans	SJV	SR46	CENTRAL	PALM	RTP04			1		1	1		2	2
Caltrans	SJV	SR46	PALM	GRIFFITH	RTP04			1		1	1		2	2
Caltrans	SJV	SR46	GRIFFITH	F ST	RTP04			1		1	1		2	2
Caltrans	SJV	SR46	F ST	SR43	RTP04			1		1	1		2	2
Caltrans	SJV	SR46	SR43	ROOT	RTP04			2		2	2		2	2
Caltrans	SJV	SR46	ROOT	SR99	RTP04			2		2	2		2	2
Caltrans	SJV	SR46	COUNTY LINE	KECKS	RTP04/TIP06	KER990109	\$62,270,000	1		2	2		2	2
Caltrans	SJV	SR46	KECKS	BITTERWATER VALLEY	RTP04/TIP06	KER000103	\$46,180,000	1		1	1		2	2
Caltrans	SJV	SR46	BITTERWATER VALLEY	SR33	RTP04/TIP06	KER000103	\$46,180,000	1		2	2		2	2
Caltrans	SJV	SR46	SR33	LOST HILLS	RTP04/TIP06	KER000103	\$46,180,000	1		2	2		2	2
Caltrans	SJV	SR46	LOST HILLS	I-5	RTP04/TIP06	KER000103	\$46,180,000	1		2	2		2	2
Caltrans	SJV	SR58	SR99	H ST	LOCAL			2/3		3	3		3	3
Caltrans	SJV	SR58	UNION	COTTONWOOD	LOCAL			2		2	2		3	3
Caltrans	SJV	SR58	SR43	CHERRY	RTP04			1		1	1		2	2
Caltrans	SJV	SR58	CHERRY	SUPERIOR	RTP04			1		1	1		2	2
Caltrans	SJV	SR58	SUPERIOR	GREELEY	RTP04			1		1	1		2	2
Caltrans	SJV	SR58	GREELEY	DRIVER	RTP04			1		1	1		2	2
Caltrans	SJV	SR58	DRIVER	NORD	RTP04			1		1	1		2	2
Caltrans	SJV	SR58	NORD	WEGIS	RTP04			1		1	1		2	2
Caltrans	SJV	SR58	WEGIS	HEATH	RTP04			1		1	1		2	2
Caltrans	SJV	SR58	HEATH	RENFRO	RTP04			1		1	1		2	2
Caltrans	SJV	SR58	GENERAL BEALE	SR223	SHOPP			2		2	2		2	3
Caltrans	SJV	SR58	SR223	BEALVILLE	SHOPP			2		2	2		2	3
Caltrans	SJV	SR58	BEALVILLE	HART FLAT RD	SHOPP			2		2	2		2	3
Caltrans	SJV	SR65	JAMES	7TH STANDARD	LOCAL			1		1	2		2	2

AGENCY	AIR BASIN	STREET	BEGIN	END	ID	PROJECT ID	COST	Conformity Analysis Year*						
								lanes open to traffic each direction						
								2008	2009	2010	2013	2015	2020	2030
Caltrans	SJV	SR99	OLIVE	OLIVE	RTP04			1		1	1		2	2
Caltrans	SJV	SR99	PANAMA LN	WHITE LN	RTP04			3		3	4		4	4
Caltrans	SJV	SR99	HOSKING	PANAMA LN	RTP04			3		3	3		3	4
Caltrans	SJV	SR99	SR119	HOSKING	RTP04			3		3	3		3	4
Caltrans	SJV	SR99	SR223	SR119	RTP04			3		3	3		3	4
Caltrans	SJV	SR99	MING	STOCKDALE	RTP04/SHOPP			4		5	5		5	5
Caltrans	SJV	SR99	WHITE LN	MING	RTP04			4		4	4		4	4
Bakersfield	SJV	STINE_RD	PANAMA LN	HARRIS	LOCAL			2		3	3		3	3
Bakersfield	SJV	STINE_RD	HARRIS	PACHECO	LOCAL			2		3	3		3	3
Bakersfield	SJV	STINE_RD	PACHECO	DISTRICT	LOCAL			2		2	2		2	3
Bakersfield	SJV	STOCKDALE	RENFRO	ALLEN	LOCAL			2		3	3		3	3
Bakersfield	SJV	STOCKDALE	ALLEN	JEWETTA	LOCAL			3		3	3		3	3
Bakersfield	SJV	STOCKDALE	JEWETTA	BUENA VISTA BLVD	LOCAL			3		3	3		3	3
Bakersfield	SJV	STOCKDALE	BUENA VISTA	CALLOWAY	LOCAL			3		3	3		3	3
Bakersfield	SJV	STOCKDALE	CALIFORNIA	MONTCLAIR	LOCAL			2		3	3		3	3
Bakersfield	SJV	STOCKDALE	MONTCLAIR	STINE RD	LOCAL			2		3	3		3	3
Bakersfield	SJV	STOCKDALE	STINE	REAL	LOCAL			2		3	3		3	3
Bakersfield	SJV	STOCKDALE	REAL	SR99	LOCAL			2		3	3		3	3
Bakersfield	SJV	STOCKDALE	SR99	OAK	LOCAL			2		3	3		3	3
Kern County	SJV	STOCKDALE	NORD	WEGIS	LOCAL			1		1	3		3	3
Kern County	SJV	STOCKDALE	WEGIS	HEATH	LOCAL			1		1	3		3	3
Kern County	SJV	STOCKDALE	HEATH	RIDER	LOCAL			1		1	2		2	3
Kern County	SJV	STOCKDALE	RIDER	RENFRO	LOCAL			1		1	2		2	3
Bakersfield	SJV	UNION	MANOR	COLUMBUS	LOCAL			2		2	2		2	3
Bakersfield	SJV	UNION	SR58	BELLE TERRACE	LOCAL			2		2	2		3	3
Bakersfield	SJV	UNION	MING	WILSON	LOCAL			2		2	2		3	3
Bakersfield	SJV	UNION	WILSON	PLANZ	LOCAL			2		2	2		3	3
Bakersfield	SJV	UNION	PLANZ	CHESTER	LOCAL			2		2	2		3	3
Bakersfield	SJV	UNION	CHESTER	WHITE LN	LOCAL			2		2	2		3	3
Bakersfield	SJV	UNION	PACHECO	FAIRVIEW RD	LOCAL			2		2	2		3	3
Bakersfield	SJV	UNION	FAIRVIEW RD	PANAMA LN	LOCAL			2		2	2		3	3
Bakersfield	SJV	UNION	PANAMA LN	BERKSHIRE	LOCAL			2		2	2		3	3
Kern County	SJV	UNION	BELLE TERRACE	MING	LOCAL			2		2	2		3	3
Kern County	SJV	UNION	WHITE LN	PACHECO	LOCAL			2		2	2		3	3
Kern County	SJV	UNION	BERKSHIRE	HOSKING	LOCAL			2		2	2		3	3
Kern County	SJV	UNION	HOSKING	MC KEE	LOCAL			2		2	2		3	3
Kern County	SJV	UNION	MC KEE	SR119	LOCAL			2		2	2		3	3
Bakersfield	SJV	WESTSIDE PARKWAY	HEATH	ALLEN	RTP04/TIP06	KER040105	\$42,000,000	0		0	2		2	2
Bakersfield	SJV	WESTSIDE PARKWAY	ALLEN	COFFEE	RTP04/TIP06	KER040104	\$40,000,000	0		0	3		3	3
Bakersfield	SJV	WESTSIDE PARKWAY	COFFEE	TRUXTUN	RTP04/TIP06	KER020102	\$52,600,000	0		3	4		4	4

AGENCY	AIR BASIN	STREET	BEGIN	END	ID	PROJECT ID	COST	Conformity Analysis Year*						
								lanes open to traffic each direction						
								2008	2009	2010	2013	2015	2020	2030
Bakersfield	SJV	WESTSIDE PARKWAY	MOHAWK	OAK ST	RTP04/TIP06	KER040103	\$53,800,000	0		0	3		3	3
Bakersfield	SJV	ALFRED HARRELL	MT VERNON	CHINA GRADE LOOP				2		2	2		2	2
Bakersfield	SJV	ALFRED HARRELL	CHINA GRADE LOOP	FAIRFAX				2		2	2		2	2
Bakersfield	SJV	ALLEN	PALM	BRIMHALL				3		3	3		3	3
Bakersfield	SJV	ALLEN	BRIMHALL	WESTSIDE PARKWAY				3		3	3		3	3
Bakersfield	SJV	ALLEN	WESTSIDE PARKWAY	STOCKDALE				3		3	3		3	3
Bakersfield	SJV	CALIFORNIA	STOCKDALE	MOHAWK				3		3	3		3	3
Bakersfield	SJV	CALIFORNIA	MOHAWK	REAL				3		3	3		3	3
Bakersfield	SJV	CALIFORNIA	REAL	SR99				3		3	3		3	3
Bakersfield	SJV	CALIFORNIA	SR99	OAK				3		3	3		3	3
Bakersfield	SJV	CALIFORNIA	OAK	A ST				3		3	3		3	3
Bakersfield	SJV	CALIFORNIA	A ST	H ST				3		3	3		3	3
Bakersfield	SJV	CALIFORNIA	H ST	CHESTER				3		3	3		3	3
Bakersfield	SJV	CALIFORNIA	CHESTER	L ST				3		3	3		3	3
Bakersfield	SJV	CALIFORNIA	L ST	N ST				3		3	3		3	3
Bakersfield	SJV	CALIFORNIA	N ST	Q ST				3		3	3		3	3
Bakersfield	SJV	CALIFORNIA	Q ST	UNION				3		3	3		3	3
Bakersfield	SJV	CALIFORNIA	UNION	BAKER				3		3	3		3	3
Bakersfield	SJV	CALIFORNIA	BAKER	KING				3		3	3		3	3
Bakersfield	SJV	CALIFORNIA	KING	BEALE				3		3	3		3	3
Bakersfield	SJV	CALIFORNIA	BEALE	HALEY				3		3	3		3	3
Bakersfield	SJV	CALIFORNIA	HALEY	WASHINGTON				2		2	2		2	2
Bakersfield	SJV	CASA LOMA	UNION	MADISON				2		2	2		2	2
Bakersfield	SJV	CASA LOMA	MADISON	COTTONWOOD				2		2	2		2	2
Bakersfield	SJV	CASA LOMA	COTTONWOOD	WASHINGTON				1		1	1		1	1
Bakersfield	SJV	CHESTER	34TH ST	COLUMBUS				2		2	2		2	2
Bakersfield	SJV	CHESTER	30TH ST	34TH ST				2		2	2		2	2
Bakersfield	SJV	CHESTER	SR178	30TH ST				2		2	2		2	2
Bakersfield	SJV	COFFEE	OLIVE	HAGEMAN				3		3	3		3	3
Bakersfield	SJV	COFFEE	HAGEMAN	MEANY				3		3	3		3	3
Bakersfield	SJV	COFFEE	MEANY	DOWNING				3		3	3		3	3
Bakersfield	SJV	COFFEE	DOWNING	GRANITE FALLS				3		3	3		3	3
Bakersfield	SJV	COFFEE	GRANITE FALLS	SR58				3		3	3		3	3
Bakersfield	SJV	COFFEE	SR58	BRIMHALL				3		3	3		3	3
Bakersfield	SJV	COFFEE	BRIMHALL	WESTSIDE PARKWAY				3		3	3		3	3
Bakersfield	SJV	COFFEE	WESTSIDE PARKWAY	TRUXTUN				3		3	3		3	3
Bakersfield	SJV	COFFEE	TRUXTUN	STOCKDALE				3		3	3		3	3
Bakersfield	SJV	GOSFORD	HARRIS	PACHECO				3		3	3		3	3
Bakersfield	SJV	GOSFORD	PACHECO	DISTRICT				3		3	3		3	3
Bakersfield	SJV	GOSFORD	DISTRICT	WHITE LN				3		3	3		3	3

AGENCY	AIR BASIN	STREET	BEGIN	END	ID	PROJECT ID	COST	Conformity Analysis Year*						
								lanes open to traffic each direction						
								2008	2009	2010	2013	2015	2020	2030
Bakersfield	SJV	GOSFORD	WHITE LN	S LAURELGLEN				3		3	3		3	3
Bakersfield	SJV	GOSFORD	S LAURELGLEN	N LAURELGLEN				3		3	3		3	3
Bakersfield	SJV	GOSFORD	N LAURELGLEN	MING				3		3	3		3	3
Bakersfield	SJV	GOSFORD	MING	CAMINO MEDIA				3		3	3		3	3
Bakersfield	SJV	GOSFORD	CAMINO MEDIA	STOCKDALE				3		3	3		3	3
Bakersfield	SJV	HAGEMAN	VERDUGO	CALLOWAY				3		3	3		3	3
Bakersfield	SJV	HAGEMAN	CALLOWAY	MAIN PLAZA				3		3	3		3	3
Bakersfield	SJV	HAGEMAN	MAIN PLAZA	RIVERLAKES				3		3	3		3	3
Bakersfield	SJV	HAGEMAN	RIVERLAKES	COFFEE				3		3	3		3	3
Bakersfield	SJV	HAGEMAN	COFFEE	PATTON				3		3	3		3	3
Bakersfield	SJV	HAGEMAN	PATTON	FRUITVALE				3		3	3		3	3
Bakersfield	SJV	MANOR	ROBERTS LN	UNION				2		2	2		2	2
Bakersfield	SJV	MING_AVE	BUENA VISTA	GRAND LAKES				3		3	3		3	3
Bakersfield	SJV	MING_AVE	GRAND LAKES	OLD RIVER RD				3		3	3		3	3
Bakersfield	SJV	MING_AVE	OLD RIVER RD	HAGGIN OAKS				3		3	3		3	3
Bakersfield	SJV	MING_AVE	HAGGIN OAKS	GOSFORD				3		3	3		3	3
Bakersfield	SJV	MING_AVE	GOSFORD	EL PORTAL				3		3	3		3	3
Bakersfield	SJV	MING_AVE	EL PORTAL	ASHE				3		3	3		3	3
Bakersfield	SJV	MING_AVE	ASHE	NEW STINE				3		3	3		3	3
Bakersfield	SJV	MING_AVE	NEW STINE	STINE RD				3		3	3		3	3
Bakersfield	SJV	MING_AVE	STINE	AKERS				3		3	3		3	3
Bakersfield	SJV	MING_AVE	AKERS	REAL				3		3	3		3	3
Bakersfield	SJV	MING_AVE	REAL	WIBLE				3		3	3		3	3
Bakersfield	SJV	MING_AVE	WIBLE	HUGHES LN				3		3	3		3	3
Bakersfield	SJV	MING_AVE	HUGHES LN	H ST				2		2	2		2	2
Bakersfield	SJV	MING_AVE	H ST	CHESTER				2		2	2		2	2
Bakersfield	SJV	MING_AVE	CHESTER	P ST				2		2	2		2	2
Bakersfield	SJV	MOHAWK	HAGEMAN	DOWNING				3		3	3		3	3
Bakersfield	SJV	MONTEREY	UNION	ALTA VISTA				2		2	2		2	2
Bakersfield	SJV	MONTEREY	ALTA VISTA	BAKER				3		3	3		3	3
Bakersfield	SJV	MONTEREY	BAKER	BEALE				3		3	3		3	3
Bakersfield	SJV	MONTEREY	BEALE	HALEY				3		3	3		3	3
Bakersfield	SJV	MONTEREY	HALEY	NILES				3		3	3		3	3
Bakersfield	SJV	MT VERNON	COLUMBUS	SR178				2		2	2		2	2
Bakersfield	SJV	MT VERNON	SR178	BERNARD				2		2	2		2	2
Bakersfield	SJV	MT VERNON	BRUNDAGE	SR58				2		2	2		2	2
Bakersfield	SJV	MT VERNON	SR58	BELLE TERRACE				2		2	2		2	2
Bakersfield	SJV	MT VERNON	BELLE TERRACE	CASA LOMA DR				2		2	2		2	2
Bakersfield	SJV	N CHESTER	COLUMBUS	BEARDSLEY				2		2	2		2	2
Bakersfield	SJV	New Stine Rd	WILSON	MING				3		3	3		3	3

AGENCY	AIR BASIN	STREET	BEGIN	END	ID	PROJECT ID	COST	Conformity Analysis Year*						
								lanes open to traffic each direction						
								2008	2009	2010	2013	2015	2020	2030
Bakersfield	SJV	New Stine Rd	MING	SUNDALE				3		3	3		3	3
Bakersfield	SJV	New Stine Rd	SUNDALE	BELLE TERRACE				3		3	3		3	3
Bakersfield	SJV	New Stine Rd	BELLE TERRACE	STOCKDALE				3		3	3		3	3
Bakersfield	SJV	NILES	UNION	ALTA VISTA				3		3	3		3	3
Bakersfield	SJV	NILES	ALTA VISTA	BAKER				3		3	3		3	3
Bakersfield	SJV	NILES	BAKER	BEALE				3		3	3		3	3
Bakersfield	SJV	NILES	BEALE	HALEY				3		3	3		3	3
Bakersfield	SJV	NILES	HALEY	MONTEREY				3		3	3		3	3
Bakersfield	SJV	NILES	BRENTWOOD	PARK DR				2		2	2		2	2
Bakersfield	SJV	OLD_RIVER	WHITE LN	MING				3		3	3		3	3
Bakersfield	SJV	OLD_RIVER	MING	CAMINO MEDIA				3		3	3		3	3
Bakersfield	SJV	OLD_RIVER	CAMINO MEDIA	STOCKDALE				3		3	3		3	3
Bakersfield	SJV	OSWELL	BRUNDAGE	SR58				2		2	2		2	2
Bakersfield	SJV	PANAMA_LN	ALLEN	BARLOW				1		1	1		1	3
Bakersfield	SJV	PANAMA_LN	BARLOW	BUENA VISTA BLVD				1		1	1		1	3
Bakersfield	SJV	PANAMA_LN	BUENA VISTA	MOUNTAIN VISTA	LOCAL			1		2	2		2	3
Bakersfield	SJV	PANAMA_LN	MOUNTAIN VISTA	OLD RIVER RD	LOCAL			1		2	2		2	3
Bakersfield	SJV	PANAMA_LN	OLD RIVER RD	PROGRESS	LOCAL			1		2	2		2	3
Bakersfield	SJV	PANAMA_LN	PROGRESS	GOSFORD	LOCAL			1		2	2		2	3
Bakersfield	SJV	PANAMA_LN	GOSFORD	RELIANCE				1/2		1/2	1/2		1/2	3
Bakersfield	SJV	PANAMA_LN	RELIANCE	ASHE				1/2		1/2	1/2		1/2	3
Bakersfield	SJV	PANAMA_LN	ASHE	GOLDEN GATE				2		2	2		2	3
Bakersfield	SJV	PANAMA_LN	GOLDEN GATE	STINE RD				2		2	2		2	3
Bakersfield	SJV	PANAMA_LN	STINE RD	AKERS				2		2	2		2	3
Bakersfield	SJV	PANAMA_LN	AKERS	WIBLE				2		2	2		2	3
Bakersfield	SJV	PANAMA_LN	WIBLE	SR99				3		3	3		3	3
Bakersfield	SJV	PANAMA_LN	SR99	H ST				3		3	3		3	3
Bakersfield	SJV	PANORAMA_DR	1700 FEET N COLUMBUS	UNION				2		2	2		2	2
Bakersfield	SJV	REAL_RD	STOCKDALE	SR58				2		2	2		2	2
Bakersfield	SJV	SO.CHESTER	UNION	PLANZ RD				2		2	2		2	2
Bakersfield	SJV	SO.CHESTER	PLANZ RD	WILSON				2		2	2		2	2
Bakersfield	SJV	SO.CHESTER	MING	BELLE TERRACE				2		2	2		2	2
Bakersfield	SJV	SO.CHESTER	BELLE TERRACE	SR58				2		2	2		2	2
Bakersfield	SJV	SO.CHESTER	SR58	BRUNDAGE				2		2	2		2	2
Bakersfield	SJV	SO.CHESTER	BRUNDAGE	4TH ST				2		2	2		2	2
Bakersfield	SJV	SO.CHESTER	4TH ST	CALIFORNIA				2		2	2		2	2
Bakersfield	SJV	SO.CHESTER	CALIFORNIA	TRUXTUN				2		2	2		2	2
Bakersfield	SJV	SO.CHESTER	TRUXTUN	18TH ST				2		2	2		2	2
Bakersfield	SJV	SO.CHESTER	18TH ST	21ST ST				2		2	2		2	2
Bakersfield	SJV	SO.CHESTER	21ST ST	SR178				2		2	2		2	2

AGENCY	AIR BASIN	STREET	BEGIN	END	ID	PROJECT ID	COST	Conformity Analysis Year*						
								lanes open to traffic each direction						
								2008	2009	2010	2013	2015	2020	2030
Bakersfield	SJV	SR58	MAIN PLAZA	COFFEE				3		3	3		3	3
Bakersfield	SJV	SR58	COFFEE	PATTON				3		3	3		3	3
Bakersfield	SJV	STINE_RD	SR119	MC KEE				2		2	2		2	2
Bakersfield	SJV	STINE_RD	MC KEE	HOSKING				2		2	2		2	2
Bakersfield	SJV	STINE_RD	HOSKING	BERKSHIRE				2		2	2		2	2
Bakersfield	SJV	STINE_RD	BERKSHIRE	PANAMA LN				2		2	2		2	2
Bakersfield	SJV	STINE_RD	DISTRICT	WHITE LN				3		3	3		3	3
Bakersfield	SJV	STINE_RD	WHITE LN	PLANZ RD				3		3	3		3	3
Bakersfield	SJV	STINE_RD	PLANZ RD	WILSON				3		3	3		3	3
Bakersfield	SJV	STOCKDALE	CALLOWAY	COFFEE				3		3	3		3	3
Bakersfield	SJV	STOCKDALE	COFFEE	ASHE				3		3	3		3	3
Bakersfield	SJV	STOCKDALE	ASHE	CALIFORNIA				3		3	3		3	3
Bakersfield	SJV	TRUXTUN_AVE	OAK	BEECH				2		2	2		2	2
Bakersfield	SJV	TRUXTUN_AVE	BEECH	PINE ST				2		2	2		2	2
Bakersfield	SJV	TRUXTUN_AVE	PINE	B ST				2		2	2		2	2
Bakersfield	SJV	TRUXTUN_AVE	B ST	F ST				2		2	2		2	2
Bakersfield	SJV	TRUXTUN_AVE	F ST	H ST				2		2	2		2	2
Bakersfield	SJV	TRUXTUN_AVE	H ST	CHESTER				2		2	2		2	2
Bakersfield	SJV	TRUXTUN_AVE	CHESTER	M ST				3		3	3		3	3
Bakersfield	SJV	TRUXTUN_AVE	M ST	N ST				3		3	3		3	3
Bakersfield	SJV	TRUXTUN_AVE	N ST	Q ST				3		3	3		3	3
Bakersfield	SJV	TRUXTUN_AVE	Q ST	UNION				3		3	3		3	3
Bakersfield	SJV	UNION	COLUMBUS	34TH ST				3		3	3		3	3
Bakersfield	SJV	UNION	34TH ST	30TH ST				3		3	3		3	3
Bakersfield	SJV	UNION	30TH ST	NILES				3		3	3		3	3
Bakersfield	SJV	UNION	NILES	MONTEREY				3		3	3		3	3
Bakersfield	SJV	UNION	MONTEREY	KENTUCKY				3		3	3		3	3
Bakersfield	SJV	UNION	KENTUCKY	SR204				3		3	3		3	3
Bakersfield	SJV	UNION	SR204	21ST ST				3		3	3		3	3
Bakersfield	SJV	UNION	21ST ST	18TH ST				3		3	3		3	3
Bakersfield	SJV	UNION	18TH ST	TRUXTUN				3		3	3		3	3
Bakersfield	SJV	UNION	TRUXTUN	CALIFORNIA				3		3	3		3	3
Bakersfield	SJV	UNION	CALIFORNIA	4TH ST				3		3	3		3	3
Bakersfield	SJV	UNION	4TH ST	BRUNDAGE				3		3	3		3	3
Bakersfield	SJV	UNION	BRUNDAGE	SR58				3		3	3		3	3
Bakersfield	SJV	WHITE LN	BUENA VISTA	MOUNTAIN VISTA				3		3	3		3	3
Bakersfield	SJV	WHITE LN	MOUNTAIN VISTA	OLD RIVER RD				3		3	3		3	3
Bakersfield	SJV	WHITE LN	OLD RIVER RD	PARK VIEW				3		3	3		3	3
Bakersfield	SJV	WHITE LN	PARK VIEW	PIN OAK PARK				3		3	3		3	3
Bakersfield	SJV	WHITE LN	PIN OAK PARK	GOSFORD				3		3	3		3	3

AGENCY	AIR BASIN	STREET	BEGIN	END	ID	PROJECT ID	COST	Conformity Analysis Year*						
								lanes open to traffic each direction						
								2008	2009	2010	2013	2015	2020	2030
Bakersfield	SJV	WHITE LN	GOSFORD	LILY				3		3	3		3	3
Bakersfield	SJV	WHITE LN	LILY	ASHE				3		3	3		3	3
Bakersfield	SJV	WHITE LN	ASHE	WILSON				3		3	3		3	3
Bakersfield	SJV	WHITE LN	WILSON	CLOVE				3		3	3		3	3
Bakersfield	SJV	WHITE LN	CLOVE	STINE RD				3		3	3		3	3
Bakersfield	SJV	WHITE LN	STINE RD	AKERS				3		3	3		3	3
Bakersfield	SJV	WHITE LN	AKERS	WIBLE RD				3		3	3		3	3
Bakersfield	SJV	WHITE LN	WIBLE RD	SR99				3		3	3		3	3
Bakersfield	SJV	WHITE LN	SR99	HUGHES LN				3		3	3		3	3
Bakersfield	SJV	WHITE LN	HUGHES LN	H ST				3/2		3/2	3/2		3/2	3/2
Bakersfield	SJV	WHITE LN	H ST	MONITOR				2		2	2		2	2
Bakersfield	SJV	WHITE LN	MONITOR	UNION				2		2	2		2	2
Bakersfield	SJV	WEST BELTWAY	7TH STANDARD	SOUTH BELTWAY				0		0	0		2	2
Bakersfield	SJV	SOUTH BELTWAY	I-5	WEST BELTWAY				0		0	0		2	2
Bakersfield	SJV	SOUTH BELTWAY	WEST BELTWAY	SR58				0		0	0		0	2
Caltrans	SJV	ELLINGTON	11TH AVE	SR155				1		1	1		1	1
Caltrans	SJV	I-5	SR99	SR166				2		2	2		2	2
Caltrans	SJV	I-5	SR166	OLD RIVER RD				2		2	2		2	2
Caltrans	SJV	I-5	OLD RIVER RD	SR223				2		2	2		2	2
Caltrans	SJV	I-5	SR223	SR119				2		2	2		2	2
Caltrans	SJV	I-5	SR119	SR43				2		2	2		2	2
Caltrans	SJV	I-5	SR43	STOCKDALE				2		2	2		2	2
Caltrans	SJV	I-5	STOCKDALE	SR58				2		2	2		2	2
Caltrans	SJV	I-5	SR58	7TH STANDARD				2		2	2		2	2
Caltrans	SJV	I-5	7TH STANDARD	ROWLEE				2		2	2		2	2
Caltrans	SJV	I-5	ROWLEE	LERDO HWY				2		2	2		2	2
Caltrans	SJV	I-5	LERDO HWY	SR46				2		2	2		2	2
Caltrans	SJV	I-5	SR46	TWISSELMAN				2		2	2		2	2
Caltrans	SJV	I-5	TWISSELMAN	COUNTY LINE				2		2	2		2	2
Caltrans	MD	SR14	A AVE	ROSAMOND					2				2	2
Caltrans	MD	SR14	ROSAMOND	DAWN					2				2	2
Caltrans	MD	SR14	DAWN	BACKUS					2				2	2
Caltrans	MD	SR14	BACKUS	SILVER QUEEN					2				2	2
Caltrans	MD	SR14	SILVER QUEEN	PURDY					2				2	2
Caltrans	MD	SR14	PURDY	CAMELOT					2				2	2
Caltrans	MD	SR14	CAMELOT	ALTUS					2				2	2
Caltrans	MD	SR14	ALTUS	SR58					2				2	2
Caltrans	MD	SR14	SR58	DEAVER					2				2	2
Caltrans	MD	SR14	DEAVER	SR58					2				2	2
Caltrans	MD	SR14	REDROCK RANDSBURG	JAWBONE CANYON					2				2	2

AGENCY	AIR BASIN	STREET	BEGIN	END	ID	PROJECT ID	COST	Conformity Analysis Year*						
								lanes open to traffic each direction						
								2008	2009	2010	2013	2015	2020	2030
Caltrans	SJV	SR155	DOVER	FREMONT				1		1	1		1	1
Caltrans	SJV	SR155	FREMONT	HIGH				1		1	1		1	1
Caltrans	SJV	SR155	HIGH	LEXINGTON				1		1	1		1	1
Caltrans	SJV	SR155	LEXINGTON	MAST AVE				1		1	1		1	1
Caltrans	SJV	SR155	MAST AVE	BROWNING				1		1	1		1	1
Caltrans	SJV	SR155	FAMOSO PORTERVILLE	SR65				1		1	1		1	1
Caltrans	SJV	SR155	SR65	WOODY GRANITE				1		1	1		1	1
Caltrans	SJV	SR155	WOODY GRANITE	GRANITE				1		1	1		1	1
Caltrans	SJV	SR155	GRANITE	JACK RANCH				1		1	1		1	1
Caltrans	SJV	SR155	JACK RANCH	RANCHERIA RD				1		1	1		1	1
Caltrans	MD	SR155	RANCHERIA	WOFFORD					1				1	1
Caltrans	MD	SR155	WOFFORD	SAWMILL					2				2	2
Caltrans	MD	SR155	SAWMILL	SR178					1				1	1
Caltrans	SJV	SR166	SR33	OLD RIVER RD				1		1	1		1	1
Caltrans	SJV	SR166	OLD RIVER RD	I-5				1		1	1		1	1
Caltrans	SJV	SR166	I-5	SR99				1		1	1		1	1
Caltrans	SJV	SR178	SR58	BUCK OWENS				3		3	3		3	3
Caltrans	SJV	SR178	BUCK OWENS	OAK				3		3	3		3	3
Caltrans	SJV	SR178	PINE ST	BAY ST				3		3	3		3	3
Caltrans	SJV	SR178	BAY ST	F ST				3		3	3		3	3
Caltrans	SJV	SR178	F ST	H ST				3		3	3		3	3
Caltrans	SJV	SR178	H ST	CHESTER				3		3	3		3	3
Caltrans	SJV	SR178	CHESTER	L ST				3		3	3		3	3
Caltrans	SJV	SR178	L ST	SR204				3		3	3		3	3
Caltrans	SJV	SR178	SR204	ALTA VISTA				3		3	3		3	3
Caltrans	SJV	SR178	ALTA VISTA	BEALE				3		3	3		3	3
Caltrans	SJV	SR178	BEALE	HALEY				3		3	3		3	3
Caltrans	SJV	SR178	HALEY	MT VERNON				3		3	3		3	3
Caltrans	SJV	SR178	MT VERNON	OSWELL				3		3	3		3	3
Caltrans	SJV/MD	SR178	RANCHERIA RD	SR155				2	2	2	2		2	2
Caltrans	MD	SR178	SR155	LAKE ISABELLA BLVD					1				1	1
Caltrans	MD	SR178	LAKE ISABELLA BLVD	SIERRA WY					1				1	1
Caltrans	MD	SR178	SIERRA WY	KELSO VALLEY					1				1	1
Caltrans	MD/IWV	SR178	KELSO VALLEY	SR14				1	1	1	1		1	1
Caltrans	IWV	SR178	SR14	SR395							1		1	1
Caltrans	IWV	SR178	SR395	JACKS RANCH							2		2	2
Caltrans	IWV	SR178	JACKS RANCH	BRADY							2		2	2
Caltrans	IWV	SR178	BRADY	MAHAN							2		2	2
Caltrans	IWV	SR178	MAHAN	DOWNS							2		2	2
Caltrans	IWV	SR178	DOWNS	NORMA							2		2	2

AGENCY	AIR BASIN	STREET	BEGIN	END	ID	PROJECT ID	COST	Conformity Analysis Year*						
								lanes open to traffic each direction						
								2008	2009	2010	2013	2015	2020	2030
Caltrans	IWV	SR178	NORMA	CHINA LAKE							2		2	2
Caltrans	IWV	SR178	INYOKERN	WARD							2		2	2
Caltrans	IWV	SR178	WARD	DRUMMOND							2		2	2
Caltrans	IWV	SR178	DRUMMOND	LAS FLORES							2		2	2
Caltrans	IWV	SR178	LAS FLORES	RIDGECREST BLVD							2		2	2
Caltrans	IWV	SR178	CHINA LAKE	GATEWAY							2		2	2
Caltrans	IWV	SR178	GATEWAY	RICHMOND							2		2	2
Caltrans	IWV	SR178	RICHMOND	COUNTY LINE							1		1	1
Caltrans	SJV	SR184	EDISON	BRUNDAGE				2		2	2		2	2
Caltrans	SJV	SR184	BRUNDAGE	SR58				2		2	2		2	2
Caltrans	SJV	SR184	SR58	KERRNITA				2		2	2		2	2
Caltrans	SJV	SR184	SR119	HALL				2		2	2		2	2
Caltrans	SJV	SR184	HALL	DI GIORGIO				2		2	2		2	2
Caltrans	MD	SR202	SR58	TEHACHAPI BLVD					2			2	2	2
Caltrans	MD	SR202	TEHACHAPI BLVD	RED APPLE					2			2	2	2
Caltrans	MD	SR202	GOLDEN HILLS	WOODFORD TEHACHAPI					2			2	2	2
Caltrans	MD	SR202	WOODFORD TEHACHAPI	SCHOUT					2			2	2	2
Caltrans	MD	SR202	SCHOUT	BANDUCCI					2			2	2	2
Caltrans	MD	SR202	BANDUCCI	BEAR VALLEY					1			1	1	1
Caltrans	MD	SR202	BEAR VALLEY	GIRAUDO					1			1	1	1
Caltrans	SJV	SR204	UNION	Q ST				3		3	3		3	3
Caltrans	SJV	SR204	Q ST	M ST				3		3	3		3	3
Caltrans	SJV	SR204	M ST	CHESTER				3		3	3		3	3
Caltrans	SJV	SR223	I-5	OLD RIVER RD				1		1	1		1	1
Caltrans	SJV	SR223	OLD RIVER RD	WIBLE RD				1		1	1		1	1
Caltrans	SJV	SR223	WIBLE RD	SR99				1		1	1		1	1
Caltrans	SJV	SR223	SR184	VINELAND				1		1	1		1	1
Caltrans	SJV	SR223	VINELAND	EDISON				1		1	1		1	1
Caltrans	SJV	SR223	EDISON	MALAGA				1		1	1		1	1
Caltrans	SJV	SR223	MALAGA	COMANCHE				1		1	1		1	1
Caltrans	SJV	SR223	COMANCHE	CAMPUS				2		2	2		2	2
Caltrans	SJV	SR223	CAMPUS	TEJON				2		2	2		2	2
Caltrans	SJV	SR223	TEJON	TOWER LINE				1		1	1		1	1
Caltrans	SJV	SR223	TOWER LINE	GENERAL BEALE				1		1	1		1	1
Caltrans	SJV	SR223	GENERAL BEALE	SR58				1		1	1		1	1
Caltrans	SJV	SR33	BARKER	TWISSELMAN				1		1	1		1	1
Caltrans	SJV	SR33	TWISSELMAN	SR46				1		1	1		1	1
Caltrans	SJV	SR33	SR46	LERDO HWY				1		1	1		1	1
Caltrans	SJV	SR33	LERDO HWY	LOST HILLS				1		1	1		1	1
Caltrans	SJV	SR33	LOST HILLS	LOKERN				1		1	1		1	1

AGENCY	AIR BASIN	STREET	BEGIN	END	ID	PROJECT ID	COST	Conformity Analysis Year*						
								lanes open to traffic each direction						
								2008	2009	2010	2013	2015	2020	2030
Caltrans	SJV	SR33	LOKERN	SR58				1		1	1		1	1
Caltrans	SJV	SR33	SR58	SR58				1		1	1		1	1
Caltrans	SJV	SR33	SR58	BILL KIRBY				1		1	1		1	1
Caltrans	SJV	SR33	BILL KIRBY	MIDWAY				1		1	1		1	1
Caltrans	SJV	SR33	MIDWAY	ASH				1		1	1		1	1
Caltrans	SJV	SR33	ASH	HILLARD				1		1	1		1	1
Caltrans	SJV	SR33	HILLARD	10TH ST				2		2	2		2	2
Caltrans	SJV	SR33	10TH ST	6TH ST				2		2	2		2	2
Caltrans	SJV	SR33	6TH ST	2ND ST				2		2	2		2	2
Caltrans	SJV	SR33	2ND ST	MAIN ST				1		1	1		1	1
Caltrans	SJV	SR33	MAIN ST	SR119				1		1	1		1	1
Caltrans	SJV	SR33	SR119	WOOD				1		1	1		1	1
Caltrans	SJV	SR33	WOOD	CADET				1		1	1		1	1
Caltrans	SJV	SR33	CADET	BUSH				1		1	1		1	1
Caltrans	SJV	SR33	BUSH	SR166				1		1	1		1	1
Caltrans	SJV	SR33	SR166	CERRO NOROESTE				1		1	1		1	1
Caltrans	SJV	SR33	CERRO NOROESTE	COUNTY LINE				1		1	1		1	1
Caltrans	IWV	SR395	COUNTY LINE	SR14							2		2	2
Caltrans	IWV	SR395	CHINA LAKE	SEARLES							1		1	1
Caltrans	MD	SR395	SEARLES	GARLOCK					1				1	1
Caltrans	MD	SR395	GARLOCK	JOBERG					1				1	1
Caltrans	MD	SR395	JOBERG	COUNTY LINE					1				1	1
Caltrans	SJV	SR43	COUNTY LINE	CECIL AVE				1		1	1		1	1
Caltrans	SJV	SR43	CECIL AVE	SR155				1		1	1		1	1
Caltrans	SJV	SR43	SR155	POND				1		1	1		1	1
Caltrans	SJV	SR43	POND	SHERWOOD				1		1	1		1	1
Caltrans	SJV	SR43	SHERWOOD	SR46				1		1	1		1	1
Caltrans	SJV	SR43	SR46	5TH ST				1		1	1		1	1
Caltrans	SJV	SR43	5TH ST	6TH ST				1		1	1		1	1
Caltrans	SJV	SR43	6TH ST	7TH ST				1		1	1		1	1
Caltrans	SJV	SR43	7TH ST	POSO DR				1		1	1		1	1
Caltrans	SJV	SR43	POSO DR	FILBURN				2		2	2		2	2
Caltrans	SJV	SR43	FILBURN	JACKSON				2		2	2		2	2
Caltrans	SJV	SR43	JACKSON	KIMBERLINA RD				2		2	2		2	2
Caltrans	SJV	SR43	KIMBERLINA	POPLAR				2		2	2		2	2
Caltrans	SJV	SR43	POPLAR	SHAFTER				2		2	2		2	2
Caltrans	SJV	SR43	SHAFTER	CENTRAL				2		2	2		2	2
Caltrans	SJV	SR43	CENTRAL	LERDO HWY				2		2	2		2	2
Caltrans	SJV	SR43	LERDO HWY	LOS ANGELES				1		1	1		1	1
Caltrans	SJV	SR43	LOS ANGELES	7TH STANDARD				1		1	1		1	1

AGENCY	AIR BASIN	STREET	BEGIN	END	ID	PROJECT ID	COST	Conformity Analysis Year*						
								lanes open to traffic each direction						
								2008	2009	2010	2013	2015	2020	2030
Caltrans	SJV	SR43	7TH STANDARD	BAKER				1		1	1		1	1
Caltrans	SJV	SR43	BAKER	SNOW				1		1	1		1	1
Caltrans	SJV	SR43	SNOW	KRATZMEYER				1		1	1		1	1
Caltrans	SJV	SR43	KRATZMEYER	REINA				1		1	1		1	1
Caltrans	SJV	SR43	REINA	HAGEMAN				1		1	1		1	1
Caltrans	SJV	SR43	HAGEMAN	SR58				1		1	1		1	1
Caltrans	SJV	SR43	SR58	PALM				1		1	1		1	1
Caltrans	SJV	SR43	PALM	BRIMHALL				1		1	1		1	1
Caltrans	SJV	SR43	BRIMHALL	STOCKDALE				1		1	1		1	1
Caltrans	SJV	SR43	STOCKDALE	PANAMA LN				1		1	1		1	1
Caltrans	SJV	SR43	PANAMA LN	I-5				1		1	1		1	1
Caltrans	SJV	SR43	I-5	SR119				1		1	1		1	1
Caltrans	SJV	SR46	I-5	CORCORAN				1		1	1		1	1
Caltrans	SJV	SR46	CORCORAN	ROWLEE				1		1	1		1	1
Caltrans	SJV	SR46	ROWLEE	WILDWOOD				1		1	1		1	1
Caltrans	SJV	SR58	COUNTY LINE	SR33				1		1	1		1	1
Caltrans	SJV	SR58	SR33	LOKERN				1		1	1		1	1
Caltrans	SJV	SR58	LOKERN	BUTTONWILLOW				1		1	1		1	1
Caltrans	SJV	SR58	BUTTONWILLOW	I-5				1		1	1		1	1
Caltrans	SJV	SR58	I-5	BRANDT				1		1	1		1	1
Caltrans	SJV	SR58	BRANDT	SR43				1		1	1		1	1
Caltrans	SJV	SR58	RENFRO	JENKINS				3		3	3		3	3
Caltrans	SJV	SR58	JENKINS	ALLEN				3		3	3		3	3
Caltrans	SJV	SR58	ALLEN	OLD FARM				3		3	3		3	3
Caltrans	SJV	SR58	OLD FARM	JEWETTA				3		3	3		3	3
Caltrans	SJV	SR58	JEWETTA	VERDUGO				3		3	3		3	3
Caltrans	SJV	SR58	VERDUGO	CALLOWAY				3		3	3		3	3
Caltrans	SJV	SR58	CALLOWAY	MAIN PLAZA				3		3	3		3	3
Caltrans	SJV	SR58	PATTON	WEAR				3		3	3		3	3
Caltrans	SJV	SR58	WEAR	FRUITVALE				3		3	3		3	3
Caltrans	SJV	SR58	FRUITVALE	MOHAWK				3		3	3		3	3
Caltrans	SJV	SR58	MOHAWK	LANDCO				3		3	3		3	3
Caltrans	SJV	SR58	LANDCO	GIBSON				3		3	3		3	3
Caltrans	SJV	SR58	GIBSON	SR99				3		3	3		3	3
Caltrans	SJV	SR58	REAL	SR99				2		2	2		2	2
Caltrans	SJV	SR58	H ST	CHESTER				2		2	2		2	2
Caltrans	SJV	SR58	CHESTER	UNION				2		2	2		2	2
Caltrans	SJV	SR58	COTTONWOOD	MT VERNON				3		3	3		3	3
Caltrans	SJV	SR58	MT VERNON	OSWELL				3		3	3		3	3
Caltrans	SJV	SR58	OSWELL	FAIRFAX				3		3	3		3	3

AGENCY	AIR BASIN	STREET	BEGIN	END	ID	PROJECT ID	COST	Conformity Analysis Year*						
								lanes open to traffic each direction						
								2008	2009	2010	2013	2015	2020	2030
Caltrans	SJV	SR58	FAIRFAX	SR184				3		3	3		3	3
Caltrans	SJV	SR58	SR184	EDISON				2		2	2		2	2
Caltrans	SJV	SR58	EDISON	COMANCHE				2		2	2		2	2
Caltrans	SJV	SR58	COMANCHE	TOWER LINE				2		2	2		2	2
Caltrans	SJV	SR58	TOWER LINE	GENERAL BEALE				2		2	2		2	2
Caltrans	MD	SR58	SR202	MILL					2				2	2
Caltrans	MD	SR58	MILL	DENNISON					2				2	2
Caltrans	MD	SR58	DENNISON	TEHACHAPI BLVD					2				2	2
Caltrans	MD	SR58	TEHACHAPI BLVD	SAND CANYON					2				2	2
Caltrans	MD	SR58	SAND CANYON	RANDBURG CUTOFF					2				2	2
Caltrans	MD	SR58	RANDBURG CUTOFF	SR14					2				2	2
Caltrans	MD	SR58	SR14	20 MULE TEAM PARKWAY					2				2	2
Caltrans	MD	SR58	20 MULE TEAM PARKWAY	OLD 58					2				2	2
Caltrans	MD	SR58	OLD 58	CALIFORNIA CITY					2				2	2
Caltrans	MD	SR58	CALIFORNIA CITY	MUROC					2				2	2
Caltrans	MD	SR58	MUROC	CLAY MINE					2				2	2
Caltrans	MD	SR58	CLAY MINE	20 MULE TEAM PARKWAY					2				2	2
Caltrans	MD	SR58	20 MULE TEAM	GEPHART					2				2	2
Caltrans	MD	SR58	GEPHART	BORAX					2				2	2
Caltrans	MD	SR58	BORAX	COUNTY LINE					2				2	2
Caltrans	SJV	SR65	COUNTY LINE	SR155				1		1	1		1	1
Caltrans	SJV	SR65	SR155	SHERWOOD				1		1	1		1	1
Caltrans	SJV	SR65	SHERWOOD	FAMOSO RD				1		1	1		1	1
Caltrans	SJV	SR65	FAMOSO RD	MERCED AVE				1		1	1		1	1
Caltrans	SJV	SR65	MERCED AVE	LERDO HWY				1		1	1		1	1
Caltrans	SJV	SR65	LERDO HWY	JAMES				1		1	1		1	1
Caltrans	SJV	SR65	7TH STANDARD	SR99				2		2	2		2	2
Caltrans	SJV	SR99	COUNTY LINE	CECIL AVE				3		3	3		3	3
Caltrans	SJV	SR99	CECIL	SR155				3		3	3		3	3
Caltrans	SJV	SR99	SR155	WOOLLOMES				3		3	3		3	3
Caltrans	SJV	SR99	WOOLLOMES	POND				3		3	3		3	3
Caltrans	SJV	SR99	POND	SHERWOOD				3		3	3		3	3
Caltrans	SJV	SR99	SHERWOOD	SR46				3		3	3		3	3
Caltrans	SJV	SR99	SR46	KIMBERLINA RD				3		3	3		3	3
Caltrans	SJV	SR99	KIMBERLINA RD	MERCED AVE				3		3	3		3	3
Caltrans	SJV	SR99	MERCED	LERDO HWY				3		3	3		3	3
Caltrans	SJV	SR99	LERDO HWY	7TH STANDARD				3		3	3		3	3
Caltrans	SJV	SR99	7TH STANDARD	SR65				3		3	3		3	3
Caltrans	SJV	SR99	SR65	OLIVE				3		3	3		3	3
Caltrans	SJV	SR99	OLIVE	SR204				3		3	3		3	3

AGENCY	AIR BASIN	STREET	BEGIN	END	ID	PROJECT ID	COST	Conformity Analysis Year*						
								lanes open to traffic each direction						
								2008	2009	2010	2013	2015	2020	2030
Caltrans	SJV	SR99	SR204	AIRPORT				4		4	4		4	4
Caltrans	SJV	SR99	AIRPORT	SR58(24TH ST)				4		4	4		4	4
Caltrans	SJV	SR99	AIRPORT	CALIFORNIA				4		4	4		4	4
Caltrans	SJV	SR99	STOCKDALE	CALIFORNIA				4		4	4		4	4
Caltrans	SJV	SR99	HERRING RD	SR223				3		3	3		3	3
Caltrans	SJV	SR99	COPUS RD	HERRING RD				3		3	3		3	3
Caltrans	SJV	SR99	SR166	COPUS RD				3		3	3		3	3
Caltrans	SJV	SR99	SR99	SR166				3		3	3		3	3
Caltrans	MD	TUCKER RD	RED APPLE	VALLEY					2				2	2
Kern County	SJV	AIRPORT	7TH STANDARD	DAY				1		1	1		2	2
Kern County	SJV	AIRPORT	DAY	SKYWAY				1		1	1		2	2
Kern County	SJV	AIRPORT	SKYWAY	NORRIS				2		2	2		2	2
Kern County	SJV	ALLEN	SR58	PALM				3		3	3		3	3
Kern County	SJV	CALIFORNIA	WASHINGTON	MT VERNON				2		2	2		2	2
Kern County	SJV	CALIFORNIA	MT VERNON	EDISON				2		2	2		2	2
Kern County	SJV	CHINA GRADE	CHESTER	MANOR				2		2	2		2	2
Kern County	IWV	CHINA LAKE BL	SPRINGER	MAHAN							1		1	1
Kern County	IWV	CHINA LAKE BL	MAHAN	SR395							1		1	1
Kern County	SJV	MANOR	MC CRAY	CHESTER				2		2	2		2	2
Kern County	SJV	MANOR	CHESTER	DAY				2		2	2		2	2
Kern County	SJV	MANOR	DAY	CHINA GRADE LOOP				2		2	2		2	2
Kern County	SJV	MANOR	CHINA GRADE LOOP	NORRIS				2		2	2		2	2
Kern County	SJV	MANOR	NORRIS	ROBERTS LN				2		2	2		2	2
Kern County	SJV	MING AVE	P ST	UNION				2		2	2		2	2
Kern County	SJV	MOHAWK	DOWNING	SR58				0		3	3		3	3
Kern County	SJV	MT VERNON	COLLEGE	FLOWER				2		2	2		2	2
Kern County	SJV	MT VERNON	KENTUCKY	EDISON HWY				2		2	2		2	2
Kern County	SJV	MT VERNON	EDISON HWY	CALIFORNIA				2		2	2		2	2
Kern County	SJV	MT VERNON	VIRGINIA	BRUNDAGE				2		2	2		2	2
Kern County	SJV	MT VERNON	BERNARD	COLLEGE				2		2	2		2	2
Kern County	SJV	MT VERNON	FLOWER	NILES				2		2	2		2	2
Kern County	SJV	MT VERNON	CALIFORNIA	VIRGINIA				2		2	2		2	2
Kern County	SJV	MT VERNON	NILES	KENTUCKY				2		2	2		2	2
Kern County	SJV	N CHESTER	BEARDSLEY	ROBERTS LN				2		2	2		2	2
Kern County	SJV	N CHESTER	ROBERTS LN	DECATUR				2		2	2		2	2
Kern County	SJV	N CHESTER	DECATUR	NORRIS				2		2	2		2	2
Kern County	SJV	N CHESTER	NORRIS	CHINA GRADE LOOP				2		2	2		2	2
Kern County	SJV	N CHESTER	CHINA GRADE LOOP	DAY				2		2	2		2	2
Kern County	SJV	N CHESTER	DAY	MANOR				2		2	2		2	2

AGENCY	AIR BASIN	STREET	BEGIN	END	ID	PROJECT ID	COST	Conformity Analysis Year*						
								lanes open to traffic each direction						
								2008	2009	2010	2013	2015	2020	2030
Kern County	SJV	NILES	MONTEREY	MT VERNON				2		2	2		2	2
Kern County	SJV	NILES	MT VERNON	OSWELL				2		2	2		2	2
Kern County	SJV	NILES	OSWELL	STERLING RD				2		2	2		2	2
Kern County	SJV	NILES	STERLING RD	FAIRFAX				2		2	2		2	2
Kern County	SJV	NILES	FAIRFAX	BRENTWOOD				2		2	2		2	2
Kern County	SJV	NILES	PARK DR	SR184				2		2	2		2	2
Kern County	MD	OLD 58	ROSEWOOD	SR58BYPASS					2				2	2
Kern County	MD	OLD 58	ARROYO	ROSEWOOD					2				2	2
Kern County	MD	OLD 58	SR14	ARROYO					2				2	2
Kern County	MD	OLD 58	SR14	UNITED					2				2	2
Kern County	MD	OLD 58	UNITED	5TH ST					2				2	2
Kern County	MD	OLD 58	5TH	SR58BYPASS					2				2	2
Kern County	MD	RANDSBURG CUTOFF	SR14	SR58BYPASS					1				1	1
Kern County	MD	ROSAMOND BL	TEHACHAPI WILLOW SPRINGS	80TH ST					1				1	1
Kern County	MD	ROSAMOND BL	80TH ST	70TH ST					1				1	1
Kern County	MD	ROSAMOND BL	70TH ST	65TH ST					1				1	1
Kern County	MD	ROSAMOND BL	65TH ST	60TH ST					1				1	1
Kern County	SJV	SO.CHESTER	WILSON	MING				2		2	2		2	2
Kern County	MD	TEHACHAPI WILLOW SPRINGS	IRONE	ROSAMOND					1				1	1
Kern County	MD	TEHACHAPI WILLOW SPRINGS	HAMILTON	IRONE					1				1	1
Kern County	MD	TEHACHAPI WILLOW SPRINGS	HIGHLINE	DENNISON					1				1	1
Kern County	MD	TEHACHAPI WILLOW SPRINGS	ABAJO	HIGHLINE					1				1	1
California City	MD	CAL CITY BL	SR14	RAILROAD	RTP04				1				2	2
California City	MD	CAL CITY BL	RAILROAD	NEURALIA					1				2	2
California City	MD	CAL CITY BL	NEURALIA	HACIENDA					2				2	2
California City	MD	CAL CITY BL	RANDSBURG MOJAVE	HACIENDA					2				2	2
California City	MD	CAL CITY BL	REDWOOD	RANDSBURG MOJAVE					2				2	2
California City	MD	CAL CITY BL	CARSON	REDWOOD					1				1	1
Ridgecrest	IWV	CHINA LAKE BL	RIDGECREST BLVD	UPJOHN									2	2
Ridgecrest	IWV	CHINA LAKE BL	UPJOHN	BOWMAN RD									2	2
Ridgecrest	IWV	CHINA LAKE BL	BOWMAN RD	NORMA									1	1
Ridgecrest	IWV	CHINA LAKE BL	NORMA	DOLPHIN									1	1
Ridgecrest	IWV	CHINA LAKE BL	DOLPHIN	DOWNS									1	1
Ridgecrest	IWV	CHINA LAKE BL	DOWNS	SPRINGER									1	1
Shafter	SJV	LERDO_HWY	POPLAR	SHAFTER					1				1	1
Shafter	SJV	LERDO_HWY	SHAFTER	SR43					1				1	1
Shafter	SJV	LERDO_HWY	SR43	MANNEL					2				2	2

AGENCY	AIR BASIN	STREET	BEGIN	END	ID	PROJECT ID	COST	Conformity Analysis Year*						
								lanes open to traffic each direction						
								2008	2009	2010	2013	2015	2020	2030
Shafter	SJV	LERDO_HWY	MANNEL	ZACHARY				2		2	2		2	2
Shafter	SJV	LERDO_HWY	ZACHARY	ZERKER				2		2	2		2	2
Shafter	SJV	LERDO_HWY	ZERKER	SR99				2		2	2		2	2

Transportation Project Listings – Exempt Projects

Jurisdiction/ Agency	TIP Project ID	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
Arvin	KER050501	IN ARVIN: INSTALL NEW COMPRESSOR, NEW VESSELS AND NEW ROOF STRUCTURE AT EXISTING CNG STATION	\$505,656	2.04	San Joaquin
Arvin	KER060401	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	\$574,412	1.10	San Joaquin
Arvin	KER061003	IN ARVIN: ON DERBY ST BETWEEN HAVEN DR AND SCHIPPER AVE; CONSTRUCT SIDEWALK, SIDEWALK IMPROVEMENTS, AND BIKE LANE	\$659,000	3.02	San Joaquin
Arvin	KER060501	PURCHASE ONE REPLACEMENT 26 PASSENGER CNG BUS	\$125,000	2.10	San Joaquin
Arvin	KER041011	IN ARVIN: SYCAMORE ROAD BETWEEN COMANCHE DRIVE AND DERBY STREET; CONSTRUCT CLASS II BIKE LANE	\$213,000	3.02	San Joaquin
Arvin	KER050403	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	\$500,177	1.10	San Joaquin
Bakersfield	KER050502	IN BAKERSFIELD: LNG/CNG STATION	\$1,763,000	2.04	San Joaquin
Bakersfield	KER050518	IN BAKERSFIELD: 26TH ST/"F" ST; NEW SIGNAL	\$160,000	5.02	San Joaquin
Bakersfield	KER050519	IN BAKERSFIELD: AUBURN ST/LA COSTA ST; NEW SIGNAL	\$160,000	5.02	San Joaquin
Bakersfield	KER050522	IN BAKERSFIELD: WHITE LN/LILLY DR; NEW SIGNAL AND SIGNAL COORDINATION (INTERCONNECT)	\$160,000	5.07	San Joaquin
Bakersfield	KER050535	IN BAKERSFIELD: OAK ST/SR 178; IMPROVEMENT OF EXISTING TRAFFIC SIGNAL DELAY/SYNCHRONIZATION	\$287,500	5.02	San Joaquin
Bakersfield	KER060517	IN BAKERSFIELD: PURCHASE EIGHT REPLACEMENT LNG TRUCKS	\$256,000	2.02	San Joaquin
Bakersfield	KER060518	IN BAKERSFIELD: PURCHASE A REPLACEMENT CNG STREET SWEEPER	\$65,000	2.02	San Joaquin
Bakersfield	KER060519	IN BAKERSFIELD: ON NORTHBOUND MT. VERNON AVE TO EASTBOUND SR 178 ON-RAMP; CONSTRUCT RIGHT TURN CHANNELIZATION	\$338,000	5.01	San Joaquin
Bakersfield	KER060521	IN BAKERSFIELD: AT VARIOUS LOCATIONS; SIGNAL COORDINATION (INTERCONNECT)	\$2,287,000	5.07	San Joaquin
Bakersfield	KER060520	IN BAKERSFIELD: WHITE LN AT ASHE RD; CONSTRUCT DOUBLE LEFT TURN LANES	\$860,000	5.01	San Joaquin
Bakersfield	KER060522	IN BAKERSFIELD: AT VARIOUS LOCATIONS; NEW SIGNALS AND SIGNAL SYNCHRONIZATION	\$1,392,000	5.07	San Joaquin
Bakersfield	KER060523	IN BAKERSFIELD: AT VARIOUS LOCATIONS; TRAFFIC MONITORING CAMERAS	\$520,000	1.07	San Joaquin

Jurisdiction/ Agency	TIP Project ID	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
Bakersfield	KER050512	IN BAKERSFIELD: AUBURN ST - OSWELL ST TO FAIRFAX RD; SIGNAL COORDINATION (INTERCONNECT)	\$135,600	5.07	San Joaquin
Bakersfield	KER050513	IN BAKERSFIELD: COFFEE RD - HAGEMAN RD TO MEANY RD; SIGNAL COORDINATION (INTERCONNECT)	\$65,500	5.07	San Joaquin
Bakersfield	KER050514	IN BAKERSFIELD: COLUMBUS ST - CHESTER AVE TO RIVER BLVD; SIGNAL COORDINATION (INTERCONNECT)	\$326,000	5.07	San Joaquin
Bakersfield	KER050515	IN BAKERSFIELD: COLUMBUS ST - RIVER BLVD TO OSWELL ST & OSWELL ST - COLUMBUS ST TO AUBURN ST; SIGNAL COORDINATION (INTERCONNECT)	\$322,300	5.07	San Joaquin
Bakersfield	KER050516	IN BAKERSFIELD: STOCKDALE HWY - BUENA VISTA TO OLD RIVER RD; SIGNAL COORDINATION (INTERCONNECT)	\$47,400	5.07	San Joaquin
Bakersfield	KER050517	IN BAKERSFIELD: TRUXTUN AVE - MOHAWK ST TO OAK ST; SIGNAL COORDINATION (INTERCONNECT)	\$85,100	5.07	San Joaquin
Bakersfield	KER050521	IN BAKERSFIELD: HAGEMAN RD/MAIN PLAZA DR; NEW SIGNAL AND SIGNAL COORDINATION (INTERCONNECT)	\$160,000	5.07	San Joaquin
Bakersfield	KER990112	IN BAKERSFIELD FROM ROUTE 99 EAST - CENTENNIAL TRANSPORTATION CORRIDOR - METROPOLITAN BAKERSFIELD TRANSPORTATION SYSTEMS STUDY	\$19,687,500	4.05	San Joaquin
Bakersfield	KER050401	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	\$9,104,258	1.10	San Joaquin
Bakersfield	KER060402	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	\$12,462,245	1.10	San Joaquin
Bakersfield	KER050101	NORTH OF BAKERSFIELD: ON 7TH STANDARD RD FROM SR43 TO SANTA FE WAY; WIDEN TO 4/6 LANE EXPRESSWAY	\$5,625,000	4.05	San Joaquin
Bakersfield	KER050104	IN BAKERSFIELD: CENTENNIAL CORRIDOR FROM OAK STREET TO SR178; CONSTRUCT NEW 8 LANE FREEWAY	\$42,358,523	4.05	San Joaquin
Bakersfield	KER050103	IN BAKERSFIELD: SOUTH BELTWAY FROM I-5 TO SR58; ROUTE ADOPTION	\$12,500,000	4.05	San Joaquin
Bakersfield	KER050102	IN BAKERSFIELD: WEST BELTWAY FROM SR119 TO 7TH STANDARD RD; CONSTRUCT 4/6 LANE FREEWAY	\$15,000,000	4.05	San Joaquin
Bakersfield	KER050109	IN BAKERSFIELD: ROSEDALE HWY (SR58) FROM SR 43 TO SR 99; WIDEN TO 4/6 LANES	\$5,083,023	4.05	San Joaquin
Bakersfield	KER020605	IN BAKERSFIELD: 24TH STREET (SR178) AND OAK STREET; CONSTRUCT A GRADE SEPARATED INTERCHANGE AND EXTEND OAK ST TO SILLECT AVE	\$5,288,682	4.05	San Joaquin

Jurisdiction/ Agency	TIP Project ID	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
Bakersfield	KER050110	IN BAKERSFIELD: 24TH STREET (SR178) FROM ELM STREET TO D STREET; WIDEN TO 4/6 LANES ON 6 LANE R/W	\$1,694,341	4.05	San Joaquin
Bakersfield	KER050105	IN BAKERSFIELD: SR178 FROM SR99 TO CENTENNIAL CORRIDOR; CONSTRUCT NEW 8 LANE FREEWAY	\$11,860,386	4.05	San Joaquin
Bakersfield	KER050106	IN BAKERSFIELD: SR178 AT MORNING DRIVE; CONSTRUCT NEW 4/6 LANE FREEWAY WITH INTERCHANGE	\$2,033,209	4.05	San Joaquin
Bakersfield	KER050108	IN BAKERSFIELD: SR 178 FROM MESA MARIN TO RANCHERIA ROAD; WIDEN EXISTING HIGHWAY TO 4 LANES WITH SHOULDERS	\$2,033,209	4.05	San Joaquin
Bakersfield	KER050107	IN BAKERSFIELD: SR178 FROM VINELAND ROAD TO RANCHERIA ROAD; CONSTRUCT NEW 4/6 LANE FREEWAY	\$12,876,991	4.05	San Joaquin
Bakersfield	KER020604	IN BAKERSFIELD: HAGEMAN ROAD EASTERLY ACROSS STATE ROUTE 99 AND CONNECT WITH STATE ROUTE 204	\$2,444,341	4.05	San Joaquin
Bakersfield	KER050520	IN BAKERSFIELD: ASHE RD - HARRIS RD TO PANAMA LANE; NEW SIGNAL AND SIGNAL COORDINATION (INTERCONNECT)	\$249,600	5.07	San Joaquin
Bakersfield	KER050532	IN BAKERSFIELD: "H" ST/MCKEE RD; NEW SIGNAL & SIGNAL COORDINATION (INTERCONNECT)	\$160,000	5.07	San Joaquin
Bakersfield	KER050533	IN BAKERSFIELD: "P" ST/BELLE TERRACE; NEW SIGNAL & SIGNAL COORDINATION (INTERCONNECT)	\$160,000	5.07	San Joaquin
Bakersfield	KER050534	IN BAKERSFIELD: NEW SIGNAL AT RIVERLAKES DR/SOUTHSHORE DR & INTERCONNECT AT RIVERLAKES DR: SOUTHSHORE DR TO HAGEMAN RD	\$193,200	5.07	San Joaquin
Bakersfield	KER050537	IN BAKERSFIELD: AT VARIOUS LOCATIONS; SURFACING UNPAVED SHOULDERS	\$3,812,000	4.01	San Joaquin
Bakersfield	KER050531	IN BAKERSFIELD: NEW SIGNAL COFFEE RD/PEANUT AVE & INTERCONNECT COFFEE RD: PEANUT AVE TO HAGEMAN RD	\$241,500	5.07	San Joaquin
Bakersfield	KER050523	IN BAKERSFIELD: 4TH ST - CHESTER AVE TO "H" ST; SIGNAL COORDINATION (INTERCONNECT)	\$20,400	5.07	San Joaquin
Bakersfield	KER050524	IN BAKERSFIELD: 30TH ST - CHESTER AVE TO "F" ST; SIGNAL COORDINATION (INTERCONNECT)	\$33,900	5.07	San Joaquin
Bakersfield	KER050525	IN BAKERSFIELD: ASHE RD - DISTRICT BLVD TO WHITE LANE; SIGNAL COORDINATION (INTERCONNECT)	\$45,200	5.07	San Joaquin
Bakersfield	KER050526	IN BAKERSFIELD: BRIMHALL RD - CALLOWAY DR TO HARVEST CREEK; SIGNAL COORDINATION (INTERCONNECT)	\$124,300	5.07	San Joaquin
Bakersfield	KER050527	IN BAKERSFIELD: "F" ST - 26TH ST TO 30TH ST; SIGNAL COORDINATION (INTERCONNECT)	\$36,100	5.07	San Joaquin
Bakersfield	KER050528	IN BAKERSFIELD: HAGEMAN RD - COFFEE RD TO FRUITVALE AVE; SIGNAL COORDINATION (INTERCONNECT)	\$117,700	5.07	San Joaquin

Jurisdiction/ Agency	TIP Project ID	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
Bakersfield	KER050529	IN BAKERSFIELD: PANAMA LN - AKERS RD TO "H" ST; SIGNAL COORDINATION (INTERCONNECT)	\$180,800	5.07	San Joaquin
Bakersfield	KER050530	IN BAKERSFIELD: WHITE LN - "H" ST TO FAMBOUGH ST; SIGNAL COORDINATION (INTERCONNECT)	\$41,800	5.07	San Joaquin
BARC	KER070805	BARC, BAKERSFIELD ASSN. FOR RETARDED CITIZENS - PURCHASE FOUR MEDIUM REPLACEMENT BUSES & MOBILE RADIOS	\$230,000	2.10	San Joaquin
Cal. City	KER060515	IN CALIFORNIA CITY: UNPAVED SECTION OF MENDIBURU RD FROM HACIENDA BLVD TO 96TH ST (0.5 MILE); SURFACE UNPAVED STREET	\$485,382	1.10	Mojave Desert
Cal. City	KER061002	IN CALIFORNIA CITY: ON CALIFORNIA CITY BETWEEN YERBA BLVD AND NEURALIA; CONSTRUCT SIDEWALK AND SIDEWALK IMPROVEMENTS	\$710,000	3.02	Mojave Desert
Cal. City	KER041008	IN CALIFORNIA CITY: CALIFORNIA CITY BLVD. BETWEEN RANDBURG MOJAVE ROAD AND CONKLIN ROAD; CONSTRUCT SIDEWALK, DRIVE APPROACHES AND ADA RAMPS	\$197,656	3.02	Mojave Desert
Cal. City	KER050539	IN CALIFORNIA CITY: REDWOOD BLVD ON SOUTH-SIDE OF ROADWAY FROM HACIENDA BLVD TO NEURALIA RD (1.5 MILES); SURFACE UNPAVED STREET	\$877,161	1.10	Mojave Desert
Cal. City	KER050538	IN CALIFORNIA CITY: CALIFORNIA CITY BLVD AT VICTOR WAY, ORCHID DR, & HACIENDA BLVD; PURCHASE AND INSTALL THREE 6' X 8' BUS SHELTERS	\$32,189	2.07	Mojave Desert
Cal. City	KER050404	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	\$516,008	1.10	Mojave Desert
Cal. City	KER060403	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	\$316,658	1.10	Mojave Desert
CTSA	KER050540	IN BAKERSFIELD: PURCHASE OF ONE 12+2 WHEEL CHAIR PASSENGER MEDIUM CNG BUSES	\$65,000	2.10	San Joaquin
DART	KER070806	DART, DESERT AREA RESEARCH TRAINING - PURCHASE SMALL REPLACEMENT BUS & MOBILE RADIO	\$49,500	2.10	Mojave Desert
DART	KER070807	DART, DESERT AREA RESEARCH TRAINING - PURCHASE LARGE REPLACEMENT BUS & MOBILE RADIO	\$61,500	2.10	Mojave Desert
DART	KER070808	DART, DESERT AREA RESEARCH TRAINING - PURCHASE COMPUTER EQUIPMENT	\$12,000	2.04	Mojave Desert
DART	KER070809	DART, DESERT AREA RESEARCH TRAINING - PURCHASE SHOP EQUIPMENT	\$13,000	2.04	Mojave Desert

Jurisdiction/ Agency	TIP Project ID	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
DART	KER070810	DART, DESERT AREA RESEARCH TRAINING - PURCHASE REPLACEMENT MINI VAN & MOBILE RADIO	\$89,000	2.10	Mojave Desert
DART	KER070814	DART, DESERT AREA RESEARCH TRAINING - PURCHASE REPLACEMENT MINI VAN & MOBILE RADIO	\$44,500	2.10	Mojave Desert
Delano	KER060516	IN DELANO: COUNTY LINE RD FROM HIGH ST TO BROWNING RD; SHOULDER STABILIZATION	\$56,478	1.04	San Joaquin
Delano	KER060404	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	\$1,753,078	1.10	San Joaquin
Delano	KER060502	PURCHASE THREE MODIFIED RAISED TOP HANDICAPPED VANS	\$114,000	2.10	San Joaquin
Delano	KER060512	INSTALL A SECOND COMPRESSOR FOR EXISTING CNG FUELING STATION	\$101,660	2.04	San Joaquin
Delano	KER050405	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	\$1,469,549	1.10	San Joaquin
DUSD	KER060509	CONSTRUCT CNG FUELING STATION (PARTNERSHIP PROGRAM)	\$1,000,000	2.05	San Joaquin
Forest Serv	KER021401	IN KERN COUNTY: ON FOREST HIGHWAY 95, CUDDY VALLEY ROAD/MT. PINOS; 8.1 MILES OF 3R WORK TO BE DONE BY THE COUNTY	\$1,380,000	1.10	San Joaquin
Forest Serv	KER031401	IN KERN COUNTY: ON BITTER CREEK; REHAB EXISTING ROAD FOR EDUCATIONAL TOURS	\$1,050,000	1.10	San Joaquin
GET	KER010807	STORAGE FACILITY	\$28,000	2.11	San Joaquin
GET	KER040801	PURCHASE 27 BUS STOP SHELTERS & BENCHES	\$280,100	2.07	San Joaquin
GET	KER040802	MAINTENANCE REPAIR EQUIPMENT AND REPLACEMENT	\$143,525	2.04	San Joaquin
GET	KER040805	UPGRADE BUS CAMERA SYSTEM	\$345,000	2.04	San Joaquin
GET	KER030804	CNG STATION PHASE II, REPLACE CATERPILLAR ENGINES WITH GE ELECTRIC ENGINES AND RETROFIT	\$750,000	2.04	San Joaquin
GET	KER030807	PURCHASE AND INSTALL VEHICLE RECORDERS	\$150,000	2.05	San Joaquin
GET	KER030808	PURCHASE AND INSTALL 500 BUS STOP SIGNS	\$100,000	4.11	San Joaquin
GET	KER030809	REPLACE 128 WOODEN BUS BENCHES	\$64,000	2.08	San Joaquin
GET	KER030822	TRAFFIC SIGNAL PRIORITY SYSTEM PHASE II	\$937,500	5.07	San Joaquin
GET	KER040804	DOWNTOWN AND SOUTHWEST FACILITY	\$99,000	2.11	San Joaquin
GET	KER040809	PURCHASE FIVE PARATRANSIT BUSES	\$450,000	2.10	San Joaquin
GET	KER010809	MAINTENANCE AND ADM. FACILITY (REHAB FACILITY)	\$515,000	2.01	San Joaquin
GET	KER030801	TRAFFIC SIGNAL PRIORITY SYSTEM	\$922,199	5.07	San Joaquin
GET	KER030803	PURCHASE AND INSTALL BUS AND PARATRANSIT CAMERA EQUIPMENT	\$175,000	2.04	San Joaquin

Jurisdiction/ Agency	TIP Project ID	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
GET	KER020806	REPLACE FIVE CNG PARATRANSIT BUSES	\$450,000	2.10	San Joaquin
GET	KER040806	PREVENTATIVE MAINTENANCE FY 2004-2005	\$3,850,000	2.01	San Joaquin
GET	KER040807	PREVENTATIVE MAINTENANCE FY 2005-2006	\$4,050,000	2.01	San Joaquin
GET	KER040808	PREVENTATIVE MAINTENANCE FY 2006-2007	\$4,252,500	2.01	San Joaquin
GET	KER050543	IN BAKERSFIELD: PURCHASE NINE 25 FT CNG PARATRANSIT VEHICLES	\$770,400	2.02	San Joaquin
GET	KER030810	MAINTENANCE EQUIPMENT: VARIOUS SHOP TOOLS, EQUIPMENT AND RELATED	\$55,000	2.04	San Joaquin
GET	KER060503	PURCHASE SEVENTEEN 35 FT CNG AND TWO 35 FT DIESEL REPLACEMENT BUSES	\$7,600,000	2.10	San Joaquin
GET	KER060504	PURCHASE NINE REPLACEMENT PARATRANSIT VEHICLES	\$720,000	2.10	San Joaquin
GET	KER060505	PURCHASE FIVE REPLACEMENT PARATRANSIT VEHICLES	\$400,000	2.10	San Joaquin
GET	KER070801	PURCHASE 13 RELIEF VEHICLE REPLACEMENTS	\$340,000	2.10	San Joaquin
GET	KER070802	PURCHASE BUS MIRROR REPLACEMENTS	\$105,000	2.05	San Joaquin
GET	KER070803	PURCHASE SHOP EQUIPMENT AND CABINET	\$21,000	2.04	San Joaquin
GET	KER070804	FACILITY REPAIRS	\$50,000	2.08	San Joaquin
GET	KER050541	IN BAKERSFIELD: PURCHASE FIVE 25 FT CNG PARATRANSIT VEHICLES	\$400,000	2.02	San Joaquin
GET	KER050542	IN BAKERSFIELD: OUTREACH PROGRAM	\$60,000	4.01	San Joaquin
KCOG	KER040101	PLANNING, PROGRAMMING AND MONITORING	\$359,000	4.01	various
KCOG	KER050544	IN KERN COUNTY: COUNTYWIDE WITH SPECIAL EMPHASIS ON SAN JOAQUIN VALLEY PORTION OF KERN COUNTY, PUBLIC OUTREACH PROGRAM, AND SOME CAPITAL	\$160,000	4.01	various
KCOG	KER050545	IN KERN COUNTY: RIDESHARE PROGRAM	\$480,000	3.01	various
KCOG	KER060412	IN KERN COUNTY: REGIONAL TRAFFIC COUNT PROGRAM	\$270,000	1.10	San Joaquin
KCOG	KER060101	PLANNING, PROGRAMMING AND MONITORING	\$1,093,000	4.01	various
KCOG	KER040401	IN KERN COUNTY: REGIONAL TRAFFIC COUNT PROGRAM	\$270,000	1.07	various
KCSS	KER060511	PURCHASE SEVENTEEN REPLACEMENT CNG REGULAR EDUCATION SCHOOL BUSES (PARTNERSHIP PROGRAM)	\$2,890,000	2.10	San Joaquin
KCSS	KER060510	PURCHASE FOUR REPLACEMENT CNG SPECIAL EDUCATION SCHOOL BUSES (PARTNERSHIP PROGRAM)	\$680,000	2.10	San Joaquin
Kern Co.	KER060524	IN KERN COUNTY: AT VARIOUS LOCATIONS; SURFACE UNPAVED SHOULDERS	\$8,933,200	1.04	San Joaquin
Kern Co.	KER060525	IN KERN COUNTY: AT VARIOUS LOCATIONS; SURFACE UNPAVED STREETS	\$2,415,000	1.10	Mojave Desert
Kern Co.	KER050546	IN KERN COUNTY: PURCHASE FOUR REPLACEMENT 35 FT CNG BUSES	\$1,000,000	2.10	various

Jurisdiction/ Agency	TIP Project ID	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
Kern Co.	KER050547	IN KERN COUNTY: PURCHASE SEVEN REPLACEMENT TYPE II DIESEL MINI BUSES	\$538,545	2.10	various
Kern Co.	KER050549	IN BAKERSFIELD: SNOW RD - GOLDEN STATE HWY TO ALLEN RD (3.75 MILES); SURFACE UNPAVED SHOULDERS	\$500,000	1.04	San Joaquin
Kern Co.	KER050551	IN BAKERSFIELD: GOLDEN STATE HIGHWAY - SNOW RD TO NORRIS RD (0.7 MILE); SURFACE UNPAVED SHOULDERS	\$80,500	1.04	San Joaquin
Kern Co.	KER050552	IN ROSAMOND: ROSAMOND BLVD - SR 14 TO 90TH ST (7 MILES); SURFACE UNPAVED SHOULDERS	\$860,500	1.04	Mojave Desert
Kern Co.	KER050556	NEAR RIDGECREST: SPRINGER AVE - COLLEGE HEIGHTS BLVD TO GATEWAY BLVD (1 MILE); SURFACE UNPAVED STREET	\$391,000	1.10	Mojave Desert
Kern Co.	KER050562	IN BAKERSFIELD: FAIRFAX RD - MOUNTAIN VIEW RD TO SR 223 (5 MILES); SURFACE UNPAVED SHOULDERS	\$575,000	1.04	San Joaquin
Kern Co.	KER060411	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	\$11,662,747	1.10	San Joaquin
Kern Co.	KER060506	PURCHASE SIX TYPE II DIESEL REPLACEMENT MINI BUSES	\$560,730	2.10	San Joaquin
Kern Co.	KER060507	PURCHASE SIX TYPE II DIESEL REPLACEMENT MINI BUSES	\$560,730	2.10	San Joaquin
Kern Co.	KER010101	NEAR SHAFTER: ON 7TH STANDARD RD FROM SR 99 TO COFFEE RD; INTERCHANGE UPGRADE AT SR 99 AND GRADE SEPARATION	\$19,500,000	5.04	San Joaquin
Kern Co.	KER050402	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	\$9,143,792	1.10	various
Kern Co.	KER041010	IN BAKERSFIELD: OLIVE DRIVE BETWEEN LANDCO DRIVE AND VICTOR STREET; MEDIAN LANDSCAPING	\$141,000	4.09	San Joaquin
Kern Co.	KER041004	IN FRAZIER PARK: MT. PINOS WAY BETWEEN ALHAMBRA ST AND POMONA ST. & MONTEREY TRAIL BETWEEN FRAZIER PARK ROAD AND MT. PINOS WAY; CONSTRUCT STREETScape IMPROVEMENT	\$600,000	4.09	San Joaquin
Kern Co.	KER041001	IN BAKERSFIELD: COTTONWOOD ROAD BETWEEN CASA LOMA AND SR 58; SIDEWALK IMPROVEMENTS AND CLASS II BICYCLE PATH	\$400,000	3.02	San Joaquin
Kern Co.	KER051007	IN BAKERSFIELD: ON CASTRO LANE AND BALDWIN ROAD BETWEEN MING AVE AND BELLE TERRACE; CONSTRUCT SIDEWALKS AND SIDEWALK IMPROVEMENTS	\$310,000	3.02	San Joaquin
Kern Co.	KER051001	IN LAMONT: AT VARIOUS LOCATIONS; CONSTRUCT SIDEWALK AND SIDEWALK IMPROVEMENTS	\$292,000	3.02	San Joaquin
Kern Co.	KER051003	IN BAKERSFIELD: ON BELLE TERRACE BETWEEN REAL ROAD AND SOUTH "H" ST; CONSTRUCT SIDEWALK AND SIDEWALK IMPROVEMENTS	\$336,000	3.02	San Joaquin

Jurisdiction/ Agency	TIP Project ID	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
Kern Co.	KER051004	IN LAKE ISABELLA: ON LAKE ISABELLA BLVD BETWEEN LAKE ISABELLA PARK AND KILBRETH DRIVE; CONSTRUCT BIKE PATH AND SIDEWALK	\$302,000	3.02	Mojave Desert
Kern Co.	KER051005	IN BAKERSFIELD: ON COLUMBUS AVE BETWEEN ALTA VISTA DRIVE AND RIVER BLVD; CONSTRUCT PEDESTRIAN SIDEWALK	\$101,000	3.02	San Joaquin
Kern Co.	KER051006	IN SOUTH OF BAKERSFIELD: ALONG CUDDY CREEK NEAR COMMUNITY OF FRAZIER PARK; STREAMBED HABITAT ENHANCEMENT AND CONSTRUCT BICYCLE PATH	\$1,168,000	3.02	San Joaquin
Kern Co.	KER041007	IN LAKE ISABELLA: LAKE ISABELLA BLVD. BETWEEN ERSKINE CREEK AND LAKE ISABELLA PARK; CONSTRUCT BICYCLE PATH AND SIDEWALKS	\$300,000	3.02	Mojave Desert
Kern Co.	KER050550	IN RIDGECREST: BRADY ST - RIDGECREST BLVD TO LAS FLORES AVE (0.5 MILE); SURFACE UNPAVED STREET	\$201,250	1.10	Mojave Desert
Kern Co.	KER050555	NEAR RIDGECREST: KENDALL AVE - COLLEGE HEIGHTS BLVD TO MATURANGO AVE (1.2 MILES); SURFACE UNPAVED STREET	\$433,500	1.10	Mojave Desert
Kern Co.	KER050548	IN RIDGECREST: DRUMMOND AVE - CAMPBELL ST TO JACKS RANCH RD (0.5 MILE); SURFACE UNPAVED STREET	\$201,250	1.10	Mojave Desert
Kern Co.	KER050561	NEAR BAKERSFIELD: OLD RIVER RD - SR 119 TO I-5 (7 MILES); SURFACE UNPAVED SHOULDERS	\$966,000	1.04	San Joaquin
Kern Co.	KER041002	IN TEHACHAPI: 4 MILES AT VARIOUS LOCATIONS; CONSTRUCT BICYCLE AND PEDESTRIAN PATHS	\$880,000	3.02	Mojave Desert
Kern Co.	KER051012	IN BAKERSFIELD: ON SEVENTH STANDARD RD BETWEEN SR 99 AND WINGS WAY; STREETSCAPE IMPROVEMENTS	\$1,090,000	3.02	San Joaquin
McFarland	KER060508	PURCHASE AND INSTALL THREE BUS SHELTERS AT VARIOUS LOCATIONS	\$15,000	2.07	San Joaquin
McFarland	KER060405	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	\$355,000	1.10	San Joaquin
NAPD	KER070811	NAPD, NEW ADVANCES FOR PEOPLE WITH DISABILITIES - PURCHASE FIVE MEDIUM REPLACEMENT BUSES	\$280,000	2.10	San Joaquin
NAPD	KER070812	NAPD, NEW ADVANCES FOR PEOPLE WITH DISABILITIES - PURCHASE LIFT	\$15,893	2.05	San Joaquin
NOR	KER070813	NOR, NORTH OF THE RIVER RECREATION AND PARK DISTRICT - PURCHASE TWO SMALL REPLACEMENT BUSES	\$96,000	2.10	San Joaquin
Ridgecrest	KER010106	IN RIDGECREST: ON WEST RIDGECREST BLVD. FROM MAHAN STREET TO CHINA LAKE BLVD; RECONSTRUCT AND WIDEN ROAD TO FOUR LANES (ENVIRONMENTAL ONLY)	\$1,000,000	4.05	Indian Wells

Jurisdiction/ Agency	TIP Project ID	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
Ridgecrest	KER050406	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	\$819,544	1.10	Indian Wells
Ridgecrest	KER060406	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	\$1,090,273	1.10	Indian Wells
Ridgecrest	KER060513	CONSTRUCT CNG FUELING STATION	\$1,686,295	2.05	Indian Wells
Ridgecrest	KER041012	IN RIDGECREST: BOWMAN ROAD BETWEEN GATEWAY ST. TO DOWNS ST; CONSTRUCT BICYCLE REST STATIONS	\$226,000	3.02	Indian Wells
Shafter	KER050407	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	\$420,000	1.10	San Joaquin
Shafter	KER050566	IN SHAFTER: CALIFORNIA INTEGRATED LOGISTICS CENTER; EQUIPMENT PURCHASE - TWO CONTAINER LIFT MACHINES	\$1,000,000	4.01	San Joaquin
Shafter	KER060407	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	\$593,018	1.10	San Joaquin
State	KER020103	IN MONO COUNTY: HIGHPOINT CURVE CORRECTIONS PROJECT; MODIFY ROADWAY ALIGNMENT AND INCREASE RADII OF CURVES (RIP KERN 10%/INYO 10%/MONO 40%;IIP 40%)	\$1,312,000	5.03	Mojave Desert
State	KER060603	AT VARIOUS LOCATIONS, STATE HIGHWAY PROJECTS TO REPAIR DAMAGE CAUSED BY NATURAL DISASTERS, CIVIL UNREST, OR TERRORIST ACTS. NON-CAPACITY INCREASING PROJECTS ONLY.(40 CFR TABLES 2&3)	\$150,000	1.12	various
State	KER010103	NEAR RIDGECREST: REDROCK INYOKERN RD TO SR 178; CONVERT 2-LANE CONVENTIONAL HIGHWAY TO 4-LANE EXPRESSWAY WITH CONTROLLED ACCESS (ENVIRONMENTAL ONLY)	\$3,810,000	4.05	Mojave Desert
State	KER010104	NEAR RIDGECREST: FROM CHINA LAKE BLVD TO SR 178; CONVERT TWO-LANE CONVENTIONAL HIGHWAY TO FOUR-LANE EXPRESSWAY (ENVIRONMENTAL ONLY) (RIP KERN 10%/INYO 40%/MONO 10%;IIP 40%)	\$2,000,000	4.05	Mojave Desert
State	KER010105	IN SAN BERNARDINO COUNTY: I-15 TO FARMINGTON RD; WIDENING (KERN RIP \$2 MILLION) (ENVIRONMENTAL ONLY)	\$14,000,000	4.05	08
State	KER990102	NEAR TAFT: FROM CHERRY AVE. TO TUPMAN RD; WIDEN TO FOUR LANE EXPRESSWAY (ENVIRONMENTAL ONLY)	\$2,317,000	4.05	San Joaquin
State	KER990104	NEAR ARVIN: FROM ROUTE 223 TO PANAMA LANE; WIDEN TO FOUR LANES (ENVIRONMENTAL ONLY)	\$614,000	4.05	San Joaquin

Jurisdiction/ Agency	TIP Project ID	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
State	KER990105	IN WASCO FROM ROUTE 43 NORTH TO JUMPER AVE. - GRADE SEPARATION; WIDEN TO FOUR LANES; SIGNALIZATION; INTERSECTION IMPROVEMENTS	\$2,070,000	4.05	San Joaquin
State	KER990106	NEAR TEHACHAPI: AT DENNISON RD; CONSTRUCT NEW INTERCHANGE (RAMPS)(ENVIRONMENTAL ONLY)	\$2,535,000	4.05	San Joaquin
State	KER060604	PLANNING OF BRIDGE PREVENTATIVE MAINTENANCE PROGRAM BY LOCAL AGENCIES STATEWIDE. FUNDS AVAILABLE FOR FY 05/06 ONLY. PLANNING ONLY - FOR DEVELOPING PROJECT LISTS, NOT FOR CAPITAL (BR_PREV_M)	\$0	4.01	various
State	KER060605	SCOUR LOCAL AGENCY PLAN OF ACTION STATEWIDE. FUNDS AVAILABLE FOR CURRENT SCOUR CRITICAL LIST FOR FY 05/06 ONLY. SMALL SET-ASIDE AVAILABLE FOR BRIDGES ADDED TO LIST AFTER FY 2005 (SCOUR_POA)	\$0	4.01	various
State	KER060209	EMERGENCY RESPONSE - NEAR LEBEC: 5.8 MILES NORTH OF LOS ANGELES COUNTY LINE TO 9 MILES SOUTH OF ROUTE 99; REPAIR FIRE DAMAGE	\$400,000	1.12	San Joaquin
State	KER060204	SHOPP LUMP SUM - IN KERN COUNTY ROADWAY PRESERVATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY) (40 CFR TABLES 2&3)	\$64,997,000	1.09	Various
State	KER060203	SHOPP LUMP SUM - IN KERN COUNTY ROADSIDE PRESERVATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY) (40 CFR TABLES 2&3)	\$35,796,000	1.09	Various
State	KER060201	SHOPP LUMP SUM - IN KERN COUNTY BRIDGE PRESERVATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY) (40 CFR TABLES 2&3)	\$19,881,000	1.09	Various
State	KER060208	SHOPP LUMP SUM - IN KERN COUNTY ROADSIDE PRESERVATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY) (40 CFR TABLES 2&3)	\$35,796,000	1.09	Various
State	KER040107	TREE PLANTING	\$680,000	4.09	San Joaquin
State	KER060202	SHOPP LUMP SUM - IN KERN COUNTY COLLISION REDUCTION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY) (40 CFR TABLES 2&3)	\$27,386,000	1.09	Various
Taft	KER050408	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	\$349,425	1.10	San Joaquin
Taft	KER060408	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	\$306,060	1.10	San Joaquin

Jurisdiction/ Agency	TIP Project ID	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
Taft	KER041005	IN TAFT: SUNSET RAILROAD R/W BETWEEN HILLARD STREET AND SANDY CREEK; RAILS TO TRAILS PHASE 2	\$513,663	4.12	San Joaquin
Taft	KER050567	IN TAFT: GARDNER FIELD RD FROM TAFT HWY (SR 119) TO DUVALL RD (APPROX. 4 MILES); SURFACE UNPAVED SHOULDERS INCLUDING BIKE LANE STRIPING	\$941,247	1.04	San Joaquin
Tehachapi	KER050409	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	\$380,992	1.10	San Joaquin
Tehachapi	KER060409	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	\$480,063	1.10	San Joaquin
Tehachapi	KER041015	IN TEHACHAPI: DOWNTOWN; LANDSCAPING IMPROVEMENTS	\$1,332,000	3.02	Mojave Desert
Various	KER060602	AT VARIOUS LOCATIONS, 130-RAILROAD GRADE CROSSING PROTECTION PROJECTS. NON-CAPACITY INCREASING PROJECTS ONLY. (40 CFR TABLES 2&3)	\$2,175,000	1.01	various
Various	KER060601	AT VARIOUS LOCATIONS, HIGHWAY BRIDGE PROGRAM (HBP) PROJECTS. NON-CAPACITY PROJECTS ONLY. (40 CFR TABLES 2&3) (INCLUDES SEISMIC RETROFIT)	\$9,132,000	1.19	various
Various	KER060606	AT VARIOUS LOCATIONS, HAZARD ELIMINATION SAFETY (HES) PROJECTS. NON-CAPACITY INCREASING PROJECTS ONLY. (40 CFR TABLES 2&3)	\$955,300	1.02	San Joaquin
Wasco	KER000520	CONSTRUCT NEW TRANSIT TRANSFER STATION	\$700,000	2.08	San Joaquin
Wasco	KER060514	UPGRADE EXISTING CNG FUELING STATION	\$498,238	2.04	San Joaquin
Wasco	KER061001	IN WASCO: ON CENTRAL AVENUE BETWEEN POSO DR AND SR 46; CONSTRUCT LANDSCAPE MEDIAN	\$1,079,000	3.02	San Joaquin
Wasco	KER050569	IN WASCO: PURCHASE ONE REPLACEMENT 21-28 PASSENGER CNG BUS AND ONE 12-2 CONVERTIBLE TO 6-6 PASSENGER WHEELCHAIR ACCESSIBLE CNG BUS	\$320,000	2.10	San Joaquin
Wasco	KER060410	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	\$769,000	1.10	San Joaquin
Wasco	KER041013	IN WASCO: SR 43 BETWEEN 16TH STREET AND KIMBERLINA ROAD; LANDSCAPE BEAUTIFICATION	\$633,000	4.09	San Joaquin
Wasco	KER050410	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	\$894,235	1.10	San Joaquin

Federally-Funded on Non-Regionally Significant (none)

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)					
			Type of Improvement	Facility Name/Route	Project Limits		2008	2010	2013	2020	2030	
None												

APPENDIX C

CONFORMITY ANALYSIS DOCUMENTATION

- **2007 adjust_vmt Spreadsheet**
- **2007 Conformity EMFAC Spreadsheet**
- **2007 Conformity Paved Road Spreadsheet**
- **2007 Conformity Unpaved Road Dust Spreadsheet**
- **2007 Conformity Construction Spreadsheet**
- **2007 Conformity Trading Spreadsheet**
- **2007 Conformity Totals Spreadsheet**

2007 adjust_vmt Spreadsheet - SJV

Variable	Source	Analysis Year					
		2008	2010	2013	2020	2030	
EDP	EMFAC 2002	443,677	473,182	520,486	636,530	855,825	
EVMT	EMFAC 2002	19,323,266	20,631,682	22,718,414	27,630,520	37,278,536	
MVMT	TPA Model	19,314,303	20,653,072	22,578,581	27,249,851	33,834,305	<=Enter Modeled Daily VMT Here
New Population Calculated		443,471	473,673	517,282	627,760	776,754	<= Read New Vehicle Population Here

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



2007 adjust_vmt Spreadsheet – Mojave Desert

Variable	Source	Analysis Year				
		2009	2015	2020	2030	
EDP	EMFAC 2002	100,384	128,310	148,801	202,820	
EVMT	EMFAC 2002	5,944,498	7,638,650	8,723,569	11,875,861	
MVMT	TPA Model	5,124,559	6,183,815	7,018,203	8,561,070	<=Enter Modeled Daily VMT Here
New Population Calculated		86,538	103,872	119,712	146,209	<= Read New Vehicle Population Here

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

2007 Conformity EMFAC Spreadsheet - SJV
EMFAC Emissions (tons/day)

KERN

<u>Pollutant</u>	<u>Source</u>	<u>Description</u>	<u>Analysis Year</u>					
			2010	2020	2030			
Carbon Monoxide	EMFAC 2002 (Winter Run)	CO Total Exhaust (All Vehicles Total)	112.98	58.02	41.73			
		Conformity Total	113	58	42			
Ozone	EMFAC 2002 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	2008 11.76	2010 10.45	2013 8.83	2020 6.57	2030 5.10	
		ARB	Minus I/M Improvement Benefit	0.27	0.23	0.23	0.23	0.23
		ARB	State Measure Reductions	0.00	0.67	0.67	0.67	0.67
		Conformity Total		11.5	9.6	7.9	5.7	4.2
Ozone	EMFAC 2002 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	33.58	29.89	23.66	14.44	10.16	
		ARB	Minus I/M Improvement Benefit	0.56	0.50	0.50	0.50	0.50
		District	Local Measure Reductions	0.54	0.60	0.60	0.60	0.60
		ARB	State Measure Reductions	0.00	1.80	1.80	1.80	1.80
		Conformity Total		32.5	27.0	20.8	11.5	7.3

			2008	2010	2020	2030
PM-10	EMFAC 2002 (Annual Run)	PM-10 Total (All Vehicles Total) * includes tire & brake wear	1.28	1.30	1.44	1.69
	ARB	State Measures	0.000	0.023	0.023	0.023
	Conformity Total		1.280	1.277	1.417	1.667
PM-10	EMFAC 2002 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	34.88	31.03	15.00	10.51
	ARB	Smog Check Reductions	0.59	0.49	0.49	0.49
	District	ISR & Inc.	0.33	0.38	0.38	0.38
	ARB	State Measures	0.00	1.99	1.99	1.99
	Conformity Total		33.96	28.17	12.14	7.65
PM2.5	EMFAC 2002 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear		0.90	0.94	1.08
	ARB	State Measures		0.02	0.02	0.02
	Conformity Total			0.9	0.9	1.1
PM2.5	EMFAC 2002 (Annual Run)	NOx Total Exhaust (All Vehicles Total)		31.03	15.00	10.51
	ARB	Smog Check Reductions		0.49	0.49	0.49

District	ISR & Inc.	0.38	0.38	0.38
ARB	State Measures	1.99	1.99	1.99
Conformity Total		28.2	12.1	7.7

**2007 Conformity EMFAC Spreadsheet – Kern – Other (Mojave Desert)
EMFAC Emissions (tons/day)**

KERN - OTHER(MD)

<u>Pollutant</u>	<u>Source</u>	<u>Description</u>	<u>Analysis Year</u>			
			2009	2015	2020	2030
Ozone	EMFAC 2002 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	2.49	1.61	1.28	1.02
Conformity Total			2.5	1.6	1.3	1.0
Ozone	EMFAC 2002 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	4.96	3.11	2.27	1.49
Conformity Total			5.0	3.1	2.3	1.5

2007 Conformity Paved Road Spreadsheet - SJV

Paved Road Dust Emissions (tons/day)
KERN 2008

	VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions	
Enter Freeway VMT ==>	Freeway	9,318,446	3,401	975.801	951.012	2.606	0.102	2.340
Enter Arterial VMT ==>	Arterial	8,363,814	3,053	1260.077	1228.066	3.365	0.306	2.335
Enter Collector VMT ==>	Collector	445,764	163	67.158	65.452	0.179	0.517	0.087
	Urban	581,277	212	369.045	359.669	0.985	0.512	0.481
Enter Total of Urban and Rural Local VMT Here =>	Rural	605,002	221	1093.411	1065.634	2.920	0.090	2.657
	Totals	19,314,303	7,050	3765.491	3669.834	10.054		7.899

KERN 2010

	VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions	
Enter Freeway VMT ==>	Freeway	10,129,385	3,697	1060.720	1033.774	2.832	0.147	2.416
Enter Arterial VMT ==>	Arterial	8,706,430	3,178	1311.694	1278.373	3.502	0.337	2.322
Enter Collector VMT ==>	Collector	448,951	164	67.638	65.920	0.181	0.666	0.060
	Urban	670,470	245	425.672	414.858	1.137	0.679	0.365
Enter Total of Urban and Rural Local VMT Here =>	Rural	697,836	255	1261.188	1229.149	3.368	0.090	3.064
	Totals	20,653,072	7,538	4126.913	4022.074	11.019		8.228

KERN 2020

	VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions	
Enter Freeway VMT ==>	Freeway	14,222,357	5,191	1489.325	1451.491	3.977	0.147	3.392
Enter Arterial VMT ==>	Arterial	10,750,978	3,924	1619.722	1578.576	4.325	0.337	2.867
Enter Collector VMT ==>	Collector	533,850	195	80.429	78.386	0.215	0.666	0.072

Enter Total of Urban and Rural Local VMT Here ==>	Urban	853,906	312	542.133	528.361	1.448	0.679	0.465
	Rural	888,760	324	1606.241	1565.437	4.289	0.090	3.903
	Totals	27,249,851	9,946	5337.850	5202.250	14.253		10.699

KERN 2030

	VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions	
Enter Freeway VMT ==>	17,759,724	6,482	1859.748	1812.504	4.966	0.147	4.236	
Enter Arterial VMT ==>	13,335,611	4,867	2009.118	1958.079	5.365	0.337	3.557	
Enter Collector VMT ==>	610,550	223	91.984	89.648	0.246	0.666	0.082	
	Urban	1,042,926	381	662.139	645.318	1.768	0.679	0.568
	Rural	1,085,494	396	1961.796	1911.959	5.238	0.090	4.767
Enter Total of Urban and Rural Local VMT Here ==>	2,128,420							
	Totals	33,834,305	12,350	6584.785	6417.508	17.582		13.209

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

KERN

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

2007 Conformity Paved Road Spreadsheet – Kern-Other (Indian Wells Valley)

Paved Road Dust Emissions
(tons/day)

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	2013	330	0.235	0.587	0.072	0.078	0.029	904,560
		2020	396	0.235	0.587	0.072	0.078	0.029	1,085,791
		2030	493	0.235	0.587	0.072	0.078	0.029	1,350,089

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	2013	330	22.26	80.00	9.81	92.20	204.27	0.56
		2020	396	26.72	96.02	11.78	110.68	245.20	0.67
		2030	493	33.22	119.40	14.64	137.62	304.88	0.84

2007 Conformity Unpaved Road Dust Spreadsheet – SJV

**Unpaved Road Dust Emissions
(tons/day)**

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

**2007 Conformity Unpaved Road Dust Spreadsheet – Kern –Other (Indian Wells Valley)
Unpaved Road Dust Emissions (tons/day)**

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

**2007 Conformity Construction Spreadsheet – SJV
Road Construction Dust**

KERN

Description	2008		2010		2020		2030	
	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
	Baseline	2002	4,701	2008	4935	2010	5063	2020
Horizon	2008	4,935	2010	5,063	2020	5,682	2030	6,176
Difference	6	234.000	2	128.000	10	619.000	10	494.000
Lane Miles per Year		39.000		64.000		61.900		49.400
Acres Disturbed		151.273		248.242		240.097		191.612
Acre-Months		2,722.909		4,468.364		4,321.745		3,449.018
Emissions (tons/year)		299.520		491.520		475.392		379.392
Annual Average Day Emissions (tons)		0.821		1.347		1.302		1.039
District Rule 8021 Control Rates		0.290		0.290		0.290		0.290
Total Emissions (tons per day)		0.583		0.956		0.925		0.738

**2007 Conformity Construction Spreadsheet – Kern-Other (Indian Wells Valley)
Road Construction Dust**

KERN - INDIAN WELLS VALLEY

Description	2013		2020		2030	
	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
	Baseline	2005	266	2013	286	2020
Horizon	2013	286	2020	338	2030	338
Difference	8	20.000	7	52.000	10	0.000
Lane Miles per Year		2.500		7.429		0.000
Acres Disturbed		9.697		28.814		0.000
Acre-Months		174.545		518.649		0.000
Emissions (tons/year)		19.200		57.051		0.000
Total Emissions (tons per day)		0.053		0.156		0.000

2007 Conformity Trading Spreadsheet – SJV

PM10 Emission Trading Worksheet

KERN CONFORMITY ESTIMATES (tons/day)

	2008		2010		2020		2030	
	PM10	NOx	PM10	NOx	PM10	NOx	PM10	NOx
Total On-Road Exhaust	1.280	33.960	1.277	28.170	1.417	12.140	1.667	7.650
Paved Road Dust	7.899		8.228		10.699		13.209	
Unpaved Road Dust	0.420		0.343		0.343		0.343	
Road Construction Dust	0.583		0.956		0.925		0.738	
Total	10.182	33.960	10.804	28.170	13.384	12.140	15.957	7.650

Difference (2010 Budget - 2020)

	PM10	NOx
2010	10.8	28.4
2020	13.4	12.1
Difference	-2.6	16.3
* 1.5 (Adjustment to NOx Budget)	3.9	

Difference (2010 Budget - 2030)

	PM10	NOx
2010	10.8	28.4
2030	16.0	7.7
Difference	-5.2	20.7
* 1.5 (Adjustment to NOx Budget)	7.8	

1:1.5 PM10 to NOx Trading

	PM10	NOx
2010 Budget	10.8	28.4

Adjusted 2010 Budget	13.4	24.5
2020 Conformity Total	13.4	12.1
Difference	0.0	12.4

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

Adjusted 2010 Budget	16.0	20.6
2030 Conformity Total	16.0	7.7
Difference	0.0	12.9

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

2007 Conformity Trading Spreadsheet – Kern Other (Indian Wells Valley)
PM10 Emission Trading Worksheet

KERN - IWV CONFORMITY ESTIMATES

	2013		2020		2030	
	PM10	NOx	PM10	NOx	PM10	NOx
Total On-Road Exhaust						
Paved Road Dust	0.560		0.670		0.840	
Unpaved Road Dust	0.467		0.467		0.467	
Road Construction Dust	0.053		0.156		0.000	
Total	1.080	0.000	1.293	0.000	1.307	0.000

2007 Conformity Totals Spreadsheet – SJV

2007 Conformity Results Summary -- KERN SJV

Pollutant	Scenario	Emissions Total		DID YOU PASS?
		CO (tons/day)		CO
Carbon Monoxide	2010 Budget	180		
	2010	113		YES
	2018 Budget	180		
	2018	69		YES
	2020	58		YES
	2030	42		YES

	Scenario	VOC (tons/day)	NOx (tons/day)	VOC	NOx
		2008 Budget	11.5	32.7	
Ozone	2008	11.5	32.5	YES	YES
	2010 Budget	9.6	27.2		
	2010	9.6	27.0	YES	YES
	2013	7.9	20.8	YES	YES
	2020	5.7	11.5	YES	YES
	2030	4.2	7.3	YES	YES

PM-10	Scenario	PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
		2008 Budget	10.7	34.2	
PM-10	2008	10.2	34.0	YES	YES
	2010 Budget	10.8	28.4		
	2010	10.8	28.2	YES	YES
	2010 Adjusted Budget	13.4	24.5		

	2020	13.4	12.1	YES	YES
	2010 Adjusted Budget	16.0	20.6		
	2030	16.0	7.7	YES	YES

PM2.5 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
		2002 Base Year	1.1	53.3	
	2010	0.9	28.2	YES	YES
	2020	0.9	12.1	YES	YES
	2030	1.1	7.7	YES	YES

PM2.5 Annual Standard		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
		2002 Base Year	402	19455	
	2010	329	10293	YES	YES
	2020	329	4417	YES	YES
	2030	402	2811	YES	YES

2007 Conformity Totals Spreadsheet – Mojave Desert

2007 Conformity Results Summary -- KERN (Mojave Desert)

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
Ozone	2005 Budget	3.9	7.1		
	2009	2.5	5.0	YES	YES
	2015 Budget	2.1	4.0		
	2015	1.6	3.1	YES	YES
	2020	1.3	2.3	YES	YES
	2030	1.0	1.5	YES	YES

2007 Conformity Totals Spreadsheet – Indian Wells Valley
2007 Conformity Results Summary -- KERN (Indian Wells Valley)

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

|

APPENDIX D

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

2007 PM2.5 Conformity Results Summary – Fresno

PM2.5 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2002 Base Year	1.1	50.4		
2010	0.9	26.8	YES	YES	
2020	0.9	10.8	YES	YES	
2030	1.0	5.9	YES	YES	

PM2.5 Annual Standard		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
	2002 Base Year	402	18396		
2010	329	9782	YES	YES	
2020	329	3942	YES	YES	
2030	365	2154	YES	YES	

2007 PM2.5 Conformity Results Summary – Kern

PM2.5 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2002 Base Year	1.1	53.3		
2010	0.9	28.2	YES	YES	
2020	0.9	12.1	YES	YES	
2030	1.1	7.7	YES	YES	

PM2.5 Annual Standard		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
	2002 Base Year	402	19455		
2010	329	10293	YES	YES	
2020	329	4417	YES	YES	
2030	402	2811	YES	YES	

2007 PM2.5 Conformity Results Summary – Kings

PM2.5 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2002 Base Year	0.2	8.6		
2010 2020 2030	0.2	5.2	YES	YES	
	0.2	2.3	YES	YES	
	0.2	1.2	YES	YES	

PM2.5 Annual Standard		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
	2002 Base Year	73	3139		
2010 2020 2030	73	1898	YES	YES	
	73	840	YES	YES	
	73	438	YES	YES	

2007 PM2.5 Conformity Results Summary – Madera

PM2.5 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2002 Base Year	0.3	10.4		
2010 2020 2030	0.2	7.7	YES	YES	
	0.3	4.2	YES	YES	
	0.3	2.9	YES	YES	

PM2.5 Annual Standard		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
	2002 Base Year	110	3796		
2010 2020 2030	73	2811	YES	YES	
	110	1533	YES	YES	
	110	1059	YES	YES	

2007 PM2.5 Conformity Results Summary – Merced

PM2.5 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2002 Base Year	0.4	19.3		
2010	0.3	9.9	YES	YES	
2020	0.3	3.5	YES	YES	
2030	0.4	1.7	YES	YES	

PM2.5 Annual Standard		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
	2002 Base Year	146	7045		
2010	110	3614	YES	YES	
2020	110	1278	YES	YES	
2030	146	621	YES	YES	

2007 PM2.5 Conformity Results Summary – San Joaquin

PM2.5 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2002 Base Year	0.8	36.9		
2010	0.7	18.2	YES	YES	
2020	0.7	6.0	YES	YES	
2030	0.8	2.5	YES	YES	

PM2.5 Annual Standard		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
	2002 Base Year	329	15038		
2010	256	6643	YES	YES	
2020	256	2190	YES	YES	
2030	292	913	YES	YES	

2007 PM2.5 Conformity Results Summary – Stanislaus

PM2.5 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2002 Base Year	0.6	27.7		
2010	0.5	13.2	YES	YES	
2020	0.4	5.0	YES	YES	
2030	0.5	2.9	YES	YES	

PM2.5 Annual Standard		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
	2002 Base Year	219	10111		
2010	183	4818	YES	YES	
2020	146	1825	YES	YES	
2030	183	1059	YES	YES	

2007 PM2.5 Conformity Results Summary – Tulare

PM2.5 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2002 Base Year	0.6	30.0		
2010	0.5	15.9	YES	YES	
2020	0.5	6.4	YES	YES	
2030	0.5	3.3	YES	YES	

PM2.5 Annual Standard		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
	2002 Base Year	219	10950		
2010	183	5804	YES	YES	
2020	183	2336	YES	YES	
2030	183	1205	YES	YES	

APPENDIX E

**TIMELY IMPLEMENTATION DOCUMENTATION FOR
TRANSPORTATION CONTROL MEASURES**

**Kern COG
Timely Implementation Documentation**

<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>Implementation Status</u> (as of 5/06)	<u>2007 Conformity Update</u> (as of 1/07)
KE 14.10	KCOG	Public Education Program	02/03 - 04/05	\$40,000 per year	2002	KER020122	IN KERN COUNTY: COUNTYWIDE WITH SPECIAL EMPHASIS ON SAN JOAQUIN PORTION OF KERN COUNTY, PUBLIC OUTREACH PROGRAM, AND SOME CAPITAL	Complete	Complete
KE 1.1	Arvin	New bus service to Ikea plant and business park	2002	Not specified				Complete	Complete
KE 1.5	Arvin	Construct transfer station	2005	\$650,000 CMAQ (includes local)	2002	KER000503	CONSTRUCT NEW TRANSIT TRANSFER STATION	Delays due to city attorney clearance to allow contract engineer to do work. Caltrans approved clearance November 2005. Expected completion by the end of 2006.	Complete
KE 9.3	Arvin	Drive Approach Modification Project; Traffic Signal Project	2003; 2003	\$395,000 Total				Complete	Complete

<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>Implementation Status</u> (as of 5/06)	<u>2007 Conformity Update</u> (as of 1/07)
KE 10.2	Arvin	Bike Racks on Buses	2002	Not specified				Complete	Complete
KE 5.2 and 5.16	Bakersfield	Traffic signal interconnect projects	2003	\$1 M CMAQ (includes local)					
					1998	KER960506	TRAFFIC OPERATIONS CENTER: MANAGEMENT CENTER TO LINK ALL TRAFFIC SIGNALS TO CITY HALL- PURCHASE HARDWARE AND SOFTWARE - CONSTRUCTION OF CENTER (PHASE 2)	Complete	Complete
					2002	KER000504	SIGNALIZATION, COMMUNICATION / SYNCHRONIZATION OF SOUTH H STREET FROM WHITE LANE TO PANAMA LANE	Complete	Complete
					2002	KER000505	SIGNALIZATION, COMMUNICATION / SYNCHRONIZATION OF STINE ROAD FROM WHITE LANE TO HARRIS ROAD	Complete	Complete

<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>Implementation Status</u> (as of 5/06)	<u>2007 Conformity Update</u> (as of 1/07)
					2002	KER000506	SIGNALIZATION, COMMUNICATION / SYNCHRONIZATION OF ASHE ROAD FROM CLUB VIEW DRIVE TO NORTH HALF MOON BLVD.	Complete	Complete
					2002	KER000507	SIGNALIZATION, COMMUNICATION / SYNCHRONIZATION OF MISC. BRANCH COMMUNICATIONS AT VARIOUS LOCATIONS	Complete	Complete
					2002	KER010502	SIGNALIZATION: COMMUNICATION / SYNCHRONIZATION OF THREE IDENTIFIED SIGNAL LOCATIONS	Complete	Complete
					2002	KER990512	IN BAKERSFIELD -TRAFFIC SIGNAL WIRED INTERCONNECT ON NILES ST. FROM ALTA VISTA DR. TO HALEY ST.	Complete	Complete
					2002	KER990520	IN BAKERSFIELD -(TRUNK LINE) TRAFFIC SIGNAL WIRED INTERCONNECT ON CHESTER AVENUE FROM 23RD ST. TO W. COLUMBUS ST.	Complete	Complete

<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>Implementation Status</u> (as of 5/06)	<u>2007 Conformity Update</u> (as of 1/07)
					2002	KER010503	SIGNALIZATION: COMMUNICATION / SYNCHRONIZATION OF MISC. BRANCH COMMUNICATIONS AT VARIOUS LOCATIONS	Complete	Complete
KE 5.3	Bakersfield Intersection improvements at White and Wible Road; Westside Parkway		2003; 2007 +	Not specified					

<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>Implementation Status</u> (as of 5/06)	<u>2007 Conformity Update</u> (as of 1/07)
								Awaiting modifications to the existing traffic signals before construction of median islands can be done. Construction scheduled for fourth quarter 06.	A new traffic signal at Stockdale Highway and McDonald Way has been completed. Unexpected delays created the need to complete a sewer project in the area of McDonald Way and is expected to be complete by third quarter 2007. Two traffic signal modifications on Stockdale Highway at North Stine and at Real Road are expected to be complete by third quarter 2007. Reconstruction of median islands is in design phase and construction scheduled for fourth quarter 2007.
					2000	KER970508	SIGNALIZATION: TRUNK LINE COMMUNICATIONS/SYNCHRO. - WHITE LANE FROM WIBLE ROAD TO HUGHES LANE	Complete	Complete
					2002	KER010501	SIGNALIZATION: COMMUNICATION / SYNCHRONIZATION OF GOSFORD ROAD FROM WHITE LANE TO STOCKDALE HWY.	Complete	Complete

<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP ID</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>Implementation Status</u> (as of 5/06)	<u>2007 Conformity Update</u> (as of 1/07)
						2002 KER020102	IN BAKERSFIELD: FROM STOCKDALE HWY TO TRUXTUN AVE AT ROUTE 99; CONSTRUCT 4-LANE AND 6-LANE NEW FACILITY	2004 FTIP federally approved 10/4/04. Environmental and right of way phases in progress.	Project is part of 2006 FTIP federally approved 10/2/06. Environmental complete. Final design and right of way phases in progress.
KE 9.5	California City	Expand bike lanes by about 75%	2003	Not specified				Complete	Complete
KE 1.5	Kern County	Service to Shafter, Wasco, McFarland, Delano, Lost Hills, Lamont, Weedpatch, Ridgecrest, California City and Mojave	2003	\$400,000 per year				Complete	Complete
KE 5.2	County	Six signal projects	2005	\$4,515,000 Total		2000 KER000521	SIGNALIZATION, SYNCHRONIZATION, CHANNELIZATION AND RELATED SAFETY MODIFICATIONS ON OLIVE DRIVE FROM FRUITVALE AVENUE TO COFFEE ROAD	Complete	Complete

<u>RACM</u> <u>Commitment</u>	<u>Agency</u>	<u>Commitment</u> <u>Description</u>	<u>Commitment</u> <u>Schedule</u>	<u>Commitment</u> <u>Funding</u>	<u>TIP</u>	<u>TIP Project</u> <u>ID</u>	<u>Project Description</u>	<u>Implementation Status</u> (as of 5/06)	<u>2007 Conformity Update</u> (as of 1/07)
					2000	KER990519	SIGNALIZATION, SIGNAL SYNCHRONIZATION, CHANNELIZATION AND RELATED SAFETY MODIFICATIONS - NILES ST. FROM VIRGINIA ST. TO MORNING DR.	Complete	Complete
					2000	KER990518	SIGNAL SYNCHRONIZATION, CHANNELIZATION AND RELATED SAFETY MODIFICATIONS - FAIRFAX RD. FROM BRUNDAGE LANE TO COLLEGE AVE.	Complete	Complete
					2000	KER990523	SIGNALIZATION, SIGNAL SYNCHRONIZATION, CHANNELIZATION AND RELATED SAFETY MODIFICATIONS - OSWELL ST. FROM BRUNDAGE LANE TO BERNARD ST.	Complete	Complete
					2000	KER000533	SYNCHRONIZATION CHANNELIZATION AND RELATED SAFETY MODIFICATIONS ON CALIFORNIA AVENUE FROM WASHINGTON STREET TO EDISON HIGHWAY	Complete	Complete

<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>Implementation Status</u> (as of 5/06) Going out to bid for equipment. Expected purchase and installation within third quarter 06.	<u>2007 Conformity Update</u> (as of 1/07)
KE 10.2	County	Retrofit buses with bike racks	2005	\$80,000 CMAQ (includes local)	2002	KER000528	INSTALL BIKE CYCLE RACKS ON BUS FLEET	Complete	Complete
KE 10.2	Delano	Bike racks on four full size transit buses	2003	Not specified				Complete	Complete
J 34	GET	Develop and implement an area vehicle locator		\$2.2 million	2002	KER990526 KER990527	Area Vehicle Locator (Phase 1) Area Vehicle Locator (Phase 2)	Complete	Complete
KE 9.3	Ridgecrest	Construct 1.5 miles of bicycle lane on existing streets and 2.67 miles of new bike lanes	2003	\$165,000 TEA	2002	KER990902	IN RIDGECREST - CHELSEA STREET BICYCLE PATH EXTENSION PROJECT	Complete	Complete

<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>Implementation Status</u> (as of 5/06)	<u>2007 Conformity Update</u> (as of 1/07)
KE 1.5	Shafter	Analyze transit system for route expansion; construct a CNG facility; two CNG mini-vans for enhanced service	2000; 2003	Not specified				Analysis is complete. Additional projects should be excluded since they are NA (fuel based) under the conformity rule. In addition, the City of Shafter fleet has increased from two to five vans to accommodate both the expanded intracity service provided by the County and the expanded intercity service by the City.	Complete
KE 1.5	Taft	Construct transit transfer station	2002	\$375,000 CMAQ	2002	KER990550	IN THE CITY OF TAFT - CONSTRUCT TRANSIT TRANSFER STATION	Complete	Complete
KE 9.5 and 9.2	Tehachapi	1.3 miles of Class I bike trails adjacent to several roadways in community	2003	Not specified				Complete	Complete
SJ 5.3	Wasco	Traffic signal at Highway 46 and Griffith Avenue	Not specified	\$221,000				Project was delayed due to Caltrans requested design changes. Revisions submitted May 2005. The project is in progress. Expected completion by end of 2007.	Complete

<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>Implementation Status</u> (as of 5/06)	<u>2007 Conformity Update</u> (as of 1/07)
KE 7.17	Wasco	Construct new transit transfer station	design in 2002	\$619,710 CMAQ	2002	KER000520	CONSTRUCT NEW TRANSIT TRANSFER STATION	Project was delayed due to project redesign and delays in acquiring land from Railroad. Construction contract was awarded on November 2005. Expected completion by fourth qtr. of 06.	Complete
KE 9.1	Wasco	Convert two mid-block alleys to pedestrian walkways	2002	TEA	2002	KER001001	DOWNTOWN STREETSCAPE IMPROVEMENT PROJECT	Complete	Complete

**Kern COG
2002 RACM Timely Implementation Documentation**

<u>RACM Commitment</u>	<u>Agency</u>	<u>Measure Title</u>	<u>Measure Description (not verbatim)</u>	<u>Implementation Status</u> (as of 5/06)	<u>2007 Conformity Update</u> (as of 1/07)
14.9	KCOG	Business, Industry and Governmental Outreach Program	Implement multi-agency outreach program and promote incentives for 2002-03 through 2004-05	Complete. Program was implemented through KER020122 (see Project TID Table).	Commitment Complete.
KE5.4	Bakersfield	Site-Specific Transportation Control Measures	Encourage implementation...include various channelization and signal modification projects identified by special traffic studies or development for the next 5 years (2007)	Projects prior to 2007 complete (see Project TID Table).	Projects prior to 2007 complete (see Project TID Table). Westside Parkway will continue to be tracked.
KE1.1	County of Kern	Regional Express Bus Program	Purchase buses to operate regional express bus service	Yes, buses have been purchased. Regional express bus service on schedule.	The County of Kern continues to offer regional express bus service.
KE1.7	County of Kern	Free transit during special events	Offer one day of free travel from Bakersfield to Kernville Whisky Flat Days and Frazier Park Lilac Festival	The County of Kern has offered free transit for these events and will continue to do so.	The County of Kern continues to offer free transit for special events.
KE9.2	County of Kern	Encouragement of Pedestrian Travel	Implement Bikeway Master Plan	Ongoing program underway since 1996 - Bike lanes and easements being dedicated as new tract maps are recorded consistent with the plan (Complete) - Kern River Trails Plan completed - Metropolitan Bakersfield Update will review and update plan to ensure integration between City and County.	Program implementation continues.

<u>RACM Commitment</u>	<u>Agency</u>	<u>Measure Title</u>	<u>Measure Description (not verbatim)</u>	<u>Implementation Status</u> (as of 5/06)	<u>2007 Conformity Update</u> (as of 1/07)
KE14.4	County of Kern	Voluntary No Drive Day Programs	Conduct voluntary employee no-drive day programs during the ozone season through media and employer based public awareness activities in 2002	Email alerts on-going during the smog season (complete). Staff reorganization temporarily delayed PSA production and distribution. However PSA will be employed beginning in 2006 season.	Complete. PSA was created in May 2006 and has had continuous rotation on KCOG-TV, the County's television station which reaches more than 100,000 households in the San Joaquin Valley.
KE5.1	Taft	Develop Intelligent Transportation Systems	Provide areas for pedestrian and bicyclist in vicinity of commercial development and promote use of such areas.	Rails to Trails projects listed are complete.	Commitment Complete.
KE9.3	Taft	Bicycle/Pedestrian Program	Provide facilities for only pedestrian and bicycle use.	Rails to Trails projects listed are complete.	Commitment Complete.
KE9.5	Taft	Encouragement of Bicycle Travel	Provide funding for bikeway system. Provide education materials	Yes, funding and education materials have been provided. Projects complete as of 2004.	Commitment Complete.
KE1.7	Wasco	Free transit during special events	Provide free transit between Saturday's events during the Wasco Rose Festival beginning in 2002 through 2005	Complete, free transit was provided.	Commitment Complete.
KE3.9	Wasco	Encourage merchants and employers to subsidize the cost of transit for employees	Offer free transportation to full time, permanent City of Wasco, School District and High School District employees beginning in 2002 through 2005	Complete, free transportation was provided.	Commitment Complete.
KE9.8	Wasco	Close streets for special events for use by bikes and pedestrians	Close streets to vehicles for the annual Wasco Festival of Roses	Yes, the parade route was closed. Poplar Ave. by Barker Park at 11th & Poso was closed off from vehicle traffic, open to foot traffic only. This activity will continue.	Yes, the parade route was closed for vehicle traffic and open to foot traffic. Closure will continue for annual event.

APPENDIX F
PUBLIC HEARING PROCESS DOCUMENTATION

**NOTICE OF PUBLIC HEARING FOR:
DRAFT 2007 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
AMENDMENT NO. 3;
DRAFT 2007 REGIONAL TRANSPORTATION PLAN;
DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT; AND
SUPPORTING DRAFT AIR QUALITY CONFORMITY ANALYSIS**

NOTICE IS HEREBY GIVEN that the Kern Council of Governments will hold a public hearing on April 19, 2007 at 7:00 p.m. at 1401 19th Street, Suite 300, Bakersfield, CA 93301 regarding the Draft 2007 Federal Transportation Improvement Program (FTIP) Amendment No. 3; the Draft 2007 Regional Transportation Plan (RTP); the Draft Program Environmental Impact Report (EIR) for the RTP; and Supporting Draft Air Quality Conformity Analysis for the FTIP and RTP. The purpose of this combined public hearing is to receive public comments on these documents.

The FTIP is a near-term listing of capital improvements and operational expenditures using federal and state monies for transportation projects in Kern County during the next four years.

The RTP is a long-term strategy to meet Kern County's transportation needs through 2030. The document is also referred to as the 2007 Destination 2030 RTP.

The Program EIR provides an analysis of potential environmental impacts related to the implementation of the RTP as required by the California Environmental Quality Act.

The Air Quality Conformity Analysis contains documentation to support a finding that the 2007 FTIP Amendment No. 3 and 2007 RTP meet the air quality conformity requirements for carbon monoxide, ozone, and particulate matter.

Every effort will be made to reasonably accommodate individuals with disabilities by making meeting materials available in alternative formats with three days' prior notice.

A concurrent 45-day public review and comment period will begin on March 6, 2007 and conclude the day of the public hearing on these matters. The draft documents are available for review at all branches of the Kern County Library System or at the office of the Kern Council of Governments 1401 19th Street, Suite 300, Bakersfield, CA 93301, as well as its website (www.kerncog.org).

Public comments are welcomed at the hearing, or may be submitted in writing prior to the close of the public hearing on April 19, 2007 to Ronald E. Brummett at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the Kern Council of Governments at a regularly scheduled meeting to be held on May 17, 2007. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Ronald E. Brummett, Executive Director, 661-861-2191
1401 19th Street, Suite 300, Bakersfield, CA 93301

Display Ads and Noticing for Public Hearing

- Bakersfield Californian – 4/11/07 & 3/4/07
- El Mexicalo – 4/12/07 & 3/1/07
- Wasco Tribune – 4/11/07 & 2/28/07
- Arvin Tiller – 4/11/07 & 2/28/07
- Shafter Shopper – 4/11/07 & 2/28/07
- Delano – 3/1/07
- Daily Midway Driller – 2/27/07
- Tehachapi News – 2/28/07
- Daily Independent – 2/27/07
- Mojave Desert News – 4/12/07 & 3/1/07

Growth/Air Quality/Transportation Town Hall Meetings

 **Kern Council
of Governments**

For information,
please call
661-861-2191

You're invited to help shape your community's future. The public is encouraged to comment on Kern COG's draft 2007 short-and long range plans for transportation, and its corresponding air quality analysis. Copies are at Kern COG's office, in all county libraries and online at: www.kerncog.org.



Come Find Information & Provide Input On:

- Air Quality/Transportation Plans & Processes
- Transportation & Air Quality Linkages
- A 2050 Visionary Blueprint for Your Community

Upcoming Meetings

- **April 10, Frazier Park**, 6 p.m. – Blueprint Town Hall Meeting – Frazier Mt. Park Rec. Bldg., Glendale Trail & Park Drive
- **April 11, Lake Isabella**, 6 p.m. – Blueprint Town Hall Meeting – Veterans Building, 6405 Lake Isabella Blvd.
- **April 12, Mojave**, 6 p.m. – Blueprint Town Hall Mtg.– Recreation Building, Mojave Park at M St. and Barstow Road
- **April 19, Bakersfield**, 7 p.m. – public hearing, Kern COG, 1401 19th Street, 3rd Floor
- **May, 17, Bakersfield**, 7p.m. – final adoption, Kern COG, 1401 19th Street, 3rd Floor

de las escuelas medias y junior high SOAP Project Manager, al (661) 636- y sus padres para ayudarles a empezar 4420, para más información.

Desarrollo/Calidad del Aire/Transportación Reuniones Públicas

 **Kern Council
of Governments**

Para Información
por favor llamar
661-861-2191

Ustedes están invitados a ayudar a formar el futuro de su comunidad. Se invita al público a comentar acerca del Anteproyecto del Kern COG 2007, una serie de planes a corto y largo plazo para transportación, y su correspondiente análisis de la calidad del aire. Las copias están en la oficina del Kern COG, en todas las bibliotecas del condado y en Internet en: www.kerncog.org.



Venga. Encuentre Información y Comparta Sus Opiniones

- Calidad del Aire/Planes y Procesos de Transportación
- Transportación y Vinculación con Calidad del Aire
- Un Visionario Anteproyecto 2050 para su Comunidad

Próximas Reuniones

- **Abril 19, Bakersfield**, 7 p.m. audiencia pública, Kern COG, 1401 19th Street, 3rd. Piso
- **Mayo 17, Bakersfield**, 7 p.m. adopción final, Kern COG, 1401 19th Street, 3rd. Piso

Press Release

March 20, 2007

For further information, contact:
Darrel Hildebrand or Robert Phipps at (661) 861-2191

KERN COG INVITES ARVIN/LAMONT RESIDENTS TO DECIDE HOW THEIR COMMUNITIES GROW

FOR IMMEDIATE RELEASE

Organization: Kern Council of Governments
What: Regional Blueprint Planning Workshop
When: 6 p.m. Thursday, March 29, 2007
Where: Arvin Veterans Hall, 414 4th Street

Kern Council of Governments will host a public workshop at 6 p.m. Thursday, March 29 at the Arvin Veterans Hall, 414 4th Street., for residents in Arvin and Lamont to decide how their communities will grow over the next 50 years. This fun-and game-filled workshop is designed for residents to determine what visions and values will help motivate development during the next four decades, and what trade-offs will be necessary to realize those goals. Food will be provided.

The public will be invited to pick the values they want to help guide future development - such as farmland and open-space preservation, water and other resource conservation or affordable housing. Using a series of maps and innovative land use design software, planners with Kern COG, Kern County and the city of Arvin will demonstrate what the communities looks like today and how growth will change their look and feel over time.

In a second round of workshops, planned for Summer 2007, the public will be asked to help develop a land-use design that incorporates and reflects those values.

The workshop is part of a regional Blueprint process designed to help cities and counties plan for future growth and quality of life through the integration of transportation, housing, land use, economic development and environmental protection. It is not meant to supersede local jurisdictions' land use authority. Elected officials from each city and county throughout the valley will determine how their jurisdictions will accommodate the regional vision.

The final product, known as the San Joaquin Valley Regional Blueprint, will include a visual representation of the goals expressed in general plans and Regional Transportation Plans.

Kern is one of eight San Joaquin Valley regions that is sharing a \$2 million grant in 2006-07 to conduct this type of scenario planning. Councils of government in each county (Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus and Tulare) will administer the grant.

"This process will help our region grow in a rational, coordinated fashion that's consistent with both public sentiment and local general plans," said Kern COG Executive Director Ron Brummett.

Workshops will continue in the Kern region's outlying cities in the Spring, including:

DELANO/McFARLAND/WASCO Wednesday, March 28, 2007 Delano VFW Memorial Building, Room 1 1025 Garces Highway
Delano

FRAZIER PARK Tuesday, April 10, 2007 Frazier Park Recreation Building Frazier Mt. Park, Glendale Trail & Park Dr. Frazier Park

KERN RIVER VALLEY Wednesday, April 11, 2007 Kern River Veteran's Senior Building 6405 Lake Isabella Blvd. Lake Isabella

CALIFORNIA CITY/MOJAVE/ ROSAMOND Thursday, April 12, 2007 Mojave Recreation Building Mojave East Park, Hwy. 58 & M St. Mojave

Workshops in the Bakersfield/Shafter area will occur at a later date.

APPENDIX G

RESPONSE TO PUBLIC COMMENTS

**RESPONSE TO PUBLIC COMMENTS
RECEIVED ON THE DRAFT CONFORMITY ANALYSIS
FOR THE 2007 FTIP AND RTP**

All 8 MPOs in the San Joaquin Valley nonattainment area had a 45-day public review period and conducted a public hearing on their own Draft 2007 RTP, TIP Amendment, EIR, and corresponding Conformity Analyses.

It is important to note that no other verbal or written comments were received from the public or inter-agency consultation partners, including: the California Department of Transportation, California Air Resources Board, U.S. Environmental Protection Agency, and Federal Transit Administration.

General Comments:

COMMENT FROM BOB O’LOUGHLIN, FHWA
(via e-mail, dated April 6, 2007)

Comment: The documentation and description of the conformity requirements is very well written and easy to read. The use of the Conformity Checklist is very helpful as well. The SJV COGs and Cari Anderson should be commended for the coordination and cooperation that went into the conformity analyses.

Response: Thank you.

Comment: Please check all of the boilerplate language to be sure that the TIP Amendment number is inserted where indicated.

Response: Each MPO has conducted a search for “amendment” and inserted the appropriate number where indicated.

Comment: Please indicate the units for the two tables, “On-Road Motor Vehicle PM-10 Emissions Budgets” and “On-Road Motor Vehicle PM 2.5 Emissions Budgets”.

Response: Table 1-3 should reflect units of tons/day. Table 1-4 should reflect units of tons/day for the 24-Hour standard and tons/year for the Annual standard.

**Table 1-3
On-Road Motor Vehicle PM-10 Emissions Budgets**

County	2008		2010	
	PM-10 (tons/day)	NOx (tons/day)	PM-10 (tons/day)	NOx (tons/day)

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

County	2002 24-Hour		2002 Annual	
	PM2.5 (tons/day)	NOx (tons/day)	PM2.5 (tons/year)	NOx (tons/year)

Specific Comments:

COMMENT FROM BOB O’LOUGHLIN, FHWA
(via e-mail, dated April 6, 2007)

Comment: Page 41, last sentence: update to reflect the PM 2.5 nonattainment designation has occurred.

Response: The electronic version of the document posted on the web-site contains updated text from the hard-copy versions that were mailed. The discussion has been modified to address the PM-10 Plan commitment measures only.

Comment: Appendix B, Transportation Project Listing: please clarify what the numbers signify under each year.

Response: The number indicates the number of lanes that are assumed to be open to traffic in the transportation model coding.

COMMENT FROM LAUREN DAWSON, SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT
(via letter, dated April 18, 2007)

Comment: 1. Page 1 – Last paragraph: “Currently, the San Joaquin Valley...is designated as **nonattainment areas...carbon monoxide (CO)**” The attainment status for the San Joaquin Valley would more accurately be referred to as having a maintenance designation for CO for urbanized/metropolitan areas in Kern, Fresno, Stanislaus and San Joaquin counties. Same comment-Page 9-- Third paragraph: “...currently designated as nonattainment for...carbon monoxide (CO)...”

Response: The following changes have been made to pages 1 and 9, respectively:

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 and 2.5 microns in diameter (PM-10 and PM2.5); and has a maintenance plan for carbon monoxide (CO) for the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties. Therefore, transportation plans and programs for the nonattainment areas for the Kern County area must satisfy the requirements of the federal transportation conformity rule.

The San Joaquin Valley is currently designated as nonattainment for the National Ambient Air Quality Standards (NAAQS) for ~~carbon monoxide (CO),~~ 8-hour ozone, and particulate matter under ten and 2.5 microns in diameter (PM-10 and PM2.5); and maintenance for carbon monoxide (CO) for the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties.

Comment: 2. References to the San Joaquin Valley Unified Air Pollution Control District are made a number of times using a variety of names. For consistency, clarity and accuracy I suggest referring to the District as San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) in the first occurrence and use the acronym in subsequent references.

Response: The following change has been made to the Executive Summary, followed by use of the acronym throughout the remainder of the document.

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 San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) ~~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.

Comment: 3. Page 3-- Under CONFORMITY TESTS: “The conformity tests specified in the ...and, (2) the emissions reduction test”- the correct term is interim emissions tests. Also later in the paragraph, “If there is no approved air quality plan...the emission reduction test applies” replace with interim emissions test. Also Page 44 – First paragraph: “The principal requirements of the federal...or an emissions reduction test” replace with interim emissions test.

Response: It is acknowledged that the terminology was revised in the 2004 version of the rule; however, it is important to note that the test itself has remained since the first conformity rule issued in 1993. The following changes have been made to pages 3 and 44, respectively:

The conformity tests specified in the federal transportation conformity rule are: (1) the emissions budget test, and (2) the interim 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 interim emissions ~~reduction~~ test applies. Chapter 1 summarizes the applicable air quality implementation plans and conformity tests for carbon monoxide, ozone, PM-10, and PM2.5.

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 interim 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. The final determination of conformity for the TIP/RTP is the responsibility of the Federal Highway Administration and the Federal Transit Administration.

Comment: 4. Page 10- I suggest the addition of the following underlined sections: “State Implementation Plans have been prepared to address carbon monoxide (*maintenance plan*) for the *Bakersfield Metropolitan Area, the Fresno, Modesto, and Stockton Urbanized Areas, 1-hour* Ozone, and PM10. *State Implementation Plans are being prepared for 8-hour Ozone (due to EPA 6/15/07) and PM2.5 (due to EPA 4/5/08).*”

Response: The text was modified to clarify CO maintenance status per previous comment. The following additional modification has been made as well.

The San Joaquin Valley is designated a serious nonattainment area for the new 8-hour ozone standard with an attainment deadline of 2013. It is important to note that the nonattainment area boundary is the same as the previous 1-hour ozone nonattainment boundary and includes eight counties/MPOs. EPA also designated the San Joaquin Valley as nonattainment for the new PM2.5 standards. State Implementation Plans ~~for the have not yet been developed to address the new~~ 8-hour ozone and PM2.5 standards are currently due to EPA June 15, 2007 and April 5, 2008, respectively.

Comment: 5. Page 10 – The term “designated” is used to define the attainment status, the term “classified” is used to describe the relative severity of the pollution. I suggest making the following changes for accuracy: “The San Joaquin Valley is designated ~~classified~~ (delete designated) a serious nonattainment area for the new 8 -hour ozone... ~~delete NEW~~. Same paragraph, “EPA also designated the San Joaquin Valley as nonattainment for the new PM2.5 standards.” Replace **NEW** with **1997** (there are also 2006 PM2.5 standards) *State Implementation Plans for 8-hour ozone and PM2.5 standards are being prepared. The 8-hour ozone plan is due to EPA June 15, 2007. The PM2.5 plan is due to EPA April 5, 2008.* Page 12-- Fourth paragraph: “The San Joaquin Valley is currently designated as an Extreme...” replace

designated with **classified**.

Response: The following text modifications have been made to pages 10 and 12, respectively:

The San Joaquin Valley is ~~classified designated~~ a serious nonattainment area for the ~~new~~ 8-hour ozone standard with an attainment deadline of 2013. It is important to note that the nonattainment area boundary is the same as the previous 1-hour ozone nonattainment boundary and includes eight counties/MPOs. EPA also designated the San Joaquin Valley as nonattainment for the ~~new 1997~~ PM2.5 standards. State Implementation Plans ~~for the have not yet been developed to address the new~~ 8-hour ozone and PM2.5 standards are currently due to EPA June 15, 2007 and April 5, 2008, respectively.

The applicable scenario in the Conformity Rule for the San Joaquin Valley is Scenario 1: Areas where the 8-hour ozone area boundary is exactly the same as the 1-hour ozone boundary. The San Joaquin Valley (SJV) ~~was previously is currently classified designated~~ as an Extreme nonattainment area for the 1-hour ozone standard. The SJV has also been ~~classified designated~~ as a Serious nonattainment area for the 8-hour ozone standard. It is important to note that the nonattainment area boundary is the same for both standards and contains eight counties/MPOs.

Comment: 6. Page 13 – Table 1-3: Need to **add** the units i.e., **tons/day**. Also same page third paragraph, last sentence “approval the trading mechanism.” Need to add: approval **of** the trading mechanism.” Page 15: Table 1-4 needs to have units added e.g., **tons/day and tons/year**.

Response: The first and last portion of this comment was already addressed per FHWA request. In addition, the requested edit has been made as follows:

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.

Comment: 7. Page 16--“**Amendment #XX**” -Appears numerous places in Conformity Analysis-insert proper Amendment number. (See pages 9, 45 etc.)

Response: This comment was already addressed per FHWA request.

Comment: 8. Page 19 – Chapter 2- *Latest Planning Assumptions and Transportation Modeling* and Table 2-1 should reflect and be consistent with the *Transportation Model and Latest Planning Assumptions Summary* chart data transmitted 10/19/06 to the SJV Model Coordinating Committee.

Response: The transportation model and latest planning assumption updates that were

underway for the 2007 RTP were not available for use in this conformity analysis as previously anticipated. Table 2-1 and the corresponding text have been modified slightly to be consistent with the Summary chart previously transmitted to the Model Coordinating Committee.

Comment: 9. I suggest adding RACM commitment identification codes to the *Timely Implementation of Transportation Control Measures* chart.

Response: The Project TID table does indeed have a RACM Commitment column; it was inadvertently omitted due to formatting. The formatting has been corrected to reveal the RACM Commitment column.

Comment: The San Joaquin Valley Unified Air Pollution Control District concludes that this draft Conformity Analysis meets the requirements of the Federal Transportation Conformity Rule.

Response: Thank you.

Kern COG Public Hearing Comments – 4/19/07

Comments were received from:

Mr. Arthur Unger of the Sierra Club

Mr. Dennis Fox

Mr. David Dominguez from the Chumash Council Bakersfield

The comments and responses are summarized in RTP staff report because they were related to that document.