

**FINAL CONFORMITY ANALYSIS FOR
THE 2011 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM
AND
2011 REGIONAL TRANSPORTATION PLAN**

JULY 15, 2010



Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, California 93301
www.kerncog.org
661-861-2191
Facsimile 661-324-8215
TTY 661-832-7433



U.S. Department
of Transportation

**Federal Highway
Administration**

**Federal Highway Administration
California Division**

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008 (fax)

December 14, 2010

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KERN COUNCIL
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In Reply Refer To:
HDA-CA

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 Kern Council of Governments' (KCOG) 2011 Federal Transportation Improvement Program (FTIP) and the 2011 Regional Transportation Plan (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) 2011 Federal Transportation Improvement Program (FTIP) and the 2011 Regional Transportation Plan (RTP). A FTA/FHWA air quality conformity determination is required pursuant to the Environmental Protection Agency's (EPA) *Transportation Conformity Rule*, 40 CFR Parts 51 and 93, and the United States Department of Transportation's *Metropolitan Planning Rule*, 23 CFR Part 450.

On July 15, 2010, KCOG adopted the 2011 FTIP and RTP and made the corresponding conformity determination. The conformity analysis submitted by KCOG indicates that all air quality conformity requirements have been met. Based on our review, we find that the 2011 FTIP and RTP conform to the applicable state implementation plan in accordance with the provisions of 40 CFR Parts 51 and 93. 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. Additionally, this conformity determination was made after consultation with the EPA, Region 9 office.

If you have questions or need additional information concerning this approval, please contact Joseph Vaughn (Joseph.Vaughn@dot.gov) of the FHWA California Division office at (916) 498-5346.

Sincerely,

For
Walter C. Waidelich, Jr.
Division Administrator
Federal Highway Administration

/s/ **Leslie T. Rogers**

Leslie T. Rogers
Regional Administrator
Federal Transit Administration



cc: (e-mail)

Ray Sukys, FTA

Paul Page, FTA

Muhaned Aljabiry, Caltrans

Ronald E. Brummett, KCOG (RBrummett@kerncog.org)

Raquel Pacheco, KCOG (RPacheco@kerncog.org)

Rob Ball, KCOG (RBall@kerncog.org)

Joseph Vaughn, FHWA

Scott Carson, FHWA

Karina O'Connor, EPA

Mike Brady, Caltrans

Cari Anderson, CA Consulting

cc: (other)

KCOG TIP Binder

Kern Council of Governments Board of Directors

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

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EXECUTIVE SUMMARY

This report presents the Conformity Analysis for the 2011 Federal Transportation Improvement Program (FTIP) and the 2011 Regional Transportation Plan (RTP). The Kern Council of Governments is the designated Metropolitan Planning Organization (MPO) in Kern County, California, and is responsible for regional transportation planning.

The Clean Air Act Section 176(c) (42 U.S.C. 7506(c)) and U.S. Environmental Protection Agency (EPA) transportation conformity regulations (40 CFR 93 Subpart A) require that each new RTP and TIP be demonstrated to conform to the State Implementation Plan (SIP) before the RTP and TIP are approved by the MPO or accepted by the U.S. Department of Transportation (DOT). This analysis demonstrates that the criteria specified in the transportation conformity regulations for a conformity determination are satisfied by the 2011 FTIP and 2011 RTP; a finding of conformity is therefore supported. The 2011 FTIP and 2011 RTP and corresponding Conformity Analysis were approved by the Kern Council of Governments Policy Board on July 15, 2010. FHWA/FTA last issued a finding of conformity for the 2009 TIP and 2007 RTP, including amendments, on November 3, 2009.

The 2011 TIP and 2011 RTP have been financially constrained in accordance with the requirements of 40 CFR 93.108 and consistent with the U.S. DOT metropolitan planning regulations (23 CFR Part 450). A discussion of financial constraint and funding sources is included in the appropriate documents.

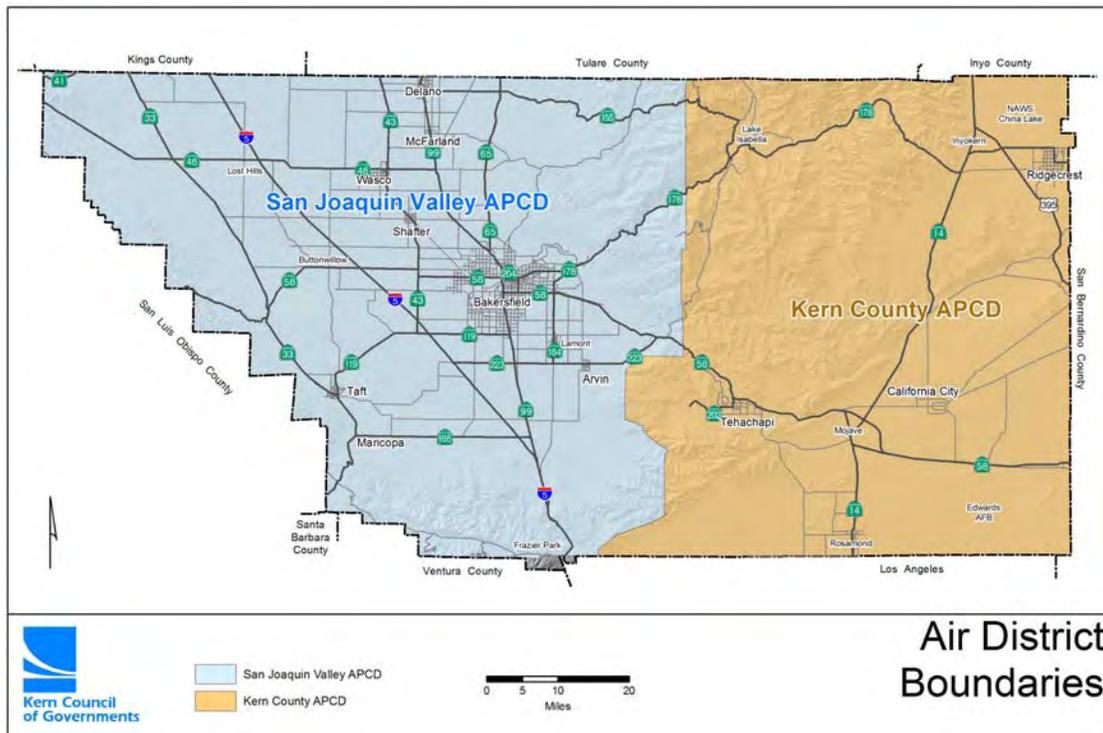
The applicable Federal criteria or requirements for conformity determinations, the conformity tests applied, the results of the conformity assessment, and an overview of the organization of this report are summarized below.

CONFORMITY REQUIREMENTS

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

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

Figure 1– Air Pollution Control Districts in the Kern Region



the Kern County area must satisfy the requirements of the Federal transportation conformity regulation.

Kern COG is also located in the federally designated Mojave Desert, portions of the Indian Wells Valley Planning Area, and the portion of the San Joaquin Valley (SJV) PM-10 nonattainment area that lies within the Kern County Air Pollution Control District (this area is not included in the SJV 2007 PM-10 Maintenance Plan and has been labeled the East Kern PM-10 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 Valley Planning area is designated as a maintenance area for PM-10. The Kern COG transportation plans and programs also satisfy the requirements of the transportation conformity regulation for these nonattainment areas.

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

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

Figure 2 – Ozone/Carbon Monoxide Planning Areas

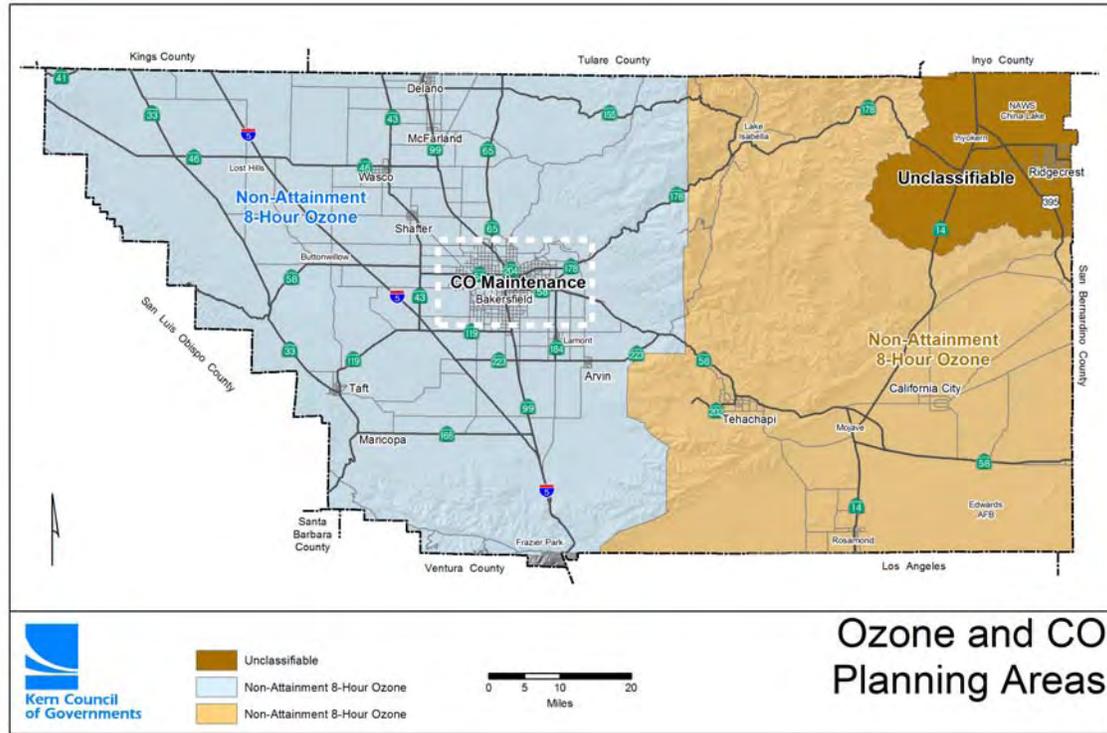
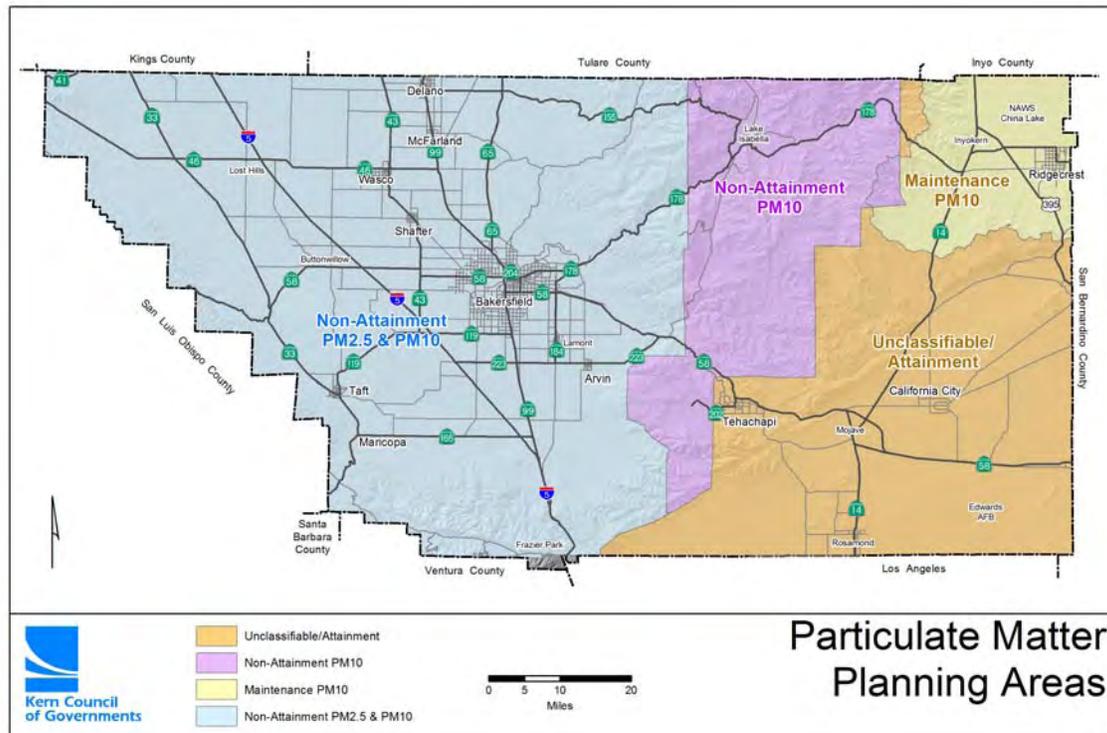


Figure 3 – Particulate Matter Planning Areas



On-going interagency consultation is conducted through the San Joaquin Valley Interagency Consultation Group to ensure Valley-wide coordination, communication and compliance with Federal and California Clean Air Act requirements. Each of the eight Valley MPOs and the San Joaquin Valley Unified Air Pollution Control District (Air District) are represented. The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the U.S. EPA, the California Air Resources Board (CARB) and Caltrans are also represented on the committee. The final determination of conformity for the TIP and RTP is the responsibility of FHWA, and FTA within the U.S. DOT.

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

CONFORMITY TESTS

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

RESULTS OF THE CONFORMITY ANALYSIS

A regional emissions analysis was conducted for the years 2011, 2012, 2014, 2017, 2018 (via interpolation), 2020, 2023, 2025 and 2035 for each applicable pollutant. All analyses were conducted using the latest planning assumptions and emissions models. The major conclusions of the Kern Council of Governments Conformity Analysis are:

- For carbon monoxide, the total regional on-road vehicle-related emissions associated with implementation of the 2011 FTIP and the 2011 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 on-road vehicle-related emissions (ROG and NO_x) associated with implementation of the 2011 FTIP and the 2011 RTP for all years tested are projected to be less than the adequate emissions budgets specified in the *2007 Ozone Plan*. The conformity tests for ozone are therefore satisfied.
- For PM-10, the total regional vehicle-related emissions (PM-10 and NO_x) associated with implementation of the 2011 FTIP and the 2011 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 *2007 PM-10 Maintenance Plan*. The conformity tests for PM-10 are therefore satisfied.

- For PM_{2.5}, the total regional on-road vehicle-related emissions associated with implementation of the 2011 FTIP and the 2011 RTP for the analysis years are projected to be less than the adequate emission budgets specified in the *2008 PM_{2.5} Plan*. The conformity tests for PM_{2.5} for both the 1997 and 2006 standards are therefore satisfied.
- The 2011 FTIP and the 2011 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 (e.g., Air District Rule 9120 Transportation Conformity) have not been approved by EPA, consultation has been conducted in accordance with Federal requirements.

Regional emissions analyses were also conducted for 2011 (for interpolation only), 2013 (via interpolation), 2015, 2025, and 2035 for the Eastern Kern ozone area and the Indian Wells Valley PM-10 area; other years have been determined by interpolating between the years for which the regional emissions analysis is performed in accordance with the Federal conformity transportation regulation. No emissions analysis was completed for the portion of the SJV PM-10 nonattainment area that is under Kern County Air Pollution Control District jurisdiction (East Kern PM-10 Area).

- For Mojave Desert ozone, the total regional on-road vehicle-related emissions (ROG and NO_x) associated with implementation of the 2011 FTIP and the 2011 RTP Amendment for all years tested are projected to be less than the adequate emissions budgets specified in the 8-Hour Ozone Early Progress Plan. The conformity tests for ozone are therefore satisfied.
- For Indian Wells Valley PM-10, the total regional vehicle-related emissions associated with implementation of the 2011 FTIP and the 2011 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.
- For the portion of the SJV PM-10 nonattainment area that is under the jurisdiction of the Kern County APCD (East Kern PM-10 Area), the interim emissions test is satisfied for all years since the transportation projects and planning assumptions in both the “action” and “baseline” scenarios are exactly the same. In accordance with Section 93.119(g)(2), the emissions predicted in the “action” scenario are not greater than the emissions predicted in the “Baseline” scenario for such analysis years. The conformity tests for PM-10 are therefore satisfied.

REPORT ORGANIZATION

The report is organized into six chapters. Chapter 1 provides an overview of the applicable Federal and State conformity regulations and requirements, air quality implementation plans, and conformity test requirements. Chapter 2 contains a discussion of the latest planning assumptions and transportation modeling. Chapter 3 describes the air quality modeling used to estimate emission factors and mobile source emissions. Chapter 4 contains the documentation required under the Federal transportation conformity regulation for transportation control measures.

Chapter 5 provides an overview of the interagency requirements and the general approach to compliance used by the San Joaquin Valley MPOs. The results of the conformity analysis for the TIP/RTP are provided in Chapter 6.

Appendix F includes public meeting documentation conducted on the 2011 FTIP and 2011 RTP and corresponding Conformity Analysis on May 20, 2010. Comments received on the conformity analysis and responses made as part of the public involvement process are included in Appendix G.

CHAPTER 1: FEDERAL AND STATE REGULATORY REQUIREMENTS

The criteria for determining conformity of transportation programs and plans under the Federal transportation conformity regulation (40 CFR Parts 51 and 93) and the applicable conformity tests for the San Joaquin Valley nonattainment areas are summarized in this section. The Conformity Analysis for the Draft 2011 Federal Transportation Improvement Program (TIP) and the Draft 2011 Regional Transportation Plan (RTP) was prepared based on these criteria and tests. Presented first is a review of the development of the applicable conformity regulation and guidance procedures, followed by summaries of conformity regulation requirements, air quality designation status, conformity test requirements, and analysis years for the Conformity Analysis.

Kern Council of Governments is the designated Metropolitan Planning Organization (MPO) for Kern County in the San Joaquin Valley. As a result of this designation, Kern Council of Governments prepares the TIP, RTP, and associated conformity analyses. The TIP serves as a detailed five year programming document for the preservation, expansion, and management of the transportation system. The 2011 RTP has a 2035 horizon that provides the long term direction for the continued implementation of the freeway/expressway plan, as well as improvements to arterial streets, transit, and travel demand management programs. The TIP and RTP include capacity enhancements to the freeway/expressway system commensurate with available funding.

A. FEDERAL AND STATE CONFORMITY REGULATIONS

CLEAN AIR ACT AMENDMENTS

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

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

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

FEDERAL RULE

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

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

EPA issued a final rule on May 6, 2005 to add the following particulate matter 2.5 microns or less in diameter (PM2.5) precursors to the transportation conformity rule: nitrogen oxides (NOx), volatile organic compounds (VOCs), sulfur oxides (SOx), and ammonia (NH3) (EPA, 2005). The rule specifies when each of these precursors must be considered in PM2.5 nonattainment areas, before and after PM2.5 SIPs are submitted.

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

EPA issued a final rule on January 24, 2008 regarding changes to make the rule consistent with the Clean Air Act as amended by the most recent transportation funding legislation, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

EPA published the Transportation Conformity Rule PM2.5 and PM10 Amendments on March 24, 2010; the rule became effective on April 23, 2010 (EPA, 2010a). This PM amendments final rule amends the conformity regulation to address the 2006 PM2.5 national ambient air quality standard (NAAQS). The final PM amendments rule also addresses hot-spot analyses in PM2.5 and PM10 and carbon monoxide nonattainment and maintenance areas.

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

With respect to PM2.5, the Transportation Conformity Rule PM2.5 and PM10 Amendments published on March 24, 2010 effectively incorporates the “multi-jurisdictional” guidance directly into the rule.

EPA published a budget adequacy determination for the 2012 conformity budget contained in the 2008 PM2.5 Plan May 12, 2010, effective May 27, 2010. The Rule allows MPOs to make independent conformity determinations for their plans and TIPs as long as all of the other subareas in the nonattainment area have conforming transportation plans and TIPs in place at the time of each MPO and DOT conformity determination.

DISTRICT RULE

The San Joaquin Valley Unified Air Pollution Control District (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.” It should also be noted that EPA has changed 40 CFR 51.390 to streamline the requirements for State conformity SIPs. Since a transportation conformity SIP has not been approved for the SJV, the Federal transportation conformity rule still governs.

B. CONFORMITY REGULATION REQUIREMENTS

The Federal regulations identify general criteria and procedures that apply to all transportation conformity determinations, regardless of pollutant and implementation plan status. These include:

- 1) *Conformity Tests* — Sections 93.118 and 93.119 specify emissions tests (budget and interim emissions) that the TIP/RTP must satisfy in order for a determination of conformity to be found. The final transportation conformity regulation issued on July 1, 2004 requires a submitted SIP motor vehicle emissions budget to be found adequate or approved by EPA prior to use for making conformity determinations. The budget must be used on or after the effective date of EPA’s adequacy finding or approval.
- 2) *Methods / Modeling:*

Latest Planning Assumptions — Section 93.110 specifies that conformity determinations must be based upon the most recent planning assumptions in force at the time the conformity analysis begins. This is defined as “the point at which the MPO begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions. New data that becomes available after an analysis begins is required to be used in the conformity determination only if a significant delay in the analysis has occurred, as determined through interagency consultation” (EPA, 2010b). 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 February 2010 (see Chapter 2).

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

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

The TIP, RTP, and corresponding conformity determinations are prepared by each MPO. Copies of the Draft documents are provided to member agencies and others, including FHWA, Federal Transit Administration (FTA), EPA, Caltrans, CARB, and the Air District for review. Both the TIP and RTP are required to be publicly available and an opportunity for public review and comment is provided. The consultation process for the conformity analysis includes a 30-day comment period followed by a public meeting. However, the comment period for this conformity analysis was 45 days concurrent with the Draft 2011 TIP and RTP, and associated California Environmental Quality Act (CEQA) documents.

C. AIR QUALITY DESIGNATIONS APPLICABLE TO THE SAN JOAQUIN VALLEY

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

Kern Council of Governments is located in the federally designated San Joaquin Valley Air Basin. The borders of the basin are defined by mountain and foothill ranges to the east and west. The northern border is consistent with the county line between San Joaquin and Sacramento Counties. The southern border is less defined, but is roughly bounded by the Tehachapi Mountains and, to some extent, the Sierra Nevada range. Conformity for the 2011 FTIP and 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 NAAQS for 8-hour ozone, and PM_{2.5}; and has a maintenance plan for PM₁₀, as well as a maintenance plan 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, PM₁₀ and PM_{2.5}:

- The 2004 Revision to the California State Implementation Plan for Carbon Monoxide was approved by EPA on November 30, 2005 (effective January 30, 2006).
- EPA published a budget adequacy determination for the 2011, 2014, and 2017 conformity budgets contained in the 2007 Ozone Plan on January 22, 2009, effective February 6, 2009.
- The 2007 PM₁₀ Maintenance Plan, which included revisions to the attainment plan, was approved (with minor technical corrections to the conformity budgets) by EPA on November 12, 2008.
- EPA published a budget adequacy determination for the 2012 conformity budget contained in the 2008 PM_{2.5} Plan on May 12, 2010, effective May 27, 2010."

EPA published a budget adequacy determination for the 2014 conformity budget contained in the 2008 PM_{2.5} Plan on May 12, 2010, effective May 27, 2010.

On November 13, 2009, EPA published Air Quality Designations for the 2006 24-hour PM_{2.5} standard, effective December 14, 2009. Nonattainment areas are required to meet the standard by 2014; transportation conformity applies by December 14, 2010. In the San Joaquin Valley, the 1997 standards (both 24-hour and annual) will continue to apply. It is important to note that the 2006 24-hour PM_{2.5} nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 annual standard.

D. CONFORMITY TEST REQUIREMENTS

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

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

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

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

CARBON MONOXIDE

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

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

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

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

OZONE

Under the existing conformity regulation, regional emissions analyses for ozone areas must address nitrogen oxides (NOx) and volatile organic compounds (VOC) precursors. It is important to note that in California, reactive organic gases (ROG) are considered equivalent to and are used in place of volatile organic compounds (VOC). The motor vehicle emission budgets for ozone are specified in the 2007 Ozone Plan in tons per average summer day. EPA published the notice

of adequacy determination for the 2011, 2014, and 2017 budgets in the Federal Register on January 22, 2009, effective February 6, 2009.

The SJV was reclassified from a Serious nonattainment area for the 8-hour ozone standard to Extreme effective June 4, 2010. The 2007 Ozone Plan requests an Extreme nonattainment classification and attainment date of 2023, and includes the corresponding additional RFP years. The SIP has identified subarea budgets for each MPO in the nonattainment area. For this Conformity Analysis, the SJV will continue to conduct determinations for subarea emission budgets as established in the applicable implementation plan.

The adequate conformity budgets from Table 9.3 of the Plan are provided in the table below. These budgets will be used to compare to emissions resulting from the 2011 FTIP and RTP. CARB subsequently updated Madera County and San Joaquin County budgets; these updates are reflected in the table below.

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

| County | 2011 | | 2014 | | 2017 | |
|-------------|------|------|------|------|------|------|
| | ROG | NOx | ROG | NOx | ROG | NOx |
| Fresno | 15.5 | 47.9 | 12.9 | 37.2 | 11.1 | 29.1 |
| Kern (SJV) | 15.7 | 79.4 | 13.5 | 64.1 | 11.6 | 49.5 |
| Kings | 3.4 | 15.9 | 2.8 | 12.3 | 2.3 | 9.4 |
| Madera | 3.7 | 12.2 | 3.1 | 9.7 | 2.6 | 7.7 |
| Merced | 6.2 | 28.8 | 5.1 | 22.3 | 4.2 | 17.1 |
| San Joaquin | 12.1 | 34.7 | 10.1 | 27.8 | 8.6 | 21.3 |
| Stanislaus | 9.0 | 22.3 | 7.5 | 17.2 | 6.5 | 13.4 |
| Tulare | 9.2 | 20.9 | 7.7 | 16.6 | 6.7 | 13.1 |

PM-10

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

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

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

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

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

The PM-10 SIP allows trading from the motor vehicle emissions budget for the PM-10 precursor NOx to the motor vehicle emissions budget for primary PM-10 using a 1.5 to 1 ratio. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the 2005 budget for PM-10 with a portion of the 2005 budget for NOx, and use these adjusted motor vehicle emissions budgets for PM-10 and NOx to demonstrate transportation conformity with the PM-10 SIP for analysis years after 2005. As noted above, EPA approved the 2007 PM-10 Maintenance Plan (with minor technical corrections to the conformity budgets) on November 12, 2008, which includes continued approval of the trading mechanism.

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

PM2.5

EPA and FHWA have indicated that areas violating both the annual and 24-hour standards for PM2.5 must address both standards in the conformity determination. The San Joaquin Valley currently violates both standards, and the conformity determination includes both analyses. Please note that this includes both the 1997 standards and the 2006 24-hour standard (see discussion under Air Quality Designations Applicable to the San Joaquin Valley above).

The 2008 PM2.5 Plan contains motor vehicle emission budgets for PM2.5 and NOx established based on average annual daily emissions. The motor vehicle emissions budget for PM2.5 includes directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes. The conformity budgets from Table 7-2 of the Plan are provided below and will be used to compare emissions resulting from the 2011 FTIP and RTP.

The Clean Air Act requires all states to attain the 1997 PM2.5 standards as expeditiously as practicable beginning in 2010, but by no later than April 5, 2015. States must identify their attainment dates based on the rate of reductions from their control strategies and the severity of

the PM2.5 problem. Modeling must be used to verify that the control strategy is as expeditious as practicable. The 2008 PM2.5 Plan shows that the San Joaquin Valley PM2.5 nonattainment area can attain the annual PM2.5 NAAQS in 2014. The SIP has identified subarea budgets for each MPO in the nonattainment area. For this Conformity Analysis, the SJV will continue to conduct determinations for subarea emission budgets as established in the applicable implementation plan.

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

| County | 2009 | | 2012 | | 2014 | |
|-------------|-------|------|-------|------|-------|------|
| | PM2.5 | NOx | PM2.5 | NOx | PM2.5 | NOx |
| Fresno | 2.2 | 56.5 | 1.9 | 44.2 | 1.1 | 26.0 |
| Kern (SJV) | 3.4 | 87.7 | 3.0 | 74.2 | 1.4 | 41.6 |
| Kings | 0.7 | 17.9 | 0.6 | 14.6 | 0.3 | 8.1 |
| Madera | 0.6 | 14.1 | 0.5 | 11.4 | 0.3 | 6.7 |
| Merced | 1.5 | 33.6 | 1.2 | 26.7 | 0.6 | 14.8 |
| San Joaquin | 1.6 | 39.1 | 1.4 | 32.8 | 0.9 | 20.3 |
| Stanislaus | 1.0 | 25.8 | 0.9 | 20.8 | 0.5 | 12.4 |
| Tulare | 0.9 | 23.3 | 0.8 | 19.5 | 0.5 | 12.2 |

As noted above, the Transportation Conformity Rule PM2.5 and PM10 Amendments published on March 24, 2010 (effective April 23, 2010) allows 2006 PM2.5 areas with adequate or approved 1997 PM2.5 budgets to determine conformity for both of the NAAQS at the same time, using the budget test.

E. ANALYSIS YEARS

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

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

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

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

| Pollutant | Budget Years¹ | Attainment/ Maintenance Year | Intermediate Years | RTP Horizon Year |
|------------------|---------------------------------|---|-------------------------------|-----------------------------|
| CO | NA | 2018 | 2017/2025 | 2035 |
| Ozone | 2011/2014/2017 | 2023 ² | 2025 | 2035 |
| PM-10 | NA | 2020 | 2025 | 2035 |
| PM2.5 | 2012 | 2014 | 2017/2025 | 2035 |

¹ Budget years that are not in the time frame of the transportation plan are not included as analysis years (e.g., CO 2003 and 2010, Ozone 2008, PM-10 2005, PM2.5 2009), although they may be used to demonstrate conformity.

² The attainment year for Serious 8-hour Ozone areas is 2013; however, the 2007 Ozone Plan requests reclassification to Extreme which has an attainment year of 2023.

Section 93.118(d)(2) indicates that the regional emissions analysis may be performed for any years in the time frame of the transportation plan provided they are not more than ten years apart and provided the analysis is performed for the attainment year (if it is in the time frame of the transportation plan) and the last year of the plan's forecast period. Emissions in years for which consistency with motor vehicle emissions budgets must be demonstrated, as required in paragraph (b) of this section (i.e., each budget year), may be determined by interpolating between the years for which the regional emissions analysis is performed. For CO, the analysis year 2018 will be interpolated from 2017 and 2025.

For PM2.5, the attainment year is 2014 for both the 1997 and 2006 Standards. 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. However, the submitted 2008 PM2.5 Plan shows that the San Joaquin Valley PM2.5 nonattainment area can attain the annual PM2.5 NAAQS in 2014. In addition, the attainment year for the 2006 PM2.5 areas will be 2014. Since this is the same attainment year as the 1997 standards noted above, no changes to the conformity analysis years are required.

Section 93.118 (d)(2) indicates that the regional emissions analysis may be performed for any years in the time frame of the transportation plan provided they are not more than ten years apart and provided the analysis is performed for the attainment year (if it is in the time frame of the transportation plan) and the last year of the plan's forecast period. Emissions in years for which consistency with motor vehicle emissions budgets must be demonstrated, as required in paragraph (b) of this section (i.e., each budget year), may be determined by interpolating between the years for which the regional emissions analysis is performed. For CO, the analysis year 2018 will be interpolated from 2017 and 2025.

F. AIR QUALITY DESIGNATIONS APPLICABLE TO THE OTHER AREAS OF KERN COUNTY

In addition to the San Joaquin Valley planning area, Kern County also includes the federally designated Mojave Desert, portions of the Indian Wells Valley Planning Area, and the portion of the San Joaquin Valley PM-10 nonattainment area that lies within the Kern County Air Pollution Control District (this area is not included in the SJV 2007 PM-10 Maintenance Plan) and has been labeled the East Kern PM-10 Area. Conformity for the 2011 FTIP and 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; whereas the Indian Wells Valley Planning area is designated as a maintenance area for PM-10; and there is an additional East Kern PM-10 Area. The Kern County Air Pollution Control District is responsible for air quality plan development for these areas. State Implementation Plans have been prepared to address 8-hour ozone in the Mojave Desert, and PM-10 in the Indian Wells:

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

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

While there is a 2007 PM-10 Maintenance Plan for the San Joaquin Valley, it does not address the portion of the nonattainment area under the jurisdiction of Kern County APCD (East Kern PM-10 Area). It is important to note that EPA has not designated any area beyond the San Joaquin Valley portion of Kern County as nonattainment for the 1997 PM2.5 standards or the 2006 24-hour PM2.5 standard.

G. CONFORMITY TEST REQUIREMENTS

OZONE

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

**Table 1-6: Mojave Desert (Eastern Kern County)
 Ozone Emissions Budgets
 (summer tons / day)**

| County | ROG | NOx |
|----------------|-----|-----|
| Kern – Eastern | 5 | 18 |

PM-10

The Indian Wells Valley planning area, which includes a portion of Kern County, has an approved Maintenance Plan for PM-10 that includes conformity budgets. The motor vehicle emissions budget for PM-10 are specified in the September 5, 2003 PM-10 Attainment Demonstration, Maintenance Plan, and Redesignation Request. EPA finalized approval of this Plan on May 7, 2003, effective June 6, 2003. The budgets for 2001 and 2013 from Table 7-2 of the Plan provided below 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.

**Table 1-7: Kern County Indian Wells Valley Area
 PM-10 Emissions Budgets**

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

In addition, the San Joaquin Valley PM-10 nonattainment area includes a portion of Kern County that is not addressed in the 2007 PM-10 Maintenance Plan. This area is now under the jurisdiction of the Kern County APCD and has been labeled the East Kern PM-10 Area. This area currently has no PM-10 air quality plan. Under this scenario, the conformity regulation requires that the PM-10 nonattainment area use the interim emissions tests, which include either the “Action” scenario less than the “Baseline” scenario (Build vs. No-Build) or the “Action” scenario less than baseline emissions (Build vs. 1990). The regional emissions analysis must only address PM-10, since neither VOC nor NOx precursors have been found to be a significant contributor to the PM-10 nonattainment problem in this area. Analysis year requirements are addressed under Section 93.119(g)(1) of the conformity regulation, nonattainment areas using interim emission tests are required to perform a regional emissions analysis for the following years:

- A year no more than 5 years beyond the year in which the conformity determination is made (e.g., 2015);
- The last year of the transportation plan’s forecast period (e.g., 2035); 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., 2025).

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

H. ANALYSIS YEARS

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

**Table 1-8: Other Portions of Kern County
 Conformity Analysis Years**

| Pollutant | Budget Years | Attainment/ Maintenance Year | Intermediate Years | RTP Horizon Year |
|---------------------------|-------------------------|---|-------------------------------|-----------------------------|
| E. Kern Ozone | NA | ¹ | 2015/2025 | 2035 |
| Indian Wells Valley PM-10 | NA | 2013 ² | 2015/2025 | 2035 |
| East Kern PM-10 | NA | NA | 2015/2025 | 2035 |

¹ Since the attainment year is currently 2008 for ozone and 2010 for PM-10, which are NOT in the time span of the transportation plan, it is not included as an analysis year, although the ozone budget itself will be used to demonstrate conformity.

² It is anticipated that conformity for the 2013 maintenance year will be demonstrated via interpolation (with 2011 SJV analysis year) as allowed by the rule.

CHAPTER 2

LATEST PLANNING ASSUMPTIONS AND TRANSPORTATION MODELING

A. LATEST PLANNING ASSUMPTIONS

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

According to the conformity regulation, the time the conformity analysis begins is “the point at which the MPO or other designated agency begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions.” The conformity analysis and initial modeling began in February 2010. On January 21, 2010, a summary of transportation model updates and latest planning assumptions was transmitted to the San Joaquin Valley Interagency Consultation Group (IAC) for review and comment or concurrence. Both EPA and FHWA subsequently indicated that there were no comments or concerns regarding the summary and provided concurrence.

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 2009 using a 2006 base year. The validation of the new model includes validation test of the existing model’s ability to forecast to the new 2006 traffic counts. The validated model, used for this conformity analysis, predicted 2006 traffic within 1 percent of HPMS VMT, well within the tolerance required by federal conformity guidelines. The latest planning assumptions used in the transportation model validation and Conformity Analysis is summarized in Table 2-1.

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

| Assumption | Year and Source of Data (MPO action) | Modeling | Next Scheduled Update |
|-------------------|---|---|---|
| Population | <p>Base Year: 2006 Projections: 2006</p> <p>The 2006 base year population was based on the DOF estimates from 2006. In October 2009, the Kern COG policy board approved a regional growth forecast target of 2 percent countywide based on historic trend data and public input.</p> | <p>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 2006 base for future year projections.</p> | <p>The Kern COG Board has established a policy to revisit the regional growth forecast every 3-5 years. The most recent re-used DOF and Kern estimates from 2006. The next countywide target update will be after the revised DOF forecast scheduled for some time after the 2010 census data is available. Disaggregation to the TAZs for use by the model normally takes 6 to 9 months to develop after approval of the new forecast by the Kern COG Board.</p> |
| Employment | <p>Base Year: 2006 Projections: 2006</p> <p>The 2006 base year employment was based on EDD estimates from 2006. Projections are based on 2nd Quarter 2006 employer locations derived from 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 2006 to 1.15JPH in 2030 as the population ages.</p> | <p>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 2006 base year, and extrapolated using the JPH ratio for all forecast years.</p> | <p>The next countywide target update for employment may occur with the release of the next update to the DOF forecast.</p> |
| Traffic Counts | <p>2006 traffic counts collected by Kern COG, its member agencies and Caltrans. A test validation was performed using 2006 counts and found that the screenlines averaged within 10% of the observed counts.</p> | <p>TP+/CUBE was validated using these traffic counts.</p> | <p>Kern COG maintains a regional traffic count program that counts over 1000 locations per year. The next full re-validation may occur as early as 2011.</p> |

| Assumption | Year and Source of Data (MPO action) | Modeling | Next Scheduled Update |
|--|--|---|--|
| Cont. next page Vehicle Mile of Travel | The transportation model was validated in 2009 to the 2006 base year. The validation came within 1 percent of Caltrans HPMS VMT estimate. | TP+/CUBE is the transportation model used to estimate VMT in KERN County. | VMT is an output of the transportation model. VMT is affected by the TIP/RTP project updates and is included in each new conformity analysis. |
| Speeds | The 2006 transportation model validation was based on survey data free flow speeds collected in 2006 by the cities, County, Caltrans, and Kern COG. Speed distributions were updated in EMFAC 2007, using methodology approved by ARB and with information from the transportation model. | TP+/CUBE transportation model includes a feedback loop that assures congested speeds are consistent with travel speeds. EMFAC 2007 | Speed studies are conducted by the cities and the County on Caltrans functionally classified routes on an on-going basis for setting/enforcing speed limits. This information is gathered and incorporated into each new model validation. Updated speed data will be incorporated in the next model validation. |
| Vehicle Registrations | EMFAC 2007 is the most recent model for use in California conformity analyses. Vehicle registration data is included by ARB in the model and cannot be updated by the user. | EMFAC 2007 | ARB has incorporated new vehicle registration with the release of EMFAC 2007. ARB has committed to update the fleet information in EMFAC on a 3-year cycle thereafter (see 1/31/06 letter to EPA and FHWA). |
| State Implementation Plan Measures | Latest implementation status of commitments in prior SIPs. | Emission reduction credits consistent with the SIPs are post-processed via spreadsheets as documented in Ch. 4. | Updated for every conformity analysis. |

B. SOCIOECONOMIC DATA

POPULATION, EMPLOYMENT AND LAND USE

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

Supporting Documentation:

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

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

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

C. TRANSPORTATION MODELING

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

from model validation/calibration were analyzed for reasonableness and compared to historical trends.

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

Supporting Documentation:

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

TRAFFIC COUNTS

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

Supporting Documentation:

The Kern COG regional travel demand model was validated in 2009 to 2006 observed counts at more than 2000 locations. The validation incorporated data for Kern County from the most recent available California household travel. 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 12 percent of observed counts in the 2006 base year. 67 percent of all the links greater than the daily count of 500 meet the maximum desirable deviation.

The 2006 validation model performed well and averaged within 10% of observed counts along screenlines. The percent difference of 3% is well within the allowable 5% difference for all links. The validation also meets the maximum allowable deviation criteria for the percent difference for all the different volume ranges.

SPEEDS

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

speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.

Supporting Documentation:

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

TRANSIT

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

Supporting Documentation:

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

VALIDATION/CALIBRATION

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

Supporting Documentation:

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

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

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

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

FUTURE NETWORKS

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

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

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

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

Supporting Documentation:

The build highway networks include qualifying projects based on the Draft 2011 Federal Transportation Improvement Program (2011 FTIP) and 2011 Regional Transportation Plan (2011 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.

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

D. TRAFFIC ESTIMATES

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

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

| Horizon Year | Total Population (thousands) | Employment (thousands) | Average Weekday VMT (millions) | Total Lane Miles |
|--------------|------------------------------|------------------------|--------------------------------|------------------|
| 2011 | 724.6 | 264.4 | 19.8 | 5357 |
| 2012 | 739.3 | 268.7 | 20.2 | 5407 |
| 2014 | 768.7 | 277.6 | 21.1 | 5483 |
| 2017 | 813.4 | 292.0 | 22.8 | 5547 |
| 2020 | 858.3 | 306.7 | 24.4 | 5705 |
| 2023 | 906.4 | 321.7 | 25.9 | 5745 |
| 2025 | 938.5 | 331.6 | 267.0 | 5800 |
| 2035 | 1127.8 | 382.2 | 32.9 | 6825 |

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

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

| Horizon Year | Total Population (thousands) | Employment (thousands) | Average Weekday VMT (millions) | Total Lane Miles |
|--------------|------------------------------|------------------------|--------------------------------|------------------|
| 2011 | 99.8 | 35.4 | 4.2 | 1802 |
| 2015 | 103.9 | 38.4 | 4.6 | 1819 |
| 2025 | 126.7 | 47.2 | 5.8 | 1827 |
| 2035 | 151.0 | 55.8 | 7.6 | 2199 |

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

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

| Horizon Year | Total Population (thousands) | Employment (thousands) | Average Weekday VMT (millions) | Total Lane Miles |
|--------------|------------------------------|------------------------|--------------------------------|------------------|
| 2011 | 36.5 | 14.1 | 0.6 | 358 |
| 2025 | 39.5 | 18.3 | 0.8 | 412 |
| 2035 | 41.8 | 22.6 | 1.2 | 439 |

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

| Horizon Year | Total Population (thousands) | | Employment (thousands) | | Average Weekday VMT (millions) | | Total Lane Miles | |
|--------------|------------------------------|----------|------------------------|----------|--------------------------------|----------|------------------|----------|
| | Build | NO-Build | Build | No-Build | Build | No-Build | Build | No-Build |
| 2011 | 35.7 | 35.7 | 6.5 | 6.5 | 0.9 | 0.9 | 423 | 423 |
| 2025 | 40.6 | 40.6 | 8.3 | 8.3 | 1.1 | 1.1 | 423 | 423 |
| 2035 | 41.8 | 41.8 | 9.6 | 9.6 | 1.7 | 1.7 | 423 | 423 |

E. VEHICLE REGISTRATIONS

Kern Council of Governments does not estimate vehicle registrations, age distributions or fleet mix. Rather, current forecasted estimates for these data are developed by CARB and included in the EMFAC2007 model. EMFAC2007 is the most recent model for use in California conformity analyses (http://www.arb.ca.gov/msei/onroad/latest_version.htm). Vehicle registrations, age distribution and fleet mix are developed and included in the model by CARB and cannot be updated by the user.

F. STATE IMPLEMENTATION PLAN MEASURES

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

CARBON MONOXIDE

No committed control measures are included in the conformity demonstration.

OZONE

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

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

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

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

PM-10

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

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

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

PM2.5

Committed control measures in the 2008 PM2.5 Plan that reduce mobile source emissions and are included in the conformity demonstration are shown in Table 2-5.

**Table 2-5
2008 PM2.5 Plan Measures Assumed in the Conformity Analysis**

| Measure Description | Pollutants |
|---|----------------------------|
| ARB Adopted State and Local Measures not included in EMFAC 2007 | Annual PM2.5 Annual NOx |

NOTE: While the ARB 2007 State Strategy included in the Draft State Strategy was included in the 2008 PM2.5 Plan and conformity budgets, it is not included in the conformity analysis. EPA has indicated that these measures cannot be included, since there is no written commitment to the specific control measures contained in the SIP.

The PM-10 diesel exhaust emission reductions are reduced by the ARB size fraction for diesel vehicle exhaust to yield a PM2.5 diesel exhaust emission reduction. 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 2007 PM-10 Maintenance Plan only affects diesel vehicle exhaust. 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.

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

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

CHAPTER 3: AIR QUALITY MODELING

The model used to estimate vehicle exhaust emissions for carbon monoxide, ozone precursors, and particulate matter is EMFAC2007. CARB 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 TIP or RTP are consistent with the applicable SIP, which include:

- The 2004 Revision to the California State Implementation Plan for Carbon Monoxide was approved by EPA on November 30, 2005 (effective January 30, 2006).
- EPA published a budget adequacy determination for the 2011, 2014, and 2017 conformity budgets contained in the 2007 Ozone Plan on January 22, 2009, effective February 6, 2009.
- The 2007 PM-10 Maintenance Plan, which included revisions to the attainment plan, was approved (with minor technical corrections to the conformity budgets) by EPA on November 12, 2008.

EPA published a budget adequacy determination for the 2012 conformity budgets contained in the 2008 PM2.5 Plan on May 12, 2010, effective May 27, 2010.

The conformity regulation requirements for the selection of the horizon years are summarized in Chapter 1; regional emissions have been estimated for the horizon years summarized in Table 1-5.

A. EMFAC2007

The EMFAC model (short for EMISSION FACTOR) is a computer model that can estimate emission rates for motor vehicles for calendar years from 1970 to 2040 operating in California. Pollutant emissions for hydrocarbons, carbon monoxide, nitrogen oxides, particulate matter, lead, sulfur oxides, and carbon dioxide are output from the model. Emissions are calculated for passenger cars, eight different classes of trucks, motorcycles, urban and school buses and motor homes. EMFAC is used to calculate current and future inventories of motor vehicle emissions at the state, county, air district, air basin, or county within air basin level. EMFAC contains default vehicle activity data that can be used to estimate a motor vehicle emission inventory in tons/day for a specific day, month, or season, and as a function of ambient temperature, relative humidity, vehicle population, mileage accrual, miles of travel and speeds.

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

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

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

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

B. ADDITIONAL PM-10 ESTIMATES

PM-10 emissions for reentrained dust from travel on paved and unpaved roads will be calculated separately from roadway construction emissions. It is important to note that with the final approval of the 2007 PM-10 Maintenance Plan, EPA approved a methodology to calculate PM-10 emissions from paved and unpaved roads in future San Joaquin Valley conformity determinations. The Conformity Analysis uses these methodologies and estimates construction-related PM-10 emissions consistent with the 2007 PM-10 Maintenance Plan. The National Ambient Air Quality Standards for PM-10 consists of a 24-hour standard, which is represented by the motor vehicle emissions budgets established in the 2007 PM-10 Maintenance Plan. It is important to note that EPA revoked the annual PM-10 Standard on October 17, 2006. The PM-10 emissions calculated for the conformity analysis represent emissions on an annual average day and are used to satisfy the budget test.

CALCULATION OF REENTRAINED DUST FROM PAVED ROAD TRAVEL

The core methodology for estimating paved road dust emissions is based on the algorithm published in the 5th Edition of AP-42 (U.S. EPA) (<http://www.epa.gov/ttn/chief/ap42/ch13/>). CARB 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 VMT information is used for each road class to prepare the emission estimates.

CALCULATION OF REENTRAINED DUST FROM UNPAVED ROAD TRAVEL

The base methodology for estimating unpaved road dust emissions is based on a CARB methodology in which the miles of unpaved road are multiplied by the assumed VMT and an emission factor. In the 2007 PM-10 Maintenance Plan, it is assumed that all non-agricultural unpaved roads within the San Joaquin Valley receive 10 vehicle passes per day. An emission factor of 2.0 lbs PM-10/VMT is used for the unpaved road dust emission estimates. Emissions are estimated for city/county maintained roads.

CALCULATION OF PM-10 FROM ROADWAY CONSTRUCTION

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

PM-10 TRADING MECHANISM

The PM-10 SIP allows trading from the motor vehicle emissions budget for the PM-10 precursor NOx to the motor vehicle emissions budget for primary PM-10 using a 1.5 to 1 ratio. The trading mechanism will be used only for conformity analyses for analysis years after 2005.

C. PM2.5 APPROACH

1997 Standard - 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.

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

2006 Standard – EPA published 2006 24-hour PM2.5 standard Nonattainment area designations on November 13, 2009 with an effective date of December 14, 2009. Conformity to the 2006 24-hour PM2.5 standard will apply December 14, 2010. The 1997 standards will continue to apply as they were not revoked. It is important to note that the 2006 24-hour PM2.5 nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 annual standard.

The following PM2.5 approach addresses both the 1997 standards and the 2006 24-hour standard

EMFAC2007 includes data for temperature, relative humidity, and characteristics for gasoline fuel sold that vary by geographic area, calendar year, and month and season. The annual average represents an average of all the monthly inventories. As a result, EMFAC will be run to estimate direct PM2.5 and NOx from motor vehicles for an annual average day that will provide the information for both the annual and 24-hour PM2.5 standards.

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

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

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

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

The SJV MPOs believe that the average annual day calculated from the current traffic models and EMFAC2007 represent the most accurate data available. The MPOs will continue to discuss and research options that look at how VMT varies by month and season according to the local traffic models.

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

It is important to note that the San Joaquin Valley 2008 PM2.5 Plan has been developed and submitted to EPA. The annual inventory methodology contained in the plan and used to establish emissions budgets is consistent with the methodology used herein. The regional emissions analyses in PM2.5 nonattainment areas must consider directly emitted PM2.5 motor vehicle

emissions from tailpipe, brake wear, and tire wear. In California, areas will use EMFAC2007. As indicated under the Conformity Test Requirements, re-entrained road dust and construction-related fugitive dust from highway or transit projects is not included at this time. In addition, NO_x emissions are included; however, VOC, SO_x, and ammonia emissions are not.

1997 Standard – The 2008 PM_{2.5} Plan contains motor vehicle emission budgets for PM_{2.5} and NO_x established based on average annual daily emissions. The motor vehicle emissions budget for PM_{2.5} includes directly emitted PM_{2.5} motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SO_x, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes.

2006 Standard – In accordance with Transportation Conformity Rule PM_{2.5} and PM₁₀ Amendments published on March 24, 2010 (effective April 23, 2010) for 2006 PM_{2.5} NAAQS Nonattainment areas, if a 2006 PM_{2.5} area has adequate or approved SIP budgets that address the 1997 standards, it must use the budget test to determine conformity for both of the NAAQS at the same time.

D. AIR QUALITY MODELING APPLICABLE TO THE OTHER AREAS OF KERN COUNTY

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

For Indian Wells Valley (Kern County Portion), PM-10 onroad exhaust is not significant and not included in the emissions budgets or the conformity estimates. CARB 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 TIP or RTP are consistent with the applicable SIPs, which include:

- EPA published a Notice of Adequacy for the 8-hour ozone Early Progress Plans for Eastern Kern County on November 25, 2008 (effective December 10, 2008).
- The PM-10 Attainment demonstration, Maintenance Plan, and Redesignation Request was approved by EPA on May 7, 2003 (effective June 6, 2003).

The conformity regulation requirements for the selection of the horizon years are summarized in Chapter 1; regional emissions have been estimated for the horizon years summarized under “Other Portions of Kern County Conformity Analysis Years”.

No air quality modeling is being conducted for the portion of the San Joaquin Valley PM-10 nonattainment area that lies within the Kern County APCD (East Kern PM-10 Area). As discussed in Section 1, this area currently has no PM-10 air quality plan and must use the interim emissions test for PM-10. However, as illustrated in Section 2 and Appendix B, the

transportation projects and planning assumptions in the “Action” and “Baseline” scenarios are exactly the same.

E. SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES

Step-by-step air quality modeling procedures, including instructions, references and controls, for the Conformity Analysis were provided for Interagency Consultation and reviewed at an Interagency Consultation Workshop; no comments were received and concurrence was received from EPA, CARB, and the Air District. In addition, documentation of the conformity analysis is provided in Appendix C, including:

- 2011 adjust_vmt Spreadsheet
- 2011 Conformity EMFAC Spreadsheet
- 2011 Conformity Paved Road Spreadsheet
- 2011 Conformity Unpaved Road Dust Spreadsheet
- 2011 Conformity Construction Spreadsheet
- 2011 Conformity Trading Spreadsheet
- 2011 Conformity Totals Spreadsheet

CHAPTER 4: TRANSPORTATION CONTROL MEASURES

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

A. TRANSPORTATION CONFORMITY REGULATION REQUIREMENTS FOR TCMS

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

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

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

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

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

- (i) programs for improved public transit;
- (ii) restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;
- (iii) employer-based transportation management plans, including incentives;
- (iv) trip-reduction ordinances;
- (v) traffic flow improvement programs that achieve emission reductions;
- (vi) fringe and transportation corridor parking facilities serving multiple occupancy vehicle programs or transit service;

- (vii) programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use;
- (viii) programs for the provision of all forms of high-occupancy, shared-ride services;
- (ix) programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;
- (x) programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;
- (xi) programs to control extended idling of vehicles;
- (xii) programs to reduce motor vehicle emissions, consistent with title II, which are caused by extreme cold start conditions;
- (xiii) employer-sponsored programs to permit flexible work schedules;
- (xiv) programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;
- (xv) programs for new construction and major reconstructions of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest. For purposes of this clause, the Administrator shall also consult with the Secretary of the Interior; and
- (xvi) program to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks.

TCM REQUIREMENTS FOR A TRANSPORTATION PLAN

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

“(1) The transportation plan, in describing the envisioned future transportation system, provides for the timely completion or implementation of all TCMs in the applicable implementation plan which are eligible for funding under Title 23 U.S.C. or the Federal Transit Laws, consistent with schedules included in the applicable implementation plan.

(2) Nothing in the transportation plan interferes with the implementation of any TCM in the applicable implementation plan.”

TCM REQUIREMENTS FOR A TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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

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

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

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

B. APPLICABLE AIR QUALITY IMPLEMENTATION PLANS

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

APPLICABLE IMPLEMENTATION PLAN FOR CARBON MONOXIDE

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

APPLICABLE IMPLEMENTATION PLAN FOR OZONE

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

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

- TCM1 – Traffic Flow Improvements
- TCM2 – Public Transit
- TCM3 – Rideshare Programs (Rule 9001)

TCM4 – Bicycle Programs
TCM5 – Alternative Fuels Program

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

APPLICABLE IMPLEMENTATION PLAN FOR PM-10

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

The Amended 2003 PM-10 Plan was approved by EPA on April 28, 2004 (effective June 25, 2004). A local government control measure assessment was completed for this plan. The analysis focused on transportation-related fugitive dust emissions, which are not TCMs by definition. The local government commitments are included in the *Regional Transportation Planning Agency Commitments for Implementation Document, April 2003*.

However, the *Amended 2002 and 2005 Ozone Rate of Progress Plan* contains commitments that reduce ozone related emissions; these measures are documented in the *Regional Transportation Planning Agency Commitments for Implementation Document, April 2002*. These commitments are included by reference in the Amended 2003 PM-10 Plan to provide emission reductions for precursor gases and help to address the secondary particulate problem. Since these commitments are included in the Plan by reference, the commitments were approved by EPA as TCMs. Accordingly, they will be tracked for timely implementation through 2010.

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

C. IDENTIFICATION OF 2002 RACM THAT REQUIRE TIMELY IMPLEMENTATION DOCUMENTATION

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

The RTPA Commitment Documents, Volumes One and Two, dated April 2002 (Ozone RACM) were reviewed, using a “Summary of Commitments” table. Commitments that contain specific Federal funding/transportation projects/schedules were identified for further documentation. In some cases, local jurisdictions used the same Federal funding/transportation projects/schedules for various measures; these were identified as combined with (“comb w/”) reference as

appropriate. A not applicable (“NA”) was noted where federally-funded project is vehicle technology based, fuel based, and maintenance based measures (e.g., LEV program, retrofit programs, clean fuels - CNG buses, etc.).

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

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

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

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

The Project TID table that was prepared at the request of FHWA for the 2004 Conformity Analysis has been updated in each subsequent conformity analysis (e.g., 8-hour, PM2.5, 2007 and 2009 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 were applied to the 2002 RACM Commitments approved by reference as part of the Amended 2003 PM-10 Plan. In April 2006, EPA transmitted final tables that identified the approved RACM commitments that require timely implementation documentation for the Conformity Analysis. Subsequently, an approach to provide timely implementation documentation was developed in consultation with FHWA.

A new 2002 RACM TID Table was prepared in 2006 to address the more general RACM commitments that require additional timely implementation documentation per EPA. A brief summary of the commitment, including finite end dates if applicable, is included for each measure. The MPOs provided a status update regarding implementation in consultation with their member jurisdictions. If a specific project has been implemented, it is included in the Project TID Table under “Additional Projects Identified”. This documentation was included in the

Conformity Analysis for the 2007 TIP and 2004 RTP (as amended) that was approved by FHWA in October 2006. The 2002 RACM TID Table has been updated part of this Conformity Analysis. A summary of this information is provided in Appendix E.

D. TCM FINDINGS FOR THE TIP AND REGIONAL TRANSPORTATION PLAN

Based on a review of the transportation control measures contained in the applicable air quality plans, as documented in the two tables contained in Appendix 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.

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

In May 2003, the San Joaquin Valley MPO Executive Directors committed to conduct feasibility analyses as part of each new RTP in support of the 2003 PM-10 Plan. This commitment was retained in the 2007 PM-10 Maintenance Plan. In accordance with this commitment, Kern Council of Governments undertook a process to identify and evaluate potential control measures that could be included in the 2011 RTP. The analysis of additional measures included verification of the feasibility of the measures in the PM-10 Plan BACM analysis, as well as an analysis of new PM-10 commitments from other PM-10 nonattainment areas.

A summary of the process to identify potential long-range control measures analysis and results to be evaluated as part of the RTP development was transmitted to the Interagency Consultation (IAC) partners for review. FHWA and EPA concurred with the summary of the long-range control measure approach in September 2009.

The Local Government Control Measures considered in the PM-10 Plan BACM analysis that are considered for inclusion in the 2011 RTP include:

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

It is important to note that the first three measures considered in the PM-10 Plan BACM analysis (i.e., access points, street cleaning requirements, and erosion clean up) are not applicable for inclusion in the RTP.

With the adoption of each new RTP, the MPOs will consider the feasibility of these measures, as well as identify any other new PM-10 measures that would be relevant to the San Joaquin Valley. Kern Council of Governments also considered PM-10 commitments from other PM-10 nonattainment areas that had been developed since the previous RTP was approved. Federal websites were reviewed for any PM-10 plans that have been adopted since 2007. New PM-10 plans were developed for Imperial County and Owens Valley (California), Maricopa County and Miami (Arizona), and the Municipality of Guaynabo (Puerto Rico).

Only the Maricopa County PM-10 plan contained any new measures for possible inclusion in the 2011 RTP. In December 2007, the Maricopa Association of Governments (MAG) developed the "Five Percent Plan for PM-10 for the Maricopa County Nonattainment Area," which contained commitments to reduce PM-10 emissions. The MAG PM-10 Plan contains one new commitment applicable to the San Joaquin Valley, which indicates that the Arizona Department of Transportation (ADOT) would commit to repaving or overlaying paved roads with rubberized asphalt that reduces PM-10 emissions by reducing vehicle tire wear. Overlaying freeways with rubberized asphalt is part of ADOT's "Quiet Pavement" program to mitigate highway noise. Rubberized asphalt also affects PM-10 emissions, as PM-10 emissions rates from tire wear on rubberized asphalt are 30 to 50 percent lower than on Portland Cement Concrete. Therefore, the ADOT program continues with multiple purposes, which are to reduce PM-10 emissions and to mitigate noise. Therefore, as part of the 2011 RTP, Kern Council of Governments will also consider a commitment to "Repave or overlay paved roads with rubberized asphalt".

Based on consultation with CARB and the Air District, The County of Kern, and Caltrans District 6, Kern Council of Governments considered priority funding allocations in the 2011 RTPs for PM-10 and NOx emission reduction projects in the post-attainment year timeframe that go beyond the emission reduction commitments made for the attainment year 2010 for the following four measures:

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

Kern COG and its member jurisdictions consider both short- and long-term PM-10 emission reductions to be a priority as part of adopted policy. Every two to three years, Kern COG conducts a Congestion Mitigation and Air Quality (CMAQ) "Call for Projects" that includes funding for PM-10 projects by five categories including one for PM mitigating projects listed in measures 1-3 above. Funding levels and goals are set by Kern COG as part of each funding cycle, including a commitment to cost effectiveness. Reliable long-term funding estimates and a list of eligible projects for the PM-10 portion of the "Call for Projects" process are not available and therefore, not included in the RTP. Currently, Caltrans has incorporated rubberized asphalt as general policy to meet recycled content requirements on high volume state highway facilities. In 2003, Caltrans established a goal of using at least 15 percent rubberized asphalt concrete compared to all flexible pavement by weight; Caltrans has exceeded this goal each year. In 2005, AB 338 was passed and requires Caltrans to gradually phase in the use of crumb rubber, which is

used to make rubberized-asphalt concrete, on state highway construction and repair projects, to the extent feasible. Kern COG will consider member agency project proposals for use of rubberized asphalt in accordance with adopted program policies including, cost-effectiveness policies.

CHAPTER 5: INTERAGENCY CONSULTATION

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

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

A. INTERAGENCY CONSULTATION

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

The interagency consultation process for the 2011 TIP, RTP, CEQA document, and corresponding Conformity Analysis began on the May 28, 2009 IAC conference call with a discussion of the timeline and approach. CEQA status reports were discussed, as well as the

requirements and outline of approach to address AB 32 and SB 375. In September 2009, it was reported that the Director recommended approach to address AB 32 / SB 375 was distributed for IAC and then presented to Policy Council in June; no questions or comments were received). In December 2009, it was reported that the PM Control Measure task and CMAQ tasks were completed. The former involved, identifying potential long-term PM-10 Control Measures that must be evaluated as part of the RTP. A summary was provided for IAC prior to application by the MPOs; no substantive comments were received. The latter involved a review of the CMAQ policy and cost-effectiveness threshold. No updates to the policy were recommended and the existing threshold was maintained. A summary was provided for IAC prior to application by the MPOs; concurrence was received from the Air District, EPA, and FHWA.

In March 2010, it was reported that the Draft Transportation Model Summary & Latest Planning Assumptions were transmitted for IAC and concurrence was received from FHWA & EPA. In addition, the Draft Conformity Analysis Years were transmitted for IAC and concurrence was received from FHWA & EPA. The Draft Conformity Procedures were also transmitted for IAC and concurrence from EPA, CARB & Air District was received.

The SJV MPOs committed to a more coordinated approach and improved documentation valley-wide for the development of the 2011 TIP/RTP in response to meetings with Caltrans and FHWA. Conducting workshops to review the status of document development, including best practices and discussion of issues that need to be addressed was part of that commitment. The first workshop was conducted in August 2009. Topics generally included: schedule, CEQA document development, RTP Performance Evaluation, RTP Revenue & Cost Analysis, and Congestion Management Process (CMP) Updates. A second workshop was conducted in February 2010. At this workshop, roundtable discussions were conducted with Caltrans and FHWA to review the individual MPO Draft TIP and RTP project lists. Transportation conformity was reviewed, including latest planning assumptions, procedures, and analysis years. Individual MPO public outreach efforts were also discussed.

The Draft 2011 TIP, RTP, CEQA document, and corresponding Conformity Analysis were released on April 30, 2010 for a 45-day public comment period, followed by Board adoption in July 2010. Federal approval of the 2011 TIP and Conformity Analysis is anticipated by December 14, 2010.

Interagency consultation also includes the local transportation providers in the MPO region (e.g., cities, transit districts). Kern Council of Governments worked with these providers through the Kern Regional Transportation Modeling Committee, Transportation Technical Advisory Committee, The Transportation Planning Policy Committee and the Kern COG Board to develop the TIP/RTP, approve the TIP/RTP and the corresponding conformity analysis. In addition to the eleven incorporated cities and the count, many of these committees included representatives from the Kern Air Pollution Control District, the Golden Empire Transit District, Military Joint Planning Policy Board District, and Caltrans District 6.

B. PUBLIC CONSULTATION

In general, agencies making conformity determinations shall establish a proactive public involvement process that provides opportunity for public review and comment on a conformity determination for 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 are the subject of a public notice and 30 day review period prior to adoption. However, the comment period for this conformity analysis was 45 days concurrent with the public review of the Draft 2011 TIP and RTP, and associated CEQA documents. A public meeting is also conducted prior to adoption and all public comments are responded to in writing. The Appendices contain corresponding documentation supporting the public involvement procedures.

CHAPTER 6: TIP AND RTP CONFORMITY

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

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

This chapter presents the results of the conformity tests, satisfying the remaining requirement of the transportation conformity regulation. Separate tests were conducted for carbon monoxide (CO), 8-hour ozone (ROG and NO_x), PM-10 and PM2.5. The applicable conformity tests were reviewed in Chapter 1. For each test, the required emissions estimates were developed using the transportation and emission modeling approaches required under the transportation conformity regulation and summarized in Chapters 2 and 3. The results are summarized below, followed by a more detailed discussion of the findings for each pollutant. Table 6-1 presents results for CO, ozone (ROG/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 on-road vehicle CO emissions predicted for the “Build” scenario for 2017 are less than the 2010 emissions budgets and 2018, 2025, and 2035 are less than the 2018 emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for carbon monoxide.

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

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

1997 Standards: For PM2.5, the applicable conformity test is the emission budget test, using budgets established in the 2008 PM2.5 Plan. EPA published a budget adequacy determination for the 2012 conformity budget contained in the 2008 PM2.5 May 12, 2010, effective May 27, 2010. The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the “Build” scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

2006 Standard: In accordance with Transportation Conformity Rule PM2.5 and PM10 Amendments published on March 24, 2010 (effective April 23, 2010) for 2006 PM2.5 NAAQS Nonattainment areas, if a 2006 PM2.5 area has adequate or approved SIP budgets that address the 1997 standards, it must use the budget test. For PM2.5, the applicable conformity test is the emission budget test, using budgets established in the 2008 PM2.5 Plan. EPA published a budget adequacy determination for the 2012 conformity budget contained in the 2008 PM2.5 Plan May 12, 2010, effective May 27, 2010. The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the “Build” scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

In addition to the San Joaquin Valley planning area, Kern County also includes the federally designated Mojave Desert, portions of the Indian Wells Valley Planning Area, and the portion of the San Joaquin Valley PM-10 nonattainment area that lies within the Kern County Air Pollution Control District (East Kern PM-10 Area).

For Mojave Desert ozone area, the applicable conformity test is the emissions budget test, using the 8-hour ozone Early Progress Plans for the California State Implementation Plan budgets established for ROG and NOx for an average summer (ozone) season day. EPA published the notice of adequacy determination in the Federal Register on November 25, 2008, effective December 10, 2008. The modeling results for all analysis years indicate that the on-road vehicle ROG and NOx emissions predicted for each of the “Build” scenarios are less than the emissions budgets for 2008. The TIP/RTP therefore satisfy the conformity emissions test for volatile organic compounds and nitrogen oxides.

For Indian Wells Valley PM-10, the applicable conformity test is the emissions budget test, using the PM-10 Attainment demonstration, Maintenance Plan, and Redesignation Request budgets for PM-10 and NOx. This Plan was approved by EPA on May 7, 2003 (effective June 6, 2003). The modeling results for all analysis years indicate that the PM-10 emissions predicted for the “Build” scenarios are less than the emissions budgets for 2001 and 2013. The TIP/RTP therefore satisfy the conformity emissions tests for PM-10.

For the portion of the SJV PM-10 nonattainment area that is under the jurisdiction of the Kern County APCD, the interim emissions test is satisfied for all years since the transportation projects

and planning assumptions in both the “action” and “baseline” scenarios are exactly the same. In accordance with Section 93.119(g)(2), the emission predicted in the “action” scenario are not greater than the emissions predicted in the “Baseline” scenario for such analysis years. The TIP/RTP therefore satisfy the conformity emissions tests for PM-10.

As all requirements of the Transportation Conformity regulation have been satisfied, a finding of conformity for the Draft 2011 Federal Transportation Improvement Program and the 2011 Regional Transportation Plan is supported.

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

| 2011 Conformity Results Summary – KERN | | | | | |
|--|----------------------|------------------|----------------|---------------|-----|
| Pollutant | Scenario | Emissions Total | | DID YOU PASS? | |
| Carbon Monoxide | | CO (tons/day) | | CO | |
| | 2010 Budget | 180 | | | |
| | 2017 | 69 | | YES | |
| | 2018 Budget | 180 | | | |
| | 2018 | 67 | | YES | |
| | 2025 | 52 | | YES | |
| | 2035 | 51 | | YES | |
| Ozone | | ROG (tons/day) | NOx (tons/day) | ROG | NOx |
| | 2011 Budget | 15.7 | 79.4 | | |
| | 2011 | 14.1 | 72.3 | YES | YES |
| | 2014 Budget | 13.5 | 64.1 | | |
| | 2014 | 11.9 | 57.0 | YES | YES |
| | 2017 Budget | 11.6 | 49.5 | | |
| | 2017 | 10.3 | 43.7 | YES | YES |
| | 2023 | 8.2 | 27.7 | YES | YES |
| | 2025 | 7.9 | 25.4 | YES | YES |
| | 2035 | 7.5 | 23.2 | YES | YES |
| PM-10 | | PM-10 (tons/day) | NOx (tons/day) | PM-10 | NOx |
| | 2020 Budget | 14.7 | 39.5 | | |
| | 2020 | 12.7 | 34.1 | YES | YES |
| | 2020 Budget | 14.7 | 39.5 | | |
| | 2025 | 12.9 | 25.6 | YES | YES |
| | Adjusted 2020 Budget | 16.5 | 36.8 | | |
| | 2035 | 16.5 | 23.3 | YES | YES |

| 1997 PM2.5 24-Hour & Annual Standards and 2006 24- Hour Standard | | PM2.5 (tons/day) | NOx (tons/day) | | PM2.5 | NOx |
|--|-------------|------------------|----------------|--|-------|-----|
| | 2012 Budget | 3.0 | 74.2 | | | |
| | 2012 | 2.7 | 67.7 | | YES | YES |
| | 2014 | 2.4 | 57.3 | | YES | YES |
| | 2017 | 1.9 | 43.3 | | YES | YES |
| | 2025 | 1.4 | 24.1 | | YES | YES |
| | 2035 | 1.4 | 21.8 | | YES | YES |

2011 Conformity Results Summary -- KERN (Mojave Desert)

| Pollutant | Scenario | Emissions Total | | DID YOU PASS? | |
|-----------|-------------|-----------------|----------------|---------------|-----|
| | | ROG (tons/day) | NOx (tons/day) | ROG | NOx |
| Ozone | 2008 Budget | 5 | 18 | | |
| | 2011 | 3 | 13 | YES | YES |
| | 2015 | 2 | 9 | YES | YES |
| | 2025 | 2 | 5 | YES | YES |
| | 2035 | 2 | 5 | YES | YES |

2011 Conformity Results Summary -- KERN (Indian Wells Valley)

| Pollutant | Scenario | Emissions Total | | DID YOU PASS? |
|-----------|-------------|------------------|--|---------------|
| | | PM-10 (tons/day) | | PM-10 |
| PM-10 | 2001 Budget | 1.6 | | |
| | 2011 | 1.2 | | YES |
| | 2013 Budget | 1.7 | | |
| | 2013 | 1.0 | | YES |
| | 2015 | 0.9 | | YES |
| | 2025 | 1.1 | | YES |
| | 2035 | 1.3 | | YES |

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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.7 | |
| §93.104 (b, c) | Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding. | E.S., p. 1 | |
| §93.104 (e) | If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate. | N/A | |
| §93.106 (a)(2)ii | Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year. Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use. | Ch. 2, p. 21; App. B, p. 61 | |
| §93.108 | Document that the TIP/RTP is financially constrained (23 CFR 450). | E.S., p.1 | |
| §93.109 (a, b) | Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders. | Ch. 1, 2, 3, 4, 5, 6, pp. 7ff | |
| §93.109 (c-k) | Provide either a table or text description that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years. | Ch. 1, p. 7 | |
| §93.110 (a, b) | Document the use of latest planning assumptions (source and year) at the "time the conformity analysis begins," including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun. | Ch. 2, pp. 21ff | |
| USDOT/EP A 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, pp. 21ff | |
| §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 | Ch. 2, p. 26 | |

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| | 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. | | |
| §93.111 | Document the use of the latest emissions model approved by EPA. | Ch. 3, p. 33 | |
| §93.112 | Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450. Include documentation of consultation on conformity tests and methodologies as well as responses to written comments. | Ch. 5, p. 47; App. E, p. 122 | |
| §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. 45; App. D, p. 108 | |
| §93.114 | Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2). | Analysis addresses both documents | |
| §93.118 (a, c, e) ⁱ | For areas with SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs. | Ch. 6, pp. 53-56 | |
| §93.118 (b) | Document for which years consistency with motor vehicle emissions budgets must be shown. | Ch. 1, pp. 13ff | |
| §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, pp. 50-54 | |
| §93.119 ^l | For areas without applicable SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with the requirements of the "Action/Baseline", "Action/1990" and/or "Action/2002" interim emissions tests as applicable. | N/A | |
| §93.119 (g) | Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets. | N/A | |
| §93.119 (h,i) | Document how the baseline and action scenarios are defined for each analysis year. | N/A | |
| §93.122 (a)(1) | Document that all regionally significant federal and non-Federal projects in the | Ch. 2, 21ff; App B, 61ff | |

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| | 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 | | |
| §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. 30 | |
| §93.122 (a)(4,5,6) | For nonregulatory measures that are not included in the STIP, include written commitments from appropriate agencies. Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios. Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation. | N/A | |
| §93.122 (b)(1)(i) 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, pp. 21ff | |
| §93.122 (b)(1)(ii) ² | Document the land use, population, employment, and other network-based travel model assumptions. | Ch. 2, pp. 21ff | |
| §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, pp. 21ff | |
| §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, pp. 21ff | |
| §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, pp. 21ff | |
| §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, pp. 21ff | |

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| §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, pp. 21ff | |
| §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, pp. 26-27 | |
| §93.122 (d) | In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled | N/A | |
| §93.122 (e, f) | Document, in areas where a SIP identifies construction-related PM10 or PM2.5 as significant pollutants, the inclusion of PM10 and/or PM2.5 construction emissions in the conformity analysis. | Ch. 3, p. 35 | |
| §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. 28; App B, pp. 83ff | |

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

Notes on How to Read These Tables:

Project listings are by road segment represented in the regional transportation model. Kern COG surveys its members bi-annually to update this table. The table is used to ensure that the projects are accurately represented in the model. A project that spans multiple segments has separate, duplicative listings for each segment of the project. The segments listed are only for regionally significant routes. Kern COG defines regionally significant routes as state functionally classified urban arterials, expressways, state routes and freeways. The model contains other roadways and projects on those roads, but they are not included in this project listing because they are not regionally significant routes. Construction start dates for projects listed in the RTP or FTIP may not coincide with the year shown in this project listing. This project listing shows the year the facility is anticipated to be open to traffic.

The table indicates the number of through lanes modeled in each direction. A 3 indicates a roadway with 3 lanes in each direction or a 6 lane facility. A 3/2 indicates a roadway with three lanes in one direction and 2 in the other. The table only shows through lanes in the segment modeled. An auxiliary lane or other capacity increasing project improvement that does not span the entire segment may not show up in the lane count for that segment. To accurately model the capacity of a segment, the lanes coded must be based on the minimum number of lanes or bottleneck in that segment. For example, ramps with 2 lanes are often coded as one lane because the two lanes merge into one at the ramp exit or entrance.

Kern models multiple air quality planning areas each with different State Implementation Plans (SIP). The planning areas are indicated in the Air Basin column. The blacked out columns indicate a segment is in a planning area without a SIP attainment date in that year. The segment was included in that model for that year, however, the segment's lanes are not reported because it is not affecting that SIP attainment demonstration for that planning area.

A separate exempt project table listing is also included. These are projects that are not required to be modeled for air quality conformity because they do not negatively affect air quality.

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

| SORT KEY | AGENCY | AIR BASIN | PM10 BASIN | STREET | BEGIN | END | Type of Imprvmt. | RTP PROJECT ID/Other ID | COST (RTP, Other) | Year number of lanes modeled (each direction) | | | | | | | | | | | |
|----------|--------------------|-----------|------------|----------------|-------------------|-------------------|------------------|-------------------------|-------------------|---|-----|-----|----|----|-----|-----|-----|-----|---|--|--|
| | | | | | | | | | | 11 | 12 | 14 | 15 | 17 | 20 | 23 | 25 | 35 | | | |
| 1 | Bakersfield | | | | | | | | | | | | | | | | | | | | |
| 2 | Bakersfield | SJV | | AIRPORT | ROBERTS LN | SR99 | Add Lanes | Local | | 2 | 2 | 2 | | | 2 | 3 | 3 | 3 | 3 | | |
| 3 | Bakersfield | SJV | | ALFRED HARRELL | MT VERNON | CHINA GRADE LOOP | | | | 2 | 2 | 2 | | | 2 | 2 | 2 | 2 | 2 | | |
| 4 | Bakersfield | SJV | | ALFRED HARRELL | CHINA GRADE LOOP | FAIRFAX | | | | 2 | 2 | 2 | | | 2 | 2 | 2 | 2 | 3 | | |
| 5 | Bakersfield | SJV | | ALFRED HARRELL | FAIRFAX | WEST END HARTPARK | Add Lanes | Local | | 2 | 2 | 2 | | | 2 | 2 | 2 | 2 | 2 | | |
| 6 | Bakersfield | SJV | | ALFRED HARRELL | WEST END HARTPARK | LAKE MING | Add Lanes | Local | | 1 | 1 | 1 | | | 1 | 1 | 1 | 1 | 2 | | |
| 7 | Bakersfield | SJV | | ALFRED HARRELL | LAKE MING | PALADINO | Add Lanes | Local | | 1 | 1 | 1 | | | 1 | 1 | 1 | 1 | 2 | | |
| 8 | Bakersfield | SJV | | ALFRED HARRELL | PALADINO | SR178 | Add Lanes | Local | | 1 | 1 | 1 | | | 1 | 1 | 1 | 1 | 2 | | |
| 9 | Bakersfield | SJV | | ALLEN | SR58 | BRIMHALL | Add Lanes | Local | | 2 | 2 | 2 | | | 3 | 3 | 3 | 3 | 3 | | |
| 10 | Bakersfield | SJV | | ALLEN | BRIMHALL | WESTSIDE PARKWAY | Add Lanes | | \$7,000,000 | 1 | 0 | 2 | | | 2 | 2 | 2 | 2 | 2 | | |
| 11 | Bakersfield | SJV | | ALLEN | WESTSIDE PARKWAY | STOCKDALE | Add Lanes | | \$7,000,000 | 1 | 1 | 2 | | | 2 | 2 | 2 | 2 | 2 | | |
| 14 | Bakersfield | SJV | | ALLEN | CAMPUS PARK | Panama Lane | | | | 0 | 0 | 0 | | | 0 | 0 | 1 | 1 | 2 | | |
| 16 | Bakersfield | SJV | | CALLOWAY | SNOW | NORRIS | | | | 2 | 2 | 2 | | | 2 | 2 | 2 | 3 | 3 | | |
| 17 | Bakersfield | SJV | | CALLOWAY | NORRIS | OLIVE | | | | 2 | 3 | 3 | | | 3 | 3 | 3 | 3 | 3 | | |
| 18 | Bakersfield | SJV | | CALLOWAY | OLIVE | NORIEGA | | | | 3 | 3 | 3 | | | 3 | 3 | 3 | 3 | 3 | | |
| 19 | Bakersfield | SJV | | CALLOWAY | NORIEGA | HAGEMAN | | | | 3 | 3 | 3 | | | 3 | 3 | 3 | 3 | 3 | | |
| 20 | Bakersfield | SJV | | CALLOWAY | HAGEMAN | MEACHAM | | | | 3 | 3 | 3 | | | 3 | 3 | 3 | 3 | 3 | | |
| 21 | Bakersfield | SJV | | CALLOWAY | MEACHAM | SR58 | | | | 3 | 3 | 3 | | | 3 | 3 | 3 | 3 | 3 | | |
| 22 | Bakersfield | SJV | | CALLOWAY | SR58 | HOLLAND ST | | | | 2 | 2 | 2 | | | 3 | 3 | 3 | 3 | 3 | | |
| 23 | Bakersfield | SJV | | CALLOWAY | BRIMHALL | WESTSIDE PARKWAY | Add Lanes | Local | | 3 | 3 | 3 | | | 3 | 3 | 3 | 3 | 3 | | |
| 24 | Bakersfield | SJV | | CALLOWAY | WESTSIDE PARKWAY | STOCKDALE | | | | 3 | 3 | 3 | | | 3 | 3 | 3 | 3 | 3 | | |
| 25 | Bakersfield | SJV | | CALIFORNIA | STOCKDALE | MOHAWK | | | | 3 | 3 | 3 | | | 3 | 3 | 3 | 3 | 3 | | |
| 26 | Bakersfield | SJV | | CALIFORNIA | MOHAWK | REAL | | | | 3 | 3 | 3 | | | 3 | 3 | 3 | 3 | 3 | | |
| 27 | Bakersfield | SJV | | CALIFORNIA | REAL | SR99 | | | | 3 | 3 | 3 | | | 3 | 3 | 3 | 3 | 3 | | |
| 28 | Bakersfield | SJV | | CALIFORNIA | SR99 | OAK | | | | 3 | 3 | 3 | | | 3 | 3 | 3 | 3 | 3 | | |
| 29 | Bakersfield | SJV | | CALIFORNIA | OAK | A ST | | | | 3/2 | 3/2 | 3/2 | | | 3/2 | 3/2 | 3/2 | 3/2 | 3 | | |
| 30 | Bakersfield | SJV | | CALIFORNIA | A ST | H ST | | | | 3 | 3 | 3 | | | 3 | 3 | 3 | 3 | 3 | | |
| 31 | Bakersfield | SJV | | CALIFORNIA | H ST | CHESTER | | | | 3 | 3 | 3 | | | 3 | 3 | 3 | 3 | 3 | | |
| 32 | Bakersfield | SJV | | CALIFORNIA | CHESTER | L ST | | | | 3 | 3 | 3 | | | 3 | 3 | 3 | 3 | 3 | | |
| 33 | Bakersfield | SJV | | CALIFORNIA | L ST | N ST | | | | 3 | 3 | 3 | | | 3 | 3 | 3 | 3 | 3 | | |
| 34 | Bakersfield | SJV | | CALIFORNIA | N ST | Q ST | | | | 3 | 3 | 3 | | | 3 | 3 | 3 | 3 | 3 | | |
| 35 | Bakersfield | SJV | | CALIFORNIA | Q ST | UNION | | | | 3 | 3 | 3 | | | 3 | 3 | 3 | 3 | 3 | | |
| 36 | Bakersfield | SJV | | CALIFORNIA | UNION | BAKER | | | | 3 | 3 | 3 | | | 3 | 3 | 3 | 3 | 3 | | |
| 37 | Bakersfield | SJV | | CALIFORNIA | BAKER | KING | | | | 3 | 3 | 3 | | | 3 | 3 | 3 | 3 | 3 | | |
| 38 | Bakersfield | SJV | | CALIFORNIA | KING | BEALE | | | | 3 | 3 | 3 | | | 3 | 3 | 3 | 3 | 3 | | |
| 39 | Bakersfield | SJV | | CALIFORNIA | BEALE | HALEY | | | | 3 | 3 | 3 | | | 3 | 3 | 3 | 3 | 3 | | |
| 40 | Bakersfield | SJV | | CALIFORNIA | HALEY | WASHINGTON | | | | 2 | 2 | 2 | | | 2 | 2 | 2 | 2 | 2 | | |
| 41 | Bakersfield | SJV | | CASA LOMA | UNION | MADISON | | | | 1 | 1 | 2 | | | 2 | 2 | 2 | 2 | 2 | | |

| Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled | | | | | | | | | | | | | | | | | | | |
|--|-------------|-----------|------------|--------------------|------------------|------------------|------------------|-------------------------|-------------------|---|-----|-----|----|-----|-----|-----|-----|-----|---|
| SORT KEY | AGENCY | AIR BASIN | PM10 BASIN | STREET | BEGIN | END | Type of Imprvmt. | RTP PROJECT ID/Other ID | COST (RTP, Other) | Year number of lanes modeled (each direction) | | | | | | | | | |
| | | | | | | | | | | 11 | 12 | 14 | 15 | 17 | 20 | 23 | 25 | 35 | |
| 42 | Bakersfield | SJV | | CASA LOMA | MADISON | COTTONWOOD | | | | 1 | 1 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 |
| 43 | Bakersfield | SJV | | CASA LOMA | COTTONWOOD | WASHINGTON | | | | 1 | 1 | 1 | | 1 | 1 | 2 | 2 | 2 | 2 |
| 45 | Bakersfield | SJV | | CHESTER | 34TH ST | COLUMBUS | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 |
| 46 | Bakersfield | SJV | | CHESTER | 30TH ST | 34TH ST | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 |
| 47 | Bakersfield | SJV | | CHESTER | SR178 | 30TH ST | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 |
| 48 | Bakersfield | SJV | | COFFEE | NORRIS | OLIVE | Add Lanes | Local | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 3 | |
| 49 | Bakersfield | SJV | | COFFEE | OLIVE | HAGEMAN | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 50 | Bakersfield | SJV | | COFFEE | HAGEMAN | MEANY | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 51 | Bakersfield | SJV | | COFFEE | MEANY | DOWNING | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 52 | Bakersfield | SJV | | COFFEE | DOWNING | GRANITE FALLS | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 53 | Bakersfield | SJV | | COFFEE | GRANITE FALLS | SR58 | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 54 | Bakersfield | SJV | | COFFEE | SR58 | BRIMHALL | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 55 | Bakersfield | SJV | | COFFEE | BRIMHALL | WESTSIDE PARKWAY | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 56 | Bakersfield | SJV | | COFFEE | WESTSIDE PARKWAY | TRUXTUN | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 57 | Bakersfield | SJV | | COFFEE | TRUXTUN | STOCKDALE | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 58 | Bakersfield | SJV | | CENTENNIAL CORRIDO | SR 58 | WESTSIDE PARKWAY | New Freeway | KER08RTP020 | \$645,000,000 | 0 | 0 | 0 | | 3 | 3 | 3 | 3 | 3 | |
| 60 | Bakersfield | SJV | | GOSFORD | SR119 | MC KEE | Add Lanes | Local | | 1 | 1 | 1 | | 1 | 2 | 2 | 2 | 2 | |
| 61 | Bakersfield | SJV | | GOSFORD | MC KEE | MC CUTCHEN | Add Lanes | Local | | 1 | 1 | 1 | | 1 | 2 | 2 | 2 | 2 | |
| 62 | Bakersfield | SJV | | GOSFORD | MC CUTCHEN | PANAMA LN | Add Lanes | Local | | 1 | 1 | 1 | | 1 | 2 | 2 | 2 | 2 | |
| 63 | Bakersfield | SJV | | GOSFORD | PANAMA LN | HARRIS | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 64 | Bakersfield | SJV | | GOSFORD | HARRIS | PACHECO | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 65 | Bakersfield | SJV | | GOSFORD | PACHECO | DISTRICT | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 66 | Bakersfield | SJV | | GOSFORD | DISTRICT | WHITE LN | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 67 | Bakersfield | SJV | | GOSFORD | WHITE LN | S LAURELGLEN | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 68 | Bakersfield | SJV | | GOSFORD | S LAURELGLEN | N LAURELGLEN | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 69 | Bakersfield | SJV | | GOSFORD | N LAURELGLEN | MING | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 70 | Bakersfield | SJV | | GOSFORD | MING | CAMINO MEDIA | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 71 | Bakersfield | SJV | | GOSFORD | CAMINO MEDIA | STOCKDALE | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 76 | Bakersfield | SJV | | HAGEMAN | JENKINS | SANTA FE | | | | 1 | 3/2 | 3/2 | | 3/2 | 3/2 | 3/2 | 3/2 | 3/2 | |
| 78 | Bakersfield | SJV | | HAGEMAN | ALLEN | OLD FARM | | | | 1 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 79 | Bakersfield | SJV | | HAGEMAN | OLD FARM | JEWETTA | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 80 | Bakersfield | SJV | | HAGEMAN | JEWETTA | VERDUGO | | | | 2 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 81 | Bakersfield | SJV | | HAGEMAN | VERDUGO | CALLOWAY | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 82 | Bakersfield | SJV | | HAGEMAN | CALLOWAY | MAIN PLAZA | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 83 | Bakersfield | SJV | | HAGEMAN | MAIN PLAZA | RIVERLAKES | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 84 | Bakersfield | SJV | | HAGEMAN | RIVERLAKES | COFFEE | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 85 | Bakersfield | SJV | | HAGEMAN | COFFEE | PATTON | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 86 | Bakersfield | SJV | | HAGEMAN | PATTON | FRUITVALE | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |

| Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled | | | | | | | | | | | | | | | | | | | |
|--|-------------|-----------|------------|--------------|---------------|---------------|------------------|-------------------------|-------------------|---|----|----|----|----|----|----|----|----|--|
| SORT KEY | AGENCY | AIR BASIN | PM10 BASIN | STREET | BEGIN | END | Type of Imprvmt. | RTP PROJECT ID/Other ID | COST (RTP, Other) | Year number of lanes modeled (each direction) | | | | | | | | | |
| | | | | | | | | | | 11 | 12 | 14 | 15 | 17 | 20 | 23 | 25 | 35 | |
| Note: Blacked out columns indicate segment in planning area without attainment dates in those years | | | | | | | | | | | | | | | | | | | |
| 87 | Bakersfield | SJV | | HAGEMAN | FRUITVALE | MOHAWK | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 88 | Bakersfield | SJV | | HAGEMAN | MOHAWK | KNUDSEN DR | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 3 | |
| 89 | Bakersfield | SJV | | HAGEMAN | KNUDSEN DR | SR 99 | New Ramps | KER08RTP013 | \$68,900,000 | 0 | 0 | 2 | | 2 | 2 | 2 | 2 | 3 | |
| 90 | Bakersfield | SJV | | MANOR | ROBERTS LN | UNION | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 93 | Bakersfield | SJV | | MING_AVE | BUENA VISTA | GRAND LAKES | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 94 | Bakersfield | SJV | | MING_AVE | GRAND LAKES | OLD RIVER RD | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 95 | Bakersfield | SJV | | MING_AVE | OLD RIVER RD | HAGGIN OAKS | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 96 | Bakersfield | SJV | | MING_AVE | HAGGIN OAKS | GOSFORD | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 97 | Bakersfield | SJV | | MING_AVE | GOSFORD | EL PORTAL | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 98 | Bakersfield | SJV | | MING_AVE | EL PORTAL | ASHE | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 99 | Bakersfield | SJV | | MING_AVE | ASHE | NEW STINE | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 100 | Bakersfield | SJV | | MING_AVE | NEW STINE | STINE RD | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 101 | Bakersfield | SJV | | MING_AVE | STINE | AKERS | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 102 | Bakersfield | SJV | | MING_AVE | AKERS | REAL | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 103 | Bakersfield | SJV | | MING_AVE | REAL | WIBLE | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 104 | Bakersfield | SJV | | MING_AVE | WIBLE | HUGHES LN | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 105 | Bakersfield | SJV | | MING_AVE | HUGHES LN | H ST | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 106 | Bakersfield | SJV | | MING_AVE | H ST | CHESTER | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 107 | Bakersfield | SJV | | MING_AVE | CHESTER | P ST | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 108 | Bakersfield | SJV | | MOHAWK | HAGEMAN | DOWNING | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 109 | Bakersfield | SJV | | MOHAWK | ROSEDALE | TRUXTUN | New Arterial | KER08RTP004 | \$377,000,000 | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 112 | Bakersfield | SJV | | MONTEREY | UNION | ALTA VISTA | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 113 | Bakersfield | SJV | | MONTEREY | ALTA VISTA | BAKER | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 114 | Bakersfield | SJV | | MONTEREY | BAKER | BEALE | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 115 | Bakersfield | SJV | | MONTEREY | BEALE | HALEY | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 116 | Bakersfield | SJV | | MONTEREY | HALEY | NILES | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 117 | Bakersfield | SJV | | MT VERNON | COLUMBUS | SR178 | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 118 | Bakersfield | SJV | | MT VERNON | SR178 | BERNARD | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 119 | Bakersfield | SJV | | MT VERNON | BERNARD | SR58 | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 120 | Bakersfield | SJV | | MT VERNON | SR58 | BELLE TERRACE | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 121 | Bakersfield | SJV | | MT VERNON | BELLE TERRACE | CASA LOMA DR | | | | 1 | 1 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 122 | Bakersfield | SJV | | N CHESTER | COLUMBUS | BEARDSLEY | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 123 | Bakersfield | SJV | | New Stine Rd | WILSON | MING | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 124 | Bakersfield | SJV | | New Stine Rd | MING | SUNDALE | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 125 | Bakersfield | SJV | | New Stine Rd | SUNDALE | BELLE TERRACE | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 126 | Bakersfield | SJV | | New Stine Rd | BELLE TERRACE | STOCKDALE | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 127 | Bakersfield | SJV | | NILES | UNION | ALTA VISTA | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 128 | Bakersfield | SJV | | NILES | ALTA VISTA | BAKER | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |

| Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled | | | | | | | | | | | | | | | | | | | |
|--|-------------|-----------|---|-------------|---------------------|------------------|------------------|-------------------------|-------------------|---|-----|-----|-----|----|-----|-----|-----|----|---|
| SORT KEY | AGENCY | AIR BASIN | Note: Blacked out columns indicate segment in planning area without attainment dates in those years | | | | | | | Year number of lanes modeled (each direction) | | | | | | | | | |
| | | | PM10 BASIN | STREET | BEGIN | END | Type of Imprvmt. | RTP PROJECT ID/Other ID | COST (RTP, Other) | 11 | 12 | 14 | 15 | 17 | 20 | 23 | 25 | 35 | |
| 129 | Bakersfield | SJV | | NILES | BAKER | BEALE | | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 |
| 130 | Bakersfield | SJV | | NILES | BEALE | HALEY | | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 |
| 131 | Bakersfield | SJV | | NILES | HALEY | MONTEREY | | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 |
| 132 | Bakersfield | SJV | | OLD_RIVER | PANAMA LN | HARRIS | Add Lanes | Local | | | 1 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 |
| 133 | Bakersfield | SJV | | OLD_RIVER | HARRIS | PACHECO | Add Lanes | Local | | | 3/1 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 |
| 134 | Bakersfield | SJV | | OLD_RIVER | PACHECO | CAMPUS PARK | Add Lanes | Local | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 |
| 135 | Bakersfield | SJV | | OLD_RIVER | CAMPUS PARK | WHITE LN | Add Lanes | Local | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 |
| 136 | Bakersfield | SJV | | OLD_RIVER | WHITE LN | MING | | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 |
| 137 | Bakersfield | SJV | | OLD_RIVER | MING | CAMINO MEDIA | | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 |
| 138 | Bakersfield | SJV | | OLD_RIVER | CAMINO MEDIA | STOCKDALE | | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 |
| 139 | Bakersfield | SJV | | OSWELL | SR178 | BERNARD | Add Lanes | Local | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 |
| 140 | Bakersfield | SJV | | OSWELL | BERNARD | SR58 | | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 |
| 142 | Bakersfield | SJV | | PANAMA_LN | ALLEN | BARLOW | Add Lanes | Local | | | 2 | 2 | 2 | | 2 | 2 | 2 | 3 | 3 |
| 143 | Bakersfield | SJV | | PANAMA_LN | BARLOW | BUENA VISTA BLVD | Add Lanes | Local | | | 2 | 2 | 2 | | 2 | 2 | 2 | 3 | 3 |
| 144 | Bakersfield | SJV | | PANAMA_LN | BUENA VISTA | MOUNTAIN VISTA | Add Lanes | Local | | | 2 | 2 | 2 | | 2 | 2 | 2 | 3 | 3 |
| 145 | Bakersfield | SJV | | PANAMA_LN | MOUNTAIN VISTA | OLD RIVER RD | Add Lanes | Local | | | 2 | 2 | 2 | | 2 | 2 | 2 | 3 | 3 |
| 146 | Bakersfield | SJV | | PANAMA_LN | OLD RIVER RD | PROGRESS | Add Lanes | Local | | | 2 | 2 | 2 | | 2 | 2 | 2 | 3 | 3 |
| 147 | Bakersfield | SJV | | PANAMA_LN | PROGRESS | GOSFORD | Add Lanes | Local | | | 2 | 2 | 2 | | 2 | 2 | 2 | 3 | 3 |
| 148 | Bakersfield | SJV | | PANAMA_LN | GOSFORD | RELIANCE | Add Lanes | Local | | | 1/2 | 1/2 | 1/2 | | 1/2 | 1/2 | 2 | 3 | 3 |
| 149 | Bakersfield | SJV | | PANAMA_LN | RELIANCE | ASHE | Add Lanes | Local | | | 1/2 | 1/2 | 1/2 | | 1/2 | 1/2 | 2 | 3 | 3 |
| 150 | Bakersfield | SJV | | PANAMA_LN | ASHE | GOLDEN GATE | Add Lanes | Local | | | 3/2 | 3/2 | 3/2 | | 3/2 | 3/2 | 3/2 | 3 | 3 |
| 151 | Bakersfield | SJV | | PANAMA_LN | GOLDEN GATE | STINE RD | Add Lanes | Local | | | 3/2 | 3/2 | 3/2 | | 3/2 | 3/2 | 3/2 | 3 | 3 |
| 152 | Bakersfield | SJV | | PANAMA_LN | STINE RD | AKERS | Add Lanes | Local | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 |
| 153 | Bakersfield | SJV | | PANAMA_LN | AKERS | WIBLE | Add Lanes | Local | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 |
| 154 | Bakersfield | SJV | | PANAMA_LN | WIBLE | SR99 | | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 |
| 155 | Bakersfield | SJV | | PANAMA_LN | SR99 | H ST | | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 |
| 156 | Bakersfield | SJV | | PANAMA_LN | H ST | MONITOR | Add Lanes | Local | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 3 |
| 157 | Bakersfield | SJV | | PANAMA_LN | MONITOR | UNION | Add Lanes | Local | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 3 |
| 158 | Bakersfield | SJV | | PANAMA_LN | UNION | COTTONWOOD | | | | | 1 | 1 | 1 | | 1 | 2 | 2 | 2 | 2 |
| 159 | Bakersfield | SJV | | PANAMA_LN | COTTONWOOD | SR184 | | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 2 |
| 160 | Bakersfield | SJV | | PANORAMA_DR | 1700 FEET N COLUMBU | UNION | | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 |
| 161 | Bakersfield | SJV | | REAL_RD | STOCKDALE | SR58 | | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 |
| 162 | Bakersfield | SJV | | SO.CHESTER | UNION | PLANZ RD | | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 |
| 163 | Bakersfield | SJV | | SO.CHESTER | PLANZ RD | WILSON | | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 |
| 164 | Bakersfield | SJV | | SO.CHESTER | MING | BELLE TERRACE | | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 |
| 165 | Bakersfield | SJV | | SO.CHESTER | BELLE TERRACE | SR58 | | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 |
| 166 | Bakersfield | SJV | | SO.CHESTER | SR58 | BRUNDAGE | | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 |
| 167 | Bakersfield | SJV | | SO.CHESTER | BRUNDAGE | 4TH ST | | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 |

| Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled | | | | | | | | | | | | | | | | | | | |
|--|-------------|-----------|---|-------------|-------------|------------------|------------------|-------------------------|-------------------|---|----|----|----|----|----|----|----|----|--|
| SORT KEY | AGENCY | AIR BASIN | Note: Blacked out columns indicate segment in planning area without attainment dates in those years | | | | | | | Year number of lanes modeled (each direction) | | | | | | | | | |
| | | | PM10 BASIN | STREET | BEGIN | END | Type of Imprvmt. | RTP PROJECT ID/Other ID | COST (RTP, Other) | 11 | 12 | 14 | 15 | 17 | 20 | 23 | 25 | 35 | |
| 168 | Bakersfield | SJV | | SO.CHESTER | 4TH ST | CALIFORNIA | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 169 | Bakersfield | SJV | | SO.CHESTER | CALIFORNIA | TRUXTUN | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 170 | Bakersfield | SJV | | SO.CHESTER | TRUXTUN | 18TH ST | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 171 | Bakersfield | SJV | | SO.CHESTER | 18TH ST | 21ST ST | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 172 | Bakersfield | SJV | | SO.CHESTER | 21ST ST | SR178 | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 173 | Bakersfield | SJV | | STINE_RD | SR119 | MC KEE | | | | 1 | 1 | 1 | | 2 | 2 | 2 | 2 | 2 | |
| 174 | Bakersfield | SJV | | STINE_RD | MC KEE | HOSKING | | | | 1 | 1 | 1 | | 2 | 2 | 2 | 2 | 2 | |
| 175 | Bakersfield | SJV | | STINE_RD | HOSKING | BERKSHIRE | | | | 1 | 1 | 1 | | 2 | 2 | 2 | 2 | 2 | |
| 176 | Bakersfield | SJV | | STINE_RD | BERKSHIRE | PANAMA LN | | | | 1 | 1 | 1 | | 2 | 2 | 2 | 2 | 2 | |
| 177 | Bakersfield | SJV | | STINE_RD | PANAMA LN | HARRIS | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 178 | Bakersfield | SJV | | STINE_RD | HARRIS | PACHECO | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 179 | Bakersfield | SJV | | STINE_RD | PACHECO | DISTRICT | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 180 | Bakersfield | SJV | | STINE_RD | DISTRICT | WHITE LN | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 181 | Bakersfield | SJV | | STINE_RD | WHITE LN | PLANZ RD | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 182 | Bakersfield | SJV | | STINE_RD | PLANZ RD | WILSON | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 183 | Bakersfield | SJV | | STOCKDALE | RENFRO | ALLEN | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 184 | Bakersfield | SJV | | STOCKDALE | ALLEN | JEWETTA | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 185 | Bakersfield | SJV | | STOCKDALE | JEWETTA | BUENA VISTA BLVD | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 186 | Bakersfield | SJV | | STOCKDALE | BUENA VISTA | CALLOWAY | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 187 | Bakersfield | SJV | | STOCKDALE | CALLOWAY | COFFEE | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 188 | Bakersfield | SJV | | STOCKDALE | COFFEE | ASHE | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 189 | Bakersfield | SJV | | STOCKDALE | ASHE | CALIFORNIA | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 190 | Bakersfield | SJV | | STOCKDALE | CALIFORNIA | MONTCLAIR | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 191 | Bakersfield | SJV | | STOCKDALE | MONTCLAIR | STINE RD | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 192 | Bakersfield | SJV | | STOCKDALE | STINE | REAL | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 193 | Bakersfield | SJV | | STOCKDALE | REAL | SR99 | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 194 | Bakersfield | SJV | | STOCKDALE | SR99 | OAK | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 195 | Bakersfield | SJV | | TRUXTUN_AVE | OAK | BEECH | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 196 | Bakersfield | SJV | | TRUXTUN_AVE | BEECH | PINE ST | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 197 | Bakersfield | SJV | | TRUXTUN_AVE | PINE | B ST | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 198 | Bakersfield | SJV | | TRUXTUN_AVE | B ST | F ST | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 199 | Bakersfield | SJV | | TRUXTUN_AVE | F ST | H ST | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 200 | Bakersfield | SJV | | TRUXTUN_AVE | H ST | CHESTER | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 201 | Bakersfield | SJV | | TRUXTUN_AVE | CHESTER | M ST | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 202 | Bakersfield | SJV | | TRUXTUN_AVE | M ST | N ST | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 203 | Bakersfield | SJV | | TRUXTUN_AVE | N ST | Q ST | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 204 | Bakersfield | SJV | | TRUXTUN_AVE | Q ST | UNION | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 205 | Bakersfield | SJV | | UNION | MANOR | COLUMBUS | Add Lanes | Local | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |

| Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled | | | | | | | | | | | | | | | | | | | | |
|--|-------------|-----------|------------|------------------|----------------|----------------|------------------|-------------------------|-------------------|---|-----|-----|----|-----|-----|-----|-----|-----|--|--|
| SORT KEY | AGENCY | AIR BASIN | PM10 BASIN | STREET | BEGIN | END | Type of Imprvmt. | RTP PROJECT ID/Other ID | COST (RTP, Other) | Year number of lanes modeled (each direction) | | | | | | | | | | |
| | | | | | | | | | | 11 | 12 | 14 | 15 | 17 | 20 | 23 | 25 | 35 | | |
| Note: Blacked out columns indicate segment in planning area without attainment dates in those years | | | | | | | | | | | | | | | | | | | | |
| 206 | Bakersfield | SJV | | UNION | COLUMBUS | 34TH ST | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 207 | Bakersfield | SJV | | UNION | 34TH ST | 30TH ST | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 208 | Bakersfield | SJV | | UNION | 30TH ST | NILES | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 209 | Bakersfield | SJV | | UNION | NILES | MONTEREY | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 210 | Bakersfield | SJV | | UNION | MONTEREY | KENTUCKY | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 211 | Bakersfield | SJV | | UNION | KENTUCKY | SR204 | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 212 | Bakersfield | SJV | | UNION | SR204 | 21ST ST | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 213 | Bakersfield | SJV | | UNION | 21ST ST | 18TH ST | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 214 | Bakersfield | SJV | | UNION | 18TH ST | TRUXTUN | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 215 | Bakersfield | SJV | | UNION | TRUXTUN | CALIFORNIA | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 216 | Bakersfield | SJV | | UNION | CALIFORNIA | 4TH ST | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 217 | Bakersfield | SJV | | UNION | 4TH ST | BRUNDAGE | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 218 | Bakersfield | SJV | | UNION | BRUNDAGE | SR58 | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 219 | Bakersfield | SJV | | UNION | SR58 | BELLE TERRACE | Add Lanes | Local | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 220 | Bakersfield | SJV | | UNION | MING | WILSON | Add Lanes | Local | | 2 | 2 | 2 | | 2 | 2 | 2 | 3 | 3 | | |
| 221 | Bakersfield | SJV | | UNION | WILSON | PLANZ | Add Lanes | Local | | 2 | 2 | 2 | | 2 | 2 | 2 | 3 | 3 | | |
| 222 | Bakersfield | SJV | | UNION | PLANZ | CHESTER | Add Lanes | Local | | 2 | 2 | 2 | | 2 | 2 | 2 | 3 | 3 | | |
| 223 | Bakersfield | SJV | | UNION | CHESTER | WHITE LN | Add Lanes | Local | | 2 | 2 | 2 | | 2 | 2 | 2 | 3 | 3 | | |
| 224 | Bakersfield | SJV | | WHITE LN | BUENA VISTA | MOUNTAIN VISTA | | | | 3/2 | 3/2 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 225 | Bakersfield | SJV | | WHITE LN | MOUNTAIN VISTA | OLD RIVER RD | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 226 | Bakersfield | SJV | | WHITE LN | OLD RIVER RD | PARK VIEW | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 227 | Bakersfield | SJV | | WHITE LN | PARK VIEW | PIN OAK PARK | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 228 | Bakersfield | SJV | | WHITE LN | PIN OAK PARK | GOSFORD | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 229 | Bakersfield | SJV | | WHITE LN | GOSFORD | LILY | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 230 | Bakersfield | SJV | | WHITE LN | LILY | ASHE | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 231 | Bakersfield | SJV | | WHITE LN | ASHE | WILSON | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 232 | Bakersfield | SJV | | WHITE LN | WILSON | CLOVE | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 233 | Bakersfield | SJV | | WHITE LN | CLOVE | STINE RD | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 234 | Bakersfield | SJV | | WHITE LN | STINE RD | AKERS | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 235 | Bakersfield | SJV | | WHITE LN | AKERS | WIBLE RD | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 236 | Bakersfield | SJV | | WHITE LN | WIBLE RD | SR99 | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 237 | Bakersfield | SJV | | WHITE LN | SR99 | HUGHES LN | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 238 | Bakersfield | SJV | | WHITE LN | HUGHES LN | H ST | | | | 3/2 | 3/2 | 3/2 | | 3/2 | 3/2 | 3/2 | 3/2 | 3/2 | | |
| 239 | Bakersfield | SJV | | WHITE LN | H ST | MONITOR | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | |
| 240 | Bakersfield | SJV | | WHITE LN | MONITOR | UNION | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | |
| 241 | Bakersfield | SJV | | WESTSIDE PARKWAY | HEATH | ALLEN | New Freeway | KER08RTP004 | \$377,000,000 | 0 | 0 | 0 | | 2 | 2 | 2 | 2 | 2 | | |
| 242 | Bakersfield | SJV | | WESTSIDE PARKWAY | ALLEN | JEWETTA | New Freeway | KER08RTP004 | \$377,000,000 | 0 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | |
| 243 | Bakersfield | SJV | | WESTSIDE PARKWAY | JEWETTA | CALLOWAY | New Freeway | KER08RTP004 | \$377,000,000 | 0 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | |

| Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled | | | | | | | | | | | | | | | | | | | |
|--|-------------|-----------|------------|------------------|-------------------|------------------------|-------------------|-------------------------|-------------------|---|-----|-----|----|----|----|----|----|----|---|
| SORT KEY | AGENCY | AIR BASIN | PM10 BASIN | STREET | BEGIN | END | Type of Imprvmnt. | RTP PROJECT ID/Other ID | COST (RTP, Other) | Year number of lanes modeled (each direction) | | | | | | | | | |
| | | | | | | | | | | 11 | 12 | 14 | 15 | 17 | 20 | 23 | 25 | 35 | |
| Note: Blacked out columns indicate segment in planning area without attainment dates in those years | | | | | | | | | | | | | | | | | | | |
| 244 | Bakersfield | SJV | | WESTSIDE PARKWAY | CALLOWAY | COFFEE | New Freeway | KER08RTP004 | \$377,000,000 | 0 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | 3 |
| 245 | Bakersfield | SJV | | WESTSIDE PARKWAY | COFFEE | MOHAWK | New Freeway/Arte | KER08RTP004 | \$377,000,000 | 0 | 3/4 | 3/4 | | 4 | 4 | 4 | 4 | 4 | 4 |
| 246 | Bakersfield | SJV | | WESTSIDE PARKWAY | MOHAWK | TRUXTUN | New Freeway/Arte | KER08RTP004 | \$377,000,000 | 0 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 |
| 248 | Bakersfield | SJV | | WEST BELTWAY | 7th Standard Road | SR 58/Rosedale Highway | | KER08RTP102 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 2 |
| 249 | Bakersfield | SJV | | WEST BELTWAY | SR58 | Westside Parkway | New Freeway | KER08RTP016 | \$170,000,000 | 0 | 0 | 0 | | 0 | 2 | 2 | 2 | 2 | 2 |
| 250 | Bakersfield | SJV | | WEST BELTWAY | Westside Parkway | PACHECO | | KER08RTP016 | | 0 | 0 | 0 | | 0 | 2 | 2 | 2 | 2 | 2 |
| 251 | Bakersfield | SJV | | WEST BELTWAY | PACHECO | Panama Lane | | KER08RTP097 | | 0 | 0 | 0 | | 0 | 2 | 2 | 2 | 2 | 2 |
| 252 | Bakersfield | SJV | | WEST BELTWAY | Panama Lane | SR 119/Taft Highway | | KER08RTP097 | | 0 | 0 | 0 | | 0 | 2 | 2 | 2 | 2 | 2 |
| 253 | Caltrans | | | | | | | | | | | | | | | | | | |
| 254 | Caltrans | SJV | | ELLINGTON | 11TH AVE | SR155 | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 |
| 255 | Caltrans | SJV | | I-5 | LAVAL | LAVAL | Interchange | KER08RTP002 | \$11,300,000 | x | x | x | | x | x | x | x | x | x |
| 256 | Caltrans | SJV | | I-5 | COUNTY LINE | LAVAL | | | | 4 | 4 | 4 | | 4 | 4 | 4 | 4 | 4 | 4 |
| 257 | Caltrans | SJV | | I-5 | LAVAL | SR99 | | | | 4 | 4 | 4 | | 4 | 4 | 4 | 4 | 4 | 4 |
| 258 | Caltrans | SJV | | I-5 | SR99 | SR166 | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 |
| 259 | Caltrans | SJV | | I-5 | SR166 | OLD RIVER RD | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 |
| 260 | Caltrans | SJV | | I-5 | OLD RIVER RD | SR223 | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 |
| 261 | Caltrans | SJV | | I-5 | SR223 | SR119 | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 |
| 262 | Caltrans | SJV | | I-5 | SR119 | SR43 | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 |
| 263 | Caltrans | SJV | | I-5 | SR43 | STOCKDALE | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 |
| 264 | Caltrans | SJV | | I-5 | STOCKDALE | SR58 | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 |
| 265 | Caltrans | SJV | | I-5 | SR58 | 7TH STANDARD | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 |
| 266 | Caltrans | SJV | | I-5 | 7TH STANDARD | ROWLEE | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 |
| 267 | Caltrans | SJV | | I-5 | ROWLEE | LERDO HWY | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 |
| 268 | Caltrans | SJV | | I-5 | LERDO HWY | SR46 | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 |
| 269 | Caltrans | SJV | | I-5 | SR46 | TWISSELMAN | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 |
| 270 | Caltrans | SJV | | I-5 | TWISSELMAN | COUNTY LINE | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 |
| 271 | Caltrans | IWV | | SR14 | SR395 | POOLE | | | | | | | 2 | | | | | 2 | 2 |
| 272 | Caltrans | IWV | | SR14 | POOLE | INYOKERN | Add Lanes | KER08RTP006 | \$42,000,000 | | | | 1 | | | | | 2 | 2 |
| 273 | Caltrans | IWV | | SR14 | INYOKERN | SR178 | Add Lanes | KER08RTP006 | \$42,000,000 | | | | 1 | | | | | 2 | 2 |
| 274 | Caltrans | IWV | | SR14 | SR178 | 6 mile s of 178 | Add Lanes | KER08RTP017 | \$42,000,000 | | | | 1 | | | | | 2 | 2 |
| 275 | Caltrans | IWV | | SR14 | 6 mile s of 178 | REDROCK RANDSBURG | Add Lanes | KER08RTP024 | \$32,000,000 | | | | 1 | | | | | 2 | 2 |
| 276 | Caltrans | MD | | SR14 | REDROCK RANDSBURG | JAWBONE CANYON | | | | | | | 2 | | | | | 2 | 2 |

| Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled | | | | | | | | | | | | | | | | | | | | |
|--|----------|-----------|---|--------|------------------|------------------|------------------|-------------------------|-------------------|---|----|----|----|----|----|----|----|----|---|---|
| SORT KEY | AGENCY | AIR BASIN | Note: Blacked out columns indicate segment in planning area without attainment dates in those years | | | | | | | Year number of lanes modeled (each direction) | | | | | | | | | | |
| | | | PM10 BASIN | STREET | BEGIN | END | Type of Imprvmt. | RTP PROJECT ID/Other ID | COST (RTP, Other) | 11 | 12 | 14 | 15 | 17 | 20 | 23 | 25 | 35 | | |
| 277 | Caltrans | MD | | SR14 | JAWBONE CANYON | CALIFORNIA CITY | | | | | | | | | | | 2 | | 2 | 2 |
| 278 | Caltrans | MD | | SR14 | CALIFORNIA CITY | SR58BYPASS | | | | | | | | | | | 2 | | | 2 |
| 279 | Caltrans | MD | | SR14 | SR58BYPASS | DEAVER | | | | | | | | | | | 2 | | | 2 |
| 280 | Caltrans | MD | | SR14 | DEAVER | SR58 | | | | | | | | | | | 2 | | | 2 |
| 281 | Caltrans | MD | | SR14 | ALTUS | SR58 | | | | | | | | | | | 2 | | | 2 |
| 282 | Caltrans | MD | | SR14 | CAMELOT | ALTUS | | | | | | | | | | | 2 | | | 2 |
| 283 | Caltrans | MD | | SR14 | PURDY | CAMELOT | | | | | | | | | | | 2 | | | 2 |
| 284 | Caltrans | MD | | SR14 | SILVER QUEEN | PURDY | | | | | | | | | | | 2 | | | 2 |
| 285 | Caltrans | MD | | SR14 | BACKUS | SILVER QUEEN | | | | | | | | | | | 2 | | | 2 |
| 286 | Caltrans | MD | | SR14 | DAWN | BACKUS | | | | | | | | | | | 2 | | | 2 |
| 287 | Caltrans | MD | | SR14 | ROSAMOND | DAWN | | | | | | | | | | | 2 | | | 2 |
| 288 | Caltrans | MD | | SR14 | A AVE | ROSAMOND | | | | | | | | | | | 2 | | | 2 |
| 289 | Caltrans | SJV | | SR119 | SR33 | GARDENER FIELD | | | | | 1 | 1 | 1 | | | | 1 | 1 | 1 | 1 |
| 290 | Caltrans | SJV | | SR119 | GARDENER FIELD | 2ND ST | | | | | 1 | 1 | 1 | | | | 1 | 1 | 1 | 1 |
| 291 | Caltrans | SJV | | SR119 | 2ND ST | ASH | | | | | 1 | 1 | 1 | | | | 1 | 1 | 1 | 1 |
| 292 | Caltrans | SJV | | SR119 | ASH | HARRISON | | | | | 1 | 1 | 1 | | | | 1 | 1 | 1 | 1 |
| 293 | Caltrans | SJV | | SR119 | HARRISON | MIDWAY | | | | | 1 | 1 | 1 | | | | 1 | 1 | 1 | 1 |
| 294 | Caltrans | SJV | | SR119 | MIDWAY | ELK HILLS | | | | | 1 | 1 | 1 | | | | 1 | 1 | 1 | 1 |
| 295 | Caltrans | SJV | | SR119 | ELK HILLS | CHERRY AVE | | | | | 1 | 1 | 1 | | | | 1 | 1 | 1 | 1 |
| 296 | Caltrans | SJV | | SR119 | CHERRY AVE | TUPMAN | Add Lanes | KER08RTP022 | \$115,000,000 | | 1 | 1 | 1 | | | | 1 | 1 | 1 | 2 |
| 297 | Caltrans | SJV | | SR119 | TUPMAN | SR43 | | | | | 1 | 1 | 1 | | | | 1 | 1 | 1 | 1 |
| 298 | Caltrans | SJV | | SR119 | SR43 | I-5 | | | | | 1 | 1 | 1 | | | | 1 | 1 | 1 | 1 |
| 299 | Caltrans | SJV | | SR119 | I-5 | NORD | Add Lanes | KER08RTP099 | | | 1 | 1 | 1 | | | | 1 | 1 | 1 | 2 |
| 300 | Caltrans | SJV | | SR119 | NORD | HEATH | Add Lanes | KER08RTP099 | | | 1 | 1 | 1 | | | | 1 | 1 | 1 | 2 |
| 301 | Caltrans | SJV | | SR119 | HEATH | RENFRO | Add Lanes | KER08RTP099 | | | 1 | 1 | 1 | | | | 1 | 1 | 1 | 2 |
| 302 | Caltrans | SJV | | SR119 | RENFRO | ALLEN | Add Lanes | KER08RTP099 | | | 1 | 1 | 1 | | | | 1 | 1 | 1 | 2 |
| 303 | Caltrans | SJV | | SR119 | ALLEN | BARLOW | Add Lanes | KER08RTP099 | | | 1 | 1 | 1 | | | | 1 | 1 | 1 | 2 |
| 304 | Caltrans | SJV | | SR119 | BARLOW | BUENA VISTA BLVD | Add Lanes | KER08RTP099 | | | 1 | 1 | 1 | | | | 1 | 1 | 1 | 2 |
| 305 | Caltrans | SJV | | SR119 | BUENA VISTA BLVD | GREEN | Add Lanes | Local | | | 1 | 1 | 1 | | | | 1 | 1 | 1 | 2 |
| 306 | Caltrans | SJV | | SR119 | GREEN | OLD RIVER RD | Add Lanes | Local | | | 1 | 1 | 1 | | | | 1 | 1 | 1 | 2 |
| 307 | Caltrans | SJV | | SR119 | OLD RIVER RD | PROGRESS | Add Lanes | Local | | | 1 | 1 | 1 | | | | 1 | 1 | 1 | 2 |
| 308 | Caltrans | SJV | | SR119 | PROGRESS | GOSFORD | Add Lanes | Local | | | 1 | 1 | 1 | | | | 1 | 1 | 1 | 2 |
| 309 | Caltrans | SJV | | SR119 | GOSFORD | ASHE | Add Lanes | Local | | | 1 | 1 | 1 | | | | 1 | 1 | 1 | 2 |
| 310 | Caltrans | SJV | | SR119 | ASHE | STINE RD | Add Lanes | Local | | | 1 | 1 | 1 | | | | 1 | 1 | 1 | 2 |
| 311 | Caltrans | SJV | | SR119 | STINE RD | VAN HORN | Add Lanes | Local | | | 1 | 1 | 1 | | | | 1 | 1 | 1 | 2 |
| 312 | Caltrans | SJV | | SR119 | VAN HORN | WIBLE RD | Add Lanes | Local | | | 1 | 1 | 1 | | | | 1 | 1 | 1 | 2 |
| 313 | Caltrans | SJV | | SR119 | WIBLE RD | SR99 | Add Lanes | Local | | | 1 | 1 | 1 | | | | 1 | 1 | 1 | 2 |
| 314 | Caltrans | SJV | | SR119 | SR99 | HUGHES LN | Add Lanes | Local | | | 1 | 1 | 1 | | | | 1 | 2 | 2 | 2 |

| Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled | | | | | | | | | | | | | | | | | | | | |
|--|----------|-----------|------------|--------|--------------------|--------------------|-------------------|-------------------------|-------------------|---|----|----|----|----|----|----|----|----|---|---|
| SORT KEY | AGENCY | AIR BASIN | PM10 BASIN | STREET | BEGIN | END | Type of Imprvmnt. | RTP PROJECT ID/Other ID | COST (RTP, Other) | Year number of lanes modeled (each direction) | | | | | | | | | | |
| | | | | | | | | | | 11 | 12 | 14 | 15 | 17 | 20 | 23 | 25 | 35 | | |
| 317 | Caltrans | SJV | | SR155 | SR99 | FREMONT | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 318 | Caltrans | SJV | | SR155 | FREMONT | HIGH | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 319 | Caltrans | SJV | | SR155 | HIGH | LEXINGTON | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 320 | Caltrans | SJV | | SR155 | LEXINGTON | MAST AVE | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 321 | Caltrans | SJV | | SR155 | MAST AVE | BROWNING | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 322 | Caltrans | SJV | | SR155 | BROWNING | BOWMAN RD | Add Lanes | Local | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 2 | |
| 323 | Caltrans | SJV | | SR155 | BOWMAN RD | FAMOSO PORTERVILLE | Add Lanes | Local | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 2 | |
| 324 | Caltrans | SJV | | SR155 | FAMOSO PORTERVILLE | SR65 | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 325 | Caltrans | SJV | | SR155 | SR65 | WOODY GRANITE | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 326 | Caltrans | SJV | | SR155 | WOODY GRANITE | GRANITE | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 327 | Caltrans | SJV | | SR155 | GRANITE | JACK RANCH | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 328 | Caltrans | SJV | Y/5 | SR155 | JACK RANCH | RANCHERIA RD | | | | | | | 1 | | 1 | | | 1 | 1 | 1 |
| 329 | Caltrans | MD | Y | SR155 | RANCHERIA | WOFFORD | | | | | | | 1 | | 1 | | | 1 | 1 | 1 |
| 330 | Caltrans | MD | Y | SR155 | WOFFORD | SAWMILL | | | | | | | 2 | | 2 | | | 2 | 2 | 2 |
| 331 | Caltrans | MD | Y | SR155 | SAWMILL | SR178 | | | | | | | 1 | | 1 | | | 1 | 1 | 1 |
| 332 | Caltrans | SJV | | SR166 | SR33 | OLD RIVER RD | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 333 | Caltrans | SJV | | SR166 | OLD RIVER RD | I-5 | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 334 | Caltrans | SJV | | SR166 | I-5 | SR99 | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 335 | Caltrans | SJV | | SR178 | SR58/SR99 | BUCK OWENS | | KER08RTP014 | \$34,000,000 | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 336 | Caltrans | SJV | | SR178 | BUCK OWENS | OAK | | KER08RTP014 | \$34,000,000 | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 337 | Caltrans | SJV | | SR178 | OAK | OAK | Intersection | KER08RTP012 | \$19,100,000 | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 338 | Caltrans | SJV | | SR178 | OAK | BEECH | Add Lanes | KER08RTP014 | \$34,000,000 | 2 | 2 | 2 | | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 339 | Caltrans | SJV | | SR178 | BEECH | PINE ST | Add Lanes | KER08RTP014 | \$34,000,000 | 2 | 2 | 2 | | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 340 | Caltrans | SJV | | SR178 | PINE ST | BAY ST | Add Lanes | KER08RTP014 | \$34,000,000 | 2 | 2 | 2 | | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 341 | Caltrans | SJV | | SR178 | BAY ST | D ST | Add Lanes | KER08RTP014 | \$34,000,000 | 2 | 2 | 2 | | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 342 | Caltrans | SJV | | SR178 | D ST | F ST | Add Lanes | KER08RTP014 | \$34,000,000 | 3 | 3 | 3 | | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 343 | Caltrans | SJV | | SR178 | F ST | H ST | Add Lanes | KER08RTP014 | \$34,000,000 | 3 | 3 | 3 | | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 344 | Caltrans | SJV | | SR178 | H ST | CHESTER | Add Lanes | KER08RTP014 | \$34,000,000 | 3 | 3 | 3 | | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 345 | Caltrans | SJV | | SR178 | CHESTER | M ST | Add Lanes | KER08RTP014 | \$34,000,000 | 3 | 3 | 3 | | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 346 | Caltrans | SJV | | SR178 | M ST | SR204 | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 347 | Caltrans | SJV | | SR178 | SR204 | ALTA VISTA | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 348 | Caltrans | SJV | | SR178 | ALTA VISTA | BEALE | Add Lanes | KER08RTP026 | \$81,000,000 | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | 4 | |
| 349 | Caltrans | SJV | | SR178 | BEALE | HALEY | Add Lanes | KER08RTP026 | \$81,000,000 | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | 4 | |
| 350 | Caltrans | SJV | | SR178 | HALEY | MT VERNON | Add Lanes | KER08RTP026 | \$81,000,000 | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | 4 | |
| 351 | Caltrans | SJV | | SR178 | MT VERNON | OSWELL | Add Lanes | KER08RTP026 | \$81,000,000 | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | 4 | |
| 352 | Caltrans | SJV | | SR178 | OSWELL | FAIRFAX | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 353 | Caltrans | SJV | | SR178 | FAIRFAX | MORNING DR | | KER08RTP111 | | 2 | 2 | 3 | | 3 | 3 | 3 | 3 | 3 | 3 | 3 |

| Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled | | | | | | | | | | | | | | | | | | | | |
|--|----------|-----------|---|--------|--------------------|--------------------|------------------|----------------------------|-------------------------------|-------------------|---|----|----|----|----|----|----|----|--|--|
| SORT KEY | AGENCY | AIR BASIN | Note: Blacked out columns indicate segment in planning area without attainment dates in those years | | | | | | | COST (RTP, Other) | Year number of lanes modeled (each direction) | | | | | | | | | |
| | | | PM10 BASIN | STREET | BEGIN | END | Type of Imprvmt. | RTP PROJECT ID/Other ID | 11 | | 12 | 14 | 15 | 17 | 20 | 23 | 25 | 35 | | |
| 354 | Caltrans | SJV | | SR178 | MORNING DR | VINELAND | Add Lanes | KER08RTP010 KER08RTP112 | \$58,800,000 | 1 | 1 | 2 | | 2 | 2 | 2 | 3 | | | |
| 355 | Caltrans | SJV | | SR178 | VINELAND | SR184 | Add Lanes | KER08RTP011 KER08RTP025 | \$36,800,000 \$231,500,000 | 1 | 1 | 2 | | 2 | 2 | 2 | 3 | | | |
| 356 | Caltrans | SJV | | SR178 | SR184 | COMANCHE | Add Lanes | KER08RTP011 KER08RTP025 | \$36,800,000 \$231,500,000 | 1 | 1 | 2 | | 2 | 2 | 2 | 3 | | | |
| 357 | Caltrans | SJV | | SR178 | COMANCHE | MIRAMONTE | Add Lanes | KER08RTP011 KER08RTP025 | \$36,800,000 \$231,500,000 | 1 | 1 | 2 | | 2 | 2 | 2 | 3 | | | |
| 358 | Caltrans | SJV | | SR178 | MIRAMONTE | RANCHERIA RD | | KER08RTP084 | | 1 | 1 | 1 | | 1 | 1 | 1 | 3 | | | |
| 359 | Caltrans | SJV/MD | Y/3 | SR178 | RANCHERIA RD | SR155 | | | | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | | | |
| 360 | Caltrans | MD | Y | SR178 | SR155 | LAKE ISABELLA BLVD | | | | | | | 1 | | 1 | | 1 | 1 | | |
| 361 | Caltrans | MD | Y | SR178 | LAKE ISABELLA BLVD | SIERRA WY | | | | | | | 1 | | 1 | | 1 | 1 | | |
| 362 | Caltrans | MD | Y | SR178 | SIERRA WY | KELSO VALLEY | | | | | | | 1 | | 1 | | 1 | 1 | | |
| 363 | Caltrans | MD/IWV | Y/2 | SR178 | KELSO VALLEY | SR14 | | | | | | | 1 | | 1 | | 1 | 1 | | |
| 364 | Caltrans | IWV | | SR178 | SR14 | SR395 | | | | | | | 1 | | | | 1 | 1 | | |
| 365 | Caltrans | IWV | | SR178 | SR395 | JACKS RANCH | | | | | | | 2 | | | | 2 | 2 | | |
| 366 | Caltrans | IWV | | SR178 | JACKS RANCH | BRADY | | | | | | | 2 | | | | 2 | 2 | | |
| 367 | Caltrans | IWV | | SR178 | BRADY | MAHAN | | | | | | | 2 | | | | 2 | 2 | | |
| 368 | Caltrans | IWV | | SR178 | MAHAN | DOWNS | | | | | | | 2 | | | | 2 | 2 | | |
| 369 | Caltrans | IWV | | SR178 | DOWNS | NORMA | | | | | | | 2 | | | | 2 | 2 | | |
| 370 | Caltrans | IWV | | SR178 | NORMA | CHINA LAKE | | | | | | | 2 | | | | 2 | 2 | | |
| 371 | Caltrans | IWV | | SR178 | INYOKERN | WARD | | | | | | | 2 | | | | 2 | 2 | | |
| 372 | Caltrans | IWV | | SR178 | WARD | DRUMMOND | | | | | | | 2 | | | | 2 | 2 | | |
| 373 | Caltrans | IWV | | SR178 | DRUMMOND | LAS FLORES | | | | | | | 2 | | | | 2 | 2 | | |
| 374 | Caltrans | IWV | | SR178 | LAS FLORES | RIDGECREST BLVD | | | | | | | 2 | | | | 2 | 2 | | |
| 375 | Caltrans | IWV | | SR178 | CHINA LAKE | GATEWAY | | | | | | | 2 | | | | 2 | 2 | | |
| 376 | Caltrans | IWV | | SR178 | GATEWAY | RICHMOND | | | | | | | 2 | | | | 2 | 2 | | |
| 377 | Caltrans | IWV | | SR178 | RICHMOND | COUNTY LINE | | | | | | | 1 | | | | 1 | 1 | | |
| 378 | Caltrans | SJV | | SR184 | MESA MARIN DR | SR178 | Add Lanes | KER08RTP101 | | 1 | 1 | 1 | | 1 | 1 | 1 | 2 | | | |
| 379 | Caltrans | SJV | | SR184 | VINELAND | MESA MARIN DR | Add Lanes | KER08RTP101 | | 1 | 1 | 1 | | 1 | 1 | 1 | 2 | | | |
| 380 | Caltrans | SJV | | SR184 | MONICA ST | VINELAND | Add Lanes | KER08RTP101 | | 1 | 1 | 1 | | 1 | 1 | 1 | 2 | | | |
| 381 | Caltrans | SJV | | SR184 | SHALANE | MONICA ST | Add Lanes | KER08RTP101 | | 1 | 1 | 1 | | 1 | 1 | 1 | 2 | | | |
| 382 | Caltrans | SJV | | SR184 | MORNING DR | SHALANE | Add Lanes | KER08RTP101 | | 1 | 1 | 1 | | 1 | 1 | 1 | 2 | | | |
| 383 | Caltrans | SJV | | SR184 | NILES | PIONEER | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 3 | | | |
| 384 | Caltrans | SJV | | SR184 | PIONEER | MILLS | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 3 | | | |
| 385 | Caltrans | SJV | | SR184 | MILLS | EDISON | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 3 | | | |
| 386 | Caltrans | SJV | | SR184 | EDISON | BRUNDAGE | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 3 | | | |
| 387 | Caltrans | SJV | | SR184 | BRUNDAGE | SR58 | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 3 | | | |

| Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled | | | | | | | | | | | | | | | | | | | |
|--|----------|-----------|------------|--------|--------------------|--------------------|------------------|-------------------------|-------------------|---|----|----|----|-----|-----|-----|-----|----|---|
| SORT KEY | AGENCY | AIR BASIN | PM10 BASIN | STREET | BEGIN | END | Type of Imprvmt. | RTP PROJECT ID/Other ID | COST (RTP, Other) | Year number of lanes modeled (each direction) | | | | | | | | | |
| | | | | | | | | | | 11 | 12 | 14 | 15 | 17 | 20 | 23 | 25 | 35 | |
| 388 | Caltrans | SJV | | SR184 | SR58 | KERRNITA | | KER08RTP100 | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 389 | Caltrans | SJV | | SR184 | KERRNITA | REDBANK | | KER08RTP100 | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 2 | |
| 390 | Caltrans | SJV | | SR184 | REDBANK | WILSON | | KER08RTP100 | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 2 | |
| 391 | Caltrans | SJV | | SR184 | WILSON | MULLER | | KER08RTP100 | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 2 | |
| 392 | Caltrans | SJV | | SR184 | MULLER | WHITE LN | | KER08RTP100 | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 2 | |
| 393 | Caltrans | SJV | | SR184 | WHITE LN | HERMOSA | | KER08RTP100 | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 2 | |
| 394 | Caltrans | SJV | | SR184 | HERMOSA | FAIRVIEW RD | | KER08RTP100 | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 2 | |
| 395 | Caltrans | SJV | | SR184 | FAIRVIEW RD | PANAMA LN | | KER08RTP100 | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 2 | |
| 396 | Caltrans | SJV | | SR184 | PANAMA LN | KAM AVE | | KER08RTP100 | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 2 | |
| 397 | Caltrans | SJV | | SR184 | KAM AVE | MOUNTAIN VIEW | | KER08RTP100 | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 2 | |
| 398 | Caltrans | SJV | | SR184 | MOUNTAIN VIEW | MC KEE | | KER08RTP100 | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 2 | |
| 399 | Caltrans | SJV | | SR184 | MC KEE | SR119/PANAMA RD | | KER08RTP100 | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 2 | |
| 400 | Caltrans | SJV | | SR184 | SR119/PANAMA RD | HALL | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | | |
| 401 | Caltrans | SJV | | SR184 | HALL | DI GIORGIO | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | | |
| 402 | Caltrans | SJV | | SR184 | DI GIORGIO | TRI DUNCON | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 2 | |
| 403 | Caltrans | SJV | | SR184 | TRI DUNCON | BUENA VISTA BLVD | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 2 | |
| 404 | Caltrans | SJV | | SR184 | BUENA VISTA BLVD | SUNSET BLVD | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 2 | |
| 405 | Caltrans | SJV | | SR184 | SUNSET BLVD | SR223 | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 2 | |
| 406 | Caltrans | MD | | SR202 | SR58 | TEHACHAPI BLVD | | | | | | | 2 | | | | | 2 | 2 |
| 407 | Caltrans | MD | | SR202 | TEHACHAPI BLVD | RED APPLE | | | | | | | 2 | | | | | 2 | 2 |
| 408 | Caltrans | MD | | SR202 | RED APPLE | VALLEY BLVD | | | | | | | 2 | | | | | 2 | 2 |
| 409 | Caltrans | MD | | SR202 | VALLEY BLVD | GOLDEN HILLS | | | | | | | 1 | | | | | 1 | 2 |
| 410 | Caltrans | MD | | SR202 | GOLDEN HILLS | WOODFORD TEHACHAPI | | | | | | | 1 | | | | | 1 | 1 |
| 411 | Caltrans | MD | | SR202 | WOODFORD TEHACHAPI | SCHOUT | | | | | | | 1 | | | | | 1 | 1 |
| 412 | Caltrans | MD | | SR202 | SCHOUT | BANDUCCI | | | | | | | 1 | | | | | 1 | 1 |
| 413 | Caltrans | MD | Y | SR202 | BANDUCCI | CUMMINGS VALLEY | | | | | | | 1 | | 1 | | | 1 | 1 |
| 414 | Caltrans | MD | Y | SR202 | CUMMINGS VALLEY | BEAR VALLEY | | | | | | | 1 | | 1 | | | 1 | 1 |
| 415 | Caltrans | MD | Y | SR202 | BEAR VALLEY | GIRAUDO | | | | | | | 1 | | 1 | | | 1 | 1 |
| 416 | Caltrans | SJV | | SR204 | UNION | Q ST | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 417 | Caltrans | SJV | | SR204 | Q ST | M ST | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 418 | Caltrans | SJV | | SR204 | M ST | CHESTER | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 419 | Caltrans | SJV | | SR204 | CHESTER | F ST | | | | 2 | 2 | 2 | | 2/3 | 2/3 | 2/3 | 2/3 | 3 | |
| 420 | Caltrans | SJV | | SR204 | F ST | SR99 | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 3 | |
| 421 | Caltrans | SJV | | SR223 | I-5 | OLD RIVER RD | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | |
| 422 | Caltrans | SJV | | SR223 | OLD RIVER RD | WIBLE RD | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | |
| 423 | Caltrans | SJV | | SR223 | WIBLE RD | SR99 | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | |
| 424 | Caltrans | SJV | | SR223 | SR99 | UNION | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | |
| 425 | Caltrans | SJV | | SR223 | UNION | FAIRFAX | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | |

| Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled | | | | | | | | | | | | | | | | | | | | |
|---|----------|-----------|------------|--------|----------------|----------------|------------------|-------------------------|-------------------|---|----|----|----|----|----|----|----|----|---|--|
| SORT KEY | AGENCY | AIR BASIN | PM10 BASIN | STREET | BEGIN | END | Type of Imprvmt. | RTP PROJECT ID/Other ID | COST (RTP, Other) | Year number of lanes modeled (each direction) | | | | | | | | | | |
| | | | | | | | | | | 11 | 12 | 14 | 15 | 17 | 20 | 23 | 25 | 35 | | |
| Note: Blacked out columns indicate segment in planning area without attainment dates in those years | | | | | | | | | | | | | | | | | | | | |
| 426 | Caltrans | SJV | | SR223 | FAIRFAX | SR184 | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 427 | Caltrans | SJV | | SR223 | SR184 | VINELAND | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 428 | Caltrans | SJV | | SR223 | VINELAND | EDISON | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 429 | Caltrans | SJV | | SR223 | EDISON | MALAGA | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 430 | Caltrans | SJV | | SR223 | MALAGA | COMANCHE | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 431 | Caltrans | SJV | | SR223 | COMANCHE | CAMPUS | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 | |
| 432 | Caltrans | SJV | | SR223 | CAMPUS | TEJON | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 | |
| 433 | Caltrans | SJV | | SR223 | TEJON | TOWER LINE | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 434 | Caltrans | SJV | | SR223 | TOWER LINE | GENERAL BEALE | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 435 | Caltrans | SJV | | SR223 | GENERAL BEALE | SR58 | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 436 | Caltrans | SJV | | SR33 | BARKER | TWISSELMAN | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 437 | Caltrans | SJV | | SR33 | TWISSELMAN | SR46 | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 438 | Caltrans | SJV | | SR33 | SR46 | LERDO HWY | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 439 | Caltrans | SJV | | SR33 | LERDO HWY | LOST HILLS | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 440 | Caltrans | SJV | | SR33 | LOST HILLS | LOKERN | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 441 | Caltrans | SJV | | SR33 | LOKERN | SR58 | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 442 | Caltrans | SJV | | SR33 | SR58 | SR58 | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 443 | Caltrans | SJV | | SR33 | SR58 | BILL KIRBY | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 444 | Caltrans | SJV | | SR33 | BILL KIRBY | MIDWAY | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 445 | Caltrans | SJV | | SR33 | MIDWAY | ASH | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 446 | Caltrans | SJV | | SR33 | ASH | HILLARD | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 447 | Caltrans | SJV | | SR33 | HILLARD | 10TH ST | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 | |
| 448 | Caltrans | SJV | | SR33 | 10TH ST | 6TH ST | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 | |
| 449 | Caltrans | SJV | | SR33 | 6TH ST | 2ND ST | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 | |
| 450 | Caltrans | SJV | | SR33 | 2ND ST | MAIN ST | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 451 | Caltrans | SJV | | SR33 | MAIN ST | SR119 | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 452 | Caltrans | SJV | | SR33 | SR119 | WOOD | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 453 | Caltrans | SJV | | SR33 | WOOD | CADET | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 454 | Caltrans | SJV | | SR33 | CADET | BUSH | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 455 | Caltrans | SJV | | SR33 | BUSH | SR166 | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 456 | Caltrans | SJV | | SR33 | SR166 | CERRO NOROESTE | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 457 | Caltrans | SJV | | SR33 | CERRO NOROESTE | COUNTY LINE | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 458 | Caltrans | IWV | | SR395 | COUNTY LINE | SR14 | | | | | | | 2 | | | | | 2 | 2 | |
| 459 | Caltrans | IWV | | SR395 | SR14 | INYOKERN | | | | | | | 1 | | | | | 1 | 2 | |

| Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled | | | | | | | | | | | | | | | | | | | | |
|--|----------|-----------|------------|--------|--------------|---------------|-------------------|-------------------------|-------------------|---|----|----|----|----|----|----|----|----|---|--|
| SORT KEY | AGENCY | AIR BASIN | PM10 BASIN | STREET | BEGIN | END | Type of Imprvmnt. | RTP PROJECT ID/Other ID | COST (RTP, Other) | Year number of lanes modeled (each direction) | | | | | | | | | | |
| | | | | | | | | | | 11 | 12 | 14 | 15 | 17 | 20 | 23 | 25 | 35 | | |
| Note: Blacked out columns indicate segment in planning area without attainment dates in those years | | | | | | | | | | | | | | | | | | | | |
| 460 | Caltrans | IWV | | SR395 | INYOKERN | BOWMAN RD | Passing Lanes | KER08RTP089 | \$20,000,000 | | | | 1 | | | | | 2 | 2 | |
| 461 | Caltrans | IWV | | SR395 | BOWMAN RD | CHINA LAKE | Passing Lanes | KER08RTP089 | \$20,000,000 | | | | 1 | | | | | 2 | 2 | |
| 462 | Caltrans | IWV | | SR395 | CHINA LAKE | SEARLES | | | | | | | 1 | | | | | 1 | 2 | |
| 463 | Caltrans | MD | | SR395 | SEARLES | GARLOCK | | | | | | | 1 | | | | | 1 | 2 | |
| 464 | Caltrans | MD | | SR395 | GARLOCK | JOBERG | | | | | | | 1 | | | | | 1 | 2 | |
| 465 | Caltrans | MD | | SR395 | JOBERG | COUNTY LINE | | | | | | | 1 | | | | | 1 | 2 | |
| 466 | Caltrans | SJV | | SR43 | COUNTY LINE | CECIL AVE | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 467 | Caltrans | SJV | | SR43 | CECIL AVE | SR155 | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 468 | Caltrans | SJV | | SR43 | SR155 | POND | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 469 | Caltrans | SJV | | SR43 | POND | SHERWOOD | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 470 | Caltrans | SJV | | SR43 | SHERWOOD | SR46 | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 471 | Caltrans | SJV | | SR43 | SR46 | 5TH ST | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 472 | Caltrans | SJV | | SR43 | 5TH ST | 6TH ST | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 473 | Caltrans | SJV | | SR43 | 6TH ST | 7TH ST | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 474 | Caltrans | SJV | | SR43 | 7TH ST | POSO DR | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 475 | Caltrans | SJV | | SR43 | POSO DR | FILBURN | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 | |
| 476 | Caltrans | SJV | | SR43 | FILBURN | JACKSON | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 | |
| 477 | Caltrans | SJV | | SR43 | JACKSON | KIMBERLINA RD | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 | |
| 478 | Caltrans | SJV | | SR43 | KIMBERLINA | POPLAR | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 | |
| 479 | Caltrans | SJV | | SR43 | POPLAR | SHAFTER | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 | |
| 480 | Caltrans | SJV | | SR43 | SHAFTER | CENTRAL | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 | |
| 481 | Caltrans | SJV | | SR43 | CENTRAL | LERDO HWY | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 | |
| 482 | Caltrans | SJV | | SR43 | LERDO HWY | LOS ANGELES | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 483 | Caltrans | SJV | | SR43 | LOS ANGELES | 7TH STANDARD | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 484 | Caltrans | SJV | | SR43 | 7TH STANDARD | BAKER | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 485 | Caltrans | SJV | | SR43 | BAKER | SNOW | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 486 | Caltrans | SJV | | SR43 | SNOW | KRATZMEYER | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 487 | Caltrans | SJV | | SR43 | KRATZMEYER | REINA | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 488 | Caltrans | SJV | | SR43 | REINA | HAGEMAN | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 489 | Caltrans | SJV | | SR43 | HAGEMAN | SR58 | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 490 | Caltrans | SJV | | SR43 | SR58 | PALM | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 491 | Caltrans | SJV | | SR43 | PALM | BRIMHALL | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 492 | Caltrans | SJV | | SR43 | BRIMHALL | STOCKDALE | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 493 | Caltrans | SJV | | SR43 | STOCKDALE | PANAMA LN | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 494 | Caltrans | SJV | | SR43 | PANAMA LN | I-5 | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 495 | Caltrans | SJV | | SR43 | I-5 | SR119 | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | |
| 496 | Caltrans | SJV | | SR46 | COUNTY LINE | KECKS | Add Lanes | KER08RTP003 | \$232,000,000 | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | 2 | |

| Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled | | | | | | | | | | | | | | | | | | | | |
|--|-------------|-----------|------------|--------|--------------------|----------------------|------------------|-------------------------|-------------------|---|----|----|----|----|----|----|----|----|---|--|
| SORT KEY | AGENCY | AIR BASIN | PM10 BASIN | STREET | BEGIN | END | Type of Imprvmt. | RTP PROJECT ID/Other ID | COST (RTP, Other) | Year number of lanes modeled (each direction) | | | | | | | | | | |
| | | | | | | | | | | 11 | 12 | 14 | 15 | 17 | 20 | 23 | 25 | 35 | | |
| Note: Blacked out columns indicate segment in planning area without attainment dates in those years | | | | | | | | | | | | | | | | | | | | |
| 535 | Caltrans | SJV | | SR58 | CALLOWAY | MAIN PLAZA | Add Lanes | KER08RTP007 | \$20,600,000 | 2 | 2 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 536 | Bakersfield | SJV | | SR58 | MAIN PLAZA | COFFEE | | KER08RTP007 | \$20,600,000 | 2 | 2 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 537 | Bakersfield | SJV | | SR58 | COFFEE | PATTON | | KER08RTP007 | \$20,600,000 | 2 | 2 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 538 | Caltrans | SJV | | SR58 | PATTON | WEAR | Add Lanes | KER08RTP007 | \$20,600,000 | 2 | 2 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 539 | Caltrans | SJV | | SR58 | WEAR | FRUITVALE | Add Lanes | KER08RTP007 | \$20,600,000 | 2 | 2 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 540 | Caltrans | SJV | | SR58 | FRUITVALE | MOHAWK | Add Lanes | KER08RTP007 | \$20,600,000 | 2 | 2 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 541 | Caltrans | SJV | | SR58 | MOHAWK | LANDCO | Add Lanes | KER08RTP118 | \$17,400,000 | 2 | 2 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 542 | Caltrans | SJV | | SR58 | LANDCO | GIBSON | Add Lanes | KER08RTP007 | \$20,600,000 | 2 | 2 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 543 | Caltrans | SJV | | SR58 | GIBSON | SR99 | Add Lanes | KER08RTP007 | \$20,600,000 | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 544 | Caltrans | SJV | | SR58 | SR99 | REAL | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | |
| 545 | Caltrans | SJV | | SR58 | REAL | H ST | Add Lanes | KER08RTP019 | \$50000000 | 2 | 2 | 2 | | 3 | 3 | 3 | 3 | 4 | | |
| | | | | | | | | KER08RTP093 | \$474000000 | | | | | | | | | | | |
| 546 | Caltrans | SJV | | SR58 | H ST | CHESTER | Add Lanes | KER08RTP019 | \$50000000 | 2 | 2 | 2 | | 3 | 3 | 3 | 3 | 4 | | |
| | | | | | | | | KER08RTP093 | \$474000000 | | | | | | | | | | | |
| 547 | Caltrans | SJV | | SR58 | CHESTER | UNION | Add Lanes | KER08RTP019 | \$50000000 | 2 | 2 | 2 | | 3 | 3 | 3 | 3 | 4 | | |
| | | | | | | | | KER08RTP093 | \$474000000 | | | | | | | | | | | |
| 548 | Caltrans | SJV | | SR58 | UNION | COTTONWOOD | Add Lanes | KER08RTP019 | \$50000000 | 2 | 2 | 2 | | 3 | 3 | 3 | 3 | 4 | | |
| | | | | | | | | KER08RTP093 | \$474000000 | | | | | | | | | | | |
| 549 | Caltrans | SJV | | SR58 | COTTONWOOD | MT VERNON | | | | 3 | 3 | 3 | | 3 | 3 | 4 | 4 | 4 | | |
| 550 | Caltrans | SJV | | SR58 | MT VERNON | OSWELL | | | | 3 | 3 | 3 | | 3 | 3 | 4 | 4 | 4 | | |
| 551 | Caltrans | SJV | | SR58 | OSWELL | FAIRFAX | | | | 3 | 3 | 3 | | 3 | 3 | 4 | 4 | 4 | | |
| 552 | Caltrans | SJV | | SR58 | FAIRFAX | SR184 | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 553 | Caltrans | SJV | | SR58 | SR184 | EDISON | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | |
| 554 | Caltrans | SJV | | SR58 | EDISON | COMANCHE | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | |
| 555 | Caltrans | SJV | | SR58 | COMANCHE | TOWER LINE | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | |
| 556 | Caltrans | SJV | | SR58 | TOWER LINE | GENERAL BEALE | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | |
| 557 | Caltrans | SJV | | SR58 | GENERAL BEALE | BEND RD | Truck Lanes | SHOPP | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 3 | | |
| 558 | Caltrans | SJV | | SR58 | BEND RD | BEALVILLE | Truck Lanes | SHOPP | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 3 | | |
| 559 | Caltrans | SJV | | SR58 | BEALVILLE | BROOM RANCH | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | |
| 560 | Caltrans | MD | Y | SR58 | BROOM RANCH | SR 202 | | | | | | | 2 | | 2 | | | 2 | 2 | |
| 561 | Caltrans | MD | | SR58 | SR202 | MILL | | | | | | | 2 | | | | | 2 | 2 | |
| 562 | Caltrans | MD | | SR58 | MILL | DENNISON | | | | | | | 2 | | | | | 2 | 2 | |
| 563 | Caltrans | MD | | SR58 | DENNISON | TEHACHAPI BLVD | | | | | | | 2 | | | | | 2 | 2 | |
| 564 | Caltrans | MD | | SR58 | TEHACHAPI BLVD | SAND CANYON | | | | | | | 2 | | | | | 2 | 2 | |
| 565 | Caltrans | MD | | SR58 | SAND CANYON | RANDBURG CUTOFF | | | | | | | 2 | | | | | 2 | 2 | |
| 566 | Caltrans | MD | | SR58 | RANDBURG CUTOFF | SR14 | | | | | | | 2 | | | | | 2 | 2 | |
| 567 | Caltrans | MD | | SR58 | SR14 | 20 MULE TEAM PARKWAY | | | | | | | 2 | | | | | 2 | 2 | |
| 568 | Caltrans | MD | | SR58 | 20 MULE TEAM PARKW | OLD 58 | | | | | | | 2 | | | | | 2 | 2 | |

| Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled | | | | | | | | | | | | | | | | | | | | | | |
|--|----------|-----------|------------|--------|-----------------|----------------------|------------------|-------------------------|-------------------|---|----|----|----|----|----|----|----|----|---|---|---|---|
| SORT KEY | AGENCY | AIR BASIN | PM10 BASIN | STREET | BEGIN | END | Type of Imprvmt. | RTP PROJECT ID/Other ID | COST (RTP, Other) | Year number of lanes modeled (each direction) | | | | | | | | | | | | |
| | | | | | | | | | | 11 | 12 | 14 | 15 | 17 | 20 | 23 | 25 | 35 | | | | |
| Note: Blacked out columns indicate segment in planning area without attainment dates in those years | | | | | | | | | | | | | | | | | | | | | | |
| 569 | Caltrans | MD | | SR58 | OLD 58 | CALIFORNIA CITY | | | | | | | | | | | | | 2 | | 2 | 2 |
| 570 | Caltrans | MD | | SR58 | CALIFORNIA CITY | MUROC | | | | | | | | | | | | | 2 | | | 2 |
| 571 | Caltrans | MD | | SR58 | MUROC | CLAY MINE | | | | | | | | | | | | | 2 | | | 2 |
| 572 | Caltrans | MD | | SR58 | CLAY MINE | 20 MULE TEAM PARKWAY | | | | | | | | | | | | | 2 | | | 2 |
| 573 | Caltrans | MD | | SR58 | 20 MULE TEAM | GEPHART | | | | | | | | | | | | | 2 | | | 2 |
| 574 | Caltrans | MD | | SR58 | GEPHART | BORAX | | | | | | | | | | | | | 2 | | | 2 |
| 575 | Caltrans | MD | | SR58 | BORAX | COUNTY LINE | | | | | | | | | | | | | 2 | | | 2 |
| 576 | Caltrans | SJV | | SR65 | COUNTY LINE | SR155 | | | | | 1 | 1 | 1 | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 577 | Caltrans | SJV | | SR65 | SR155 | SHERWOOD | | | | | 1 | 1 | 1 | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 578 | Caltrans | SJV | | SR65 | SHERWOOD | FAMOSO RD | | | | | 1 | 1 | 1 | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 579 | Caltrans | SJV | | SR65 | FAMOSO RD | MERCED AVE | | | | | 1 | 1 | 1 | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 580 | Caltrans | SJV | | SR65 | MERCED AVE | LERDO HWY | | | | | 1 | 1 | 1 | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 581 | Caltrans | SJV | | SR65 | LERDO HWY | JAMES | | | | | 1 | 1 | 1 | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 582 | Caltrans | SJV | | SR65 | JAMES | 7TH STANDARD | Add Lanes | KER08RTP094 | | | 1 | 1 | 1 | | | 1 | 1 | 1 | 2 | 2 | 2 | 2 |
| 583 | Caltrans | SJV | | SR65 | 7TH STANDARD | SR99 | | | | | 2 | 2 | 2 | | | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 584 | Caltrans | SJV | | SR99 | COUNTY LINE | CECIL AVE | | | | | 3 | 3 | 3 | | | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 585 | Caltrans | SJV | | SR99 | CECIL | SR155 | | | | | 3 | 3 | 3 | | | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 586 | Caltrans | SJV | | SR99 | SR155 | WOOLLONES | | | | | 3 | 3 | 3 | | | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 587 | Caltrans | SJV | | SR99 | WOOLLONES | POND | | | | | 3 | 3 | 3 | | | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 588 | Caltrans | SJV | | SR99 | POND | SHERWOOD | | | | | 3 | 3 | 3 | | | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 589 | Caltrans | SJV | | SR99 | SHERWOOD | SR46 | | | | | 3 | 3 | 3 | | | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 590 | Caltrans | SJV | | SR99 | SR46 | KIMBERLINA RD | | | | | 3 | 3 | 3 | | | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 591 | Caltrans | SJV | | SR99 | KIMBERLINA RD | MERCED AVE | | | | | 3 | 3 | 3 | | | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 592 | Caltrans | SJV | | SR99 | MERCED | LERDO HWY | | | | | 3 | 3 | 3 | | | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 593 | Caltrans | SJV | | SR99 | LERDO HWY | 7TH STANDARD | | | | | 3 | 3 | 3 | | | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 594 | Caltrans | SJV | | SR99 | 7TH STANDARD | SR65 | | KER08RTP104 | \$91,100,000 | | 3 | 3 | 3 | | | 3 | 3 | 3 | 3 | 3 | 4 | 4 |
| 595 | Caltrans | SJV | | SR99 | SR65 | OLIVE | | KER08RTP104 | \$91,100,000 | | 3 | 3 | 3 | | | 3 | 3 | 3 | 3 | 3 | 4 | 4 |
| 596 | Caltrans | SJV | | SR99 | SNOW RD | SNOW RD | New Interchange | KER08RTP115 | \$138,200,000 | | - | - | - | | | - | - | - | - | - | x | x |
| 597 | Caltrans | SJV | | SR99 | OLIVE | OLIVE | Ramp Improvement | KER08RTP021 | \$108,000,000 | | - | - | - | | | - | - | - | - | - | x | x |
| 598 | Caltrans | SJV | | SR99 | OLIVE | SR204 | | KER08RTP104 | \$12,000,000 | | 3 | 3 | 5 | | | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| 599 | Caltrans | SJV | | SR99 | SR204 | AIRPORT | | | | | 4 | 4 | 4 | | | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 600 | Caltrans | SJV | | SR99 | AIRPORT | SR58(24TH ST) | | | | | 4 | 4 | 4 | | | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 601 | Caltrans | SJV | | SR99 | SR58(24TH ST) | CALIFORNIA | | | | | 4 | 4 | 4 | | | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 602 | Caltrans | SJV | | SR99 | CALIFORNIA | STOCKDALE | | | | | 4 | 4 | 4 | | | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 603 | Caltrans | SJV | | SR99 | STOCKDALE | MING | | | | | 4 | 4 | 4 | | | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 604 | Caltrans | SJV | | SR99 | MING | Wilson Road | | | | | 4 | 4 | 4 | | | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 605 | Caltrans | SJV | | SR99 | Wilson Road | WHITE LN | Add Lanes | KER08RTP077 | \$52,000,000 | | 3 | 3 | 4 | | | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 606 | Caltrans | SJV | | SR99 | WHITE LN | PANAMA LN | Add Lanes | KER08RTP077 | \$52,000,000 | | 3 | 3 | 4 | | | 4 | 4 | 4 | 4 | 4 | 4 | 4 |

| Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled | | | | | | | | | | | | | | | | | | | | |
|--|--------------------|-----------|------------|-------------|-----------------|---------------|------------------|-------------------------|-------------------|---|----|----|----|----|----|----|----|----|---|--|
| SORT KEY | AGENCY | AIR BASIN | PM10 BASIN | STREET | BEGIN | END | Type of Imprvmt. | RTP PROJECT ID/Other ID | COST (RTP, Other) | Year number of lanes modeled (each direction) | | | | | | | | | | |
| | | | | | | | | | | 11 | 12 | 14 | 15 | 17 | 20 | 23 | 25 | 35 | | |
| Note: Blacked out columns indicate segment in planning area without attainment dates in those years | | | | | | | | | | | | | | | | | | | | |
| 607 | Caltrans | SJV | | SR99 | PANAMA LN | HOSKING | Add Lanes | KER08RTP077 | \$52,000,000 | 3 | 3 | 4 | | 4 | 4 | 4 | 4 | 4 | | |
| 608 | Caltrans | SJV | | SR99 | SR119 | HOSKING | Add Lanes | KER08RTP077 | \$52,000,000 | 3 | 3 | 4 | | 4 | 4 | 4 | 4 | 4 | | |
| 609 | Caltrans | SJV | | SR99 | SR223 | SR119 | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 610 | Caltrans | SJV | | SR99 | HERRING RD | SR223 | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 611 | Caltrans | SJV | | SR99 | COPUS RD | HERRING RD | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 612 | Caltrans | SJV | | SR99 | SR166 | COPUS RD | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 613 | Caltrans | SJV | | SR99 | I-5 | SR166 | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | | |
| 614 | Caltrans | MD | | TUCKER RD | RED APPLE | VALLEY | | | | | | | 2 | | | | | 2 | 2 | |
| 615 | Caltrans | MD | | VALLEY BL | TUCKER | REEVES | Add Lanes | Local | | | | | 2 | | | | | 2 | 2 | |
| 616 | Caltrans | MD | | VALLEY BL | REEVES | GOLDEN HILLS | Add Lanes | Local | | | | | 2 | | | | | 2 | 2 | |
| 617 | Kern County | | | | | | | | | | | | | | | | | | | |
| 618 | Kern County | SJV | | 7TH_STANDAR | SR 43/Enos Lane | SANTA FE WAY | Add Lanes | KER08RTP113 | \$11,500,000 | 1 | 1 | 1 | | 1 | 2 | 2 | 2 | 2 | | |
| 619 | Kern County | SJV | | 7TH_STANDAR | SANTA FE | ZERKER RD | Add Lanes | KER08RTP005 | \$57,000,000 | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | |
| 620 | Kern County | SJV | | 7TH_STANDAR | ZERKER RD | ALLEN | Add Lanes | KER08RTP005 | \$57,000,000 | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | |
| 621 | Kern County | SJV | | 7TH_STANDAR | ALLEN | OLD FARM | Add Lanes | KER08RTP005 | \$57,000,000 | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | |
| 622 | Kern County | SJV | | 7TH_STANDAR | OLD FARM | JEWETTA | Add Lanes | KER08RTP005 | \$57,000,000 | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | |
| 623 | Kern County | SJV | | 7TH_STANDAR | VERDUGO | CALLOWAY | Add Lanes | KER08RTP005 | \$57,000,000 | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | |
| 624 | Kern County | SJV | | 7TH_STANDAR | JEWETTA | VERDUGO | Add Lanes | KER08RTP005 | \$57,000,000 | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | |
| 625 | Kern County | SJV | | 7TH_STANDAR | CALLOWAY | RIVERLAKES | Add Lanes | KER08RTP005 | \$57,000,000 | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | |
| 626 | Kern County | SJV | | 7TH_STANDAR | RIVERLAKES | COFFEE | Add Lanes | KER08RTP005 | \$57,000,000 | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | |
| 627 | Kern County | SJV | | 7TH_STANDAR | COFFEE | SR99 | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | |
| 628 | Kern County | SJV | | 7TH_STANDAR | SR99 | SR99 | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | |
| 629 | Kern County | SJV | | 7TH_STANDAR | SR99 | SR65 | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | |
| 630 | Kern County | SJV | | 7TH_STANDAR | SR65 | PEGASUS | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | |
| 631 | Kern County | SJV | | 7TH_STANDAR | PEGASUS | WINGS WAY | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | |
| 632 | Kern County | SJV | | 7TH_STANDAR | WINGS WAY | AIRPORT | Add Lanes | Local | | 1 | 1 | 1 | | 1 | 2 | 2 | 2 | 2 | | |
| 633 | Kern County | SJV | | 7TH_STANDAR | AIRPORT | MC CRAY | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | |
| 634 | Kern County | SJV | | 7TH_STANDAR | MC CRAY | CHESTER | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | |
| 635 | Kern County | MD | | 90TH WEST | ROSAMOND | HOLIDAY | Add Lanes | Local | | | | | 1 | | | | | 1 | 2 | |
| 636 | Kern County | MD | | 90TH WEST | HOLIDAY | GASKELL | Add Lanes | Local | | | | | 1 | | | | | 1 | 2 | |
| 637 | Kern County | MD | | 90TH WEST | GASKELL | A AVE | Add Lanes | Local | | | | | 1 | | | | | 1 | 2 | |
| 638 | Kern County | SJV | | AIRPORT | 7TH STANDARD | DAY | Add Lanes | Local | | 1 | 1 | 1 | | 2 | 2 | 2 | 2 | 2 | | |
| 639 | Kern County | SJV | | AIRPORT | DAY | SKYWAY | Add Lanes | Local | | 1 | 1 | 1 | | 2 | 2 | 2 | 2 | 2 | | |
| 640 | Kern County | SJV | | AIRPORT | SKYWAY | NORRIS | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | |
| 641 | Kern County | SJV | | AIRPORT | NORRIS | DECATUR/OLIVE | Add Lanes | Local | | 2 | 2 | 2 | | 2 | 3 | 3 | 3 | 3 | | |
| 642 | Kern County | SJV | | AIRPORT | DECATUR/OLIVE | ROBERTS LN | Add Lanes | Local | | 2 | 2 | 2 | | 2 | 3 | 3 | 3 | 3 | | |
| 645 | Kern County | SJV | | ALLEN | HAGEMAN | MEACHAM | Add Lanes | Local | | 1 | 1 | 1 | | 2 | 2 | 2 | 2 | 2 | | |
| 646 | Kern County | SJV | | ALLEN | MEACHAM | SR58 | Add Lanes | Local | | 1 | 1 | 1 | | 2 | 2 | 2 | 2 | 2 | | |

| Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled | | | | | | | | | | | | | | | | | | | |
|---|-------------|-----------|------------|---------------|---------------------|---------------------|------------------|-------------------------|-------------------|---|----|----|----|----|----|----|----|----|--|
| SORT KEY | AGENCY | AIR BASIN | PM10 BASIN | STREET | BEGIN | END | Type of Imprvmt. | RTP PROJECT ID/Other ID | COST (RTP, Other) | Year number of lanes modeled (each direction) | | | | | | | | | |
| | | | | | | | | | | 11 | 12 | 14 | 15 | 17 | 20 | 23 | 25 | 35 | |
| 647 | Kern County | SJV | | CALLOWAY | 7TH STANDARD | ETCHART | Add Lanes | Local | | 1 | 1 | 1 | | 1 | 1 | 1 | 2 | 2 | |
| 648 | Kern County | SJV | | CALLOWAY | ETCHART | SNOW | Add Lanes | Local | | 1 | 1 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 649 | Kern County | SJV | | CALLOWAY | SR58 | PALM | Add Lanes | Local | | 2 | 2 | 2 | | 3 | 3 | 3 | 3 | 3 | |
| 650 | Kern County | SJV | | CALLOWAY | PALM | BRIMHALL | Add Lanes | Local | | 2 | 2 | 2 | | 3 | 3 | 3 | 3 | 3 | |
| 651 | Kern County | SJV | | CALIFORNIA | WASHINGTON | MT VERNON | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 652 | Kern County | SJV | | CALIFORNIA | MT VERNON | EDISON | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 653 | Kern County | SJV | | CHINA GRADE | CHESTER | MANOR | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 654 | Kern County | SJV | | CHINA GRADE | MANOR | MONTE CRISTO | Add Lanes | Local | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 2 | |
| 655 | Kern County | SJV | | CHINA GRADE | MONTE CRISTO | CHINA GRADE LOOP/RD | Add Lanes | Local | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 2 | |
| 656 | Kern County | SJV | | CHINA GRADE | CHINA GRADE LOOP/RD | ALFRED HARRELL | Add Lanes | Local | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 2 | |
| 657 | Kern County | IWV | | CHINA LAKE BL | SPRINGER | MAHAN | | | | | | | 1 | | | | | 1 | |
| 658 | Kern County | IWV | | CHINA LAKE BL | MAHAN | SR395 | | | | | | | 1 | | | | | 1 | |
| 659 | Kern County | SJV | | COFFEE | 7TH STANDARD | ETCHART | Add Lanes | Local | | 1 | 1 | 1 | | 1 | 2 | 2 | 2 | 3 | |
| 660 | Kern County | SJV | | COFFEE | ETCHART | SNOW | Add Lanes | Local | | 1 | 1 | 1 | | 1 | 2 | 2 | 2 | 3 | |
| 661 | Kern County | SJV | | COFFEE | SNOW | NORRIS | Add Lanes | Local | | 1 | 1 | 1 | | 1 | 2 | 2 | 2 | 3 | |
| 662 | Kern County | SJV | | GOSFORD | HOSKING | BERKSHIRE | Add Lanes | Local | | 1 | 1 | 1 | | 2 | 2 | 2 | 2 | 3 | |
| 663 | Kern County | SJV | | HAGEMAN | RENFRO | JENKINS | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 2 | 2 | |
| 664 | Kern County | SJV | | HAGEMAN | SANTA FE | ALLEN | Add Lanes | Local | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 665 | Kern County | SJV | | MANOR | MC CRAY | CHESTER | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 666 | Kern County | SJV | | MANOR | CHESTER | DAY | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 667 | Kern County | SJV | | MANOR | DAY | CHINA GRADE LOOP | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 668 | Kern County | SJV | | MANOR | CHINA GRADE LOOP | NORRIS | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 669 | Kern County | SJV | | MANOR | NORRIS | ROBERTS LN | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 670 | Kern County | SJV | | MING AVE | P ST | UNION | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 671 | Kern County | SJV | | MOHAWK | DOWNING | SR58 | | | | 3 | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | |
| 672 | Kern County | SJV | | MT VERNON | COLLEGE | FLOWER | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 673 | Kern County | SJV | | MT VERNON | KENTUCKY | EDISON HWY | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 674 | Kern County | SJV | | MT VERNON | EDISON HWY | CALIFORNIA | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 675 | Kern County | SJV | | MT VERNON | VIRGINIA | BRUNDAGE | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 676 | Kern County | SJV | | MT VERNON | BERNARD | COLLEGE | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 677 | Kern County | SJV | | MT VERNON | FLOWER | NILES | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 678 | Kern County | SJV | | MT VERNON | CALIFORNIA | VIRGINIA | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 679 | Kern County | SJV | | MT_VERNON | NILES | KENTUCKY | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 681 | Kern County | SJV | | N CHESTER | BEARDSLEY | ROBERTS LN | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 682 | Kern County | SJV | | N CHESTER | ROBERTS LN | DECATUR | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 683 | Kern County | SJV | | N CHESTER | DECATUR | NORRIS | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 684 | Kern County | SJV | | N CHESTER | NORRIS | CHINA GRADE LOOP | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |
| 685 | Kern County | SJV | | N CHESTER | CHINA GRADE LOOP | DAY | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | |

| Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled | | | | | | | | | | | | | | | | | | | | |
|--|-------------|-----------|------------|-----------------|---------------------|-------------|-------------------|-------------------------|-------------------|---|----|----|----|----|----|----|----|----|---|--|
| SORT KEY | AGENCY | AIR BASIN | PM10 BASIN | STREET | BEGIN | END | Type of Imprvmnt. | RTP PROJECT ID/Other ID | COST (RTP, Other) | Year number of lanes modeled (each direction) | | | | | | | | | | |
| | | | | | | | | | | 11 | 12 | 14 | 15 | 17 | 20 | 23 | 25 | 35 | | |
| Note: Blacked out columns indicate segment in planning area without attainment dates in those years | | | | | | | | | | | | | | | | | | | | |
| 686 | Kern County | SJV | | N CHESTER | DAY | MANOR | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | |
| 687 | Kern County | SJV | | NILES | MONTEREY | MT VERNON | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | |
| 688 | Kern County | SJV | | NILES | MT VERNON | OSWELL | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | |
| 689 | Kern County | SJV | | NILES | OSWELL | STERLING RD | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | |
| 690 | Kern County | SJV | | NILES | STERLING RD | FAIRFAX | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | |
| 691 | Kern County | SJV | | NILES | FAIRFAX | BRENTWOOD | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | |
| 692 | Bakersfield | SJV | | NILES | BRENTWOOD | PARK DR | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | |
| 693 | Kern County | SJV | | NILES | PARK DR | SR184 | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | |
| 694 | Kern County | MD | | OLD 58 | ROSEWOOD | SR58BYPASS | | | | | | | 2 | | | | | 2 | 2 | |
| 695 | Kern County | MD | | OLD 58 | ARROYO | ROSEWOOD | | | | | | | 2 | | | | | | 2 | |
| 696 | Kern County | MD | | OLD 58 | SR14 | ARROYO | | | | | | | 2 | | | | | | 2 | |
| 697 | Kern County | MD | | OLD 58 | SR14 | UNITED | | | | | | | 2 | | | | | | 2 | |
| 698 | Kern County | MD | | OLD 58 | UNITED | 5TH ST | | | | | | | 2 | | | | | | 2 | |
| 699 | Kern County | MD | | OLD 58 | 5TH | SR58BYPASS | | | | | | | 2 | | | | | | 2 | |
| 700 | Kern County | SJV | | OLD_RIVER | CURNOW | SR119 | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 2 | |
| 702 | Kern County | SJV | | OLD_RIVER | HOSKING | BERKSHIRE | Add Lanes | Local | | 1 | 1 | 1 | | 1 | 1 | 1 | 2 | 2 | | |
| 703 | Kern County | SJV | | OLD_RIVER | BERKSHIRE | PANAMA LN | Add Lanes | Local | | 1 | 1 | 1 | | 1 | 1 | 1 | 2 | 2 | | |
| 704 | Kern County | SJV | | OSWELL | BERNARD | COLLEGE | Add Lanes | Local | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 3 | | |
| 705 | Kern County | SJV | | OSWELL | COLLEGE | NILES | Add Lanes | Local | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 3 | | |
| 706 | Kern County | SJV | | OSWELL | NILES | KENTUCKY | Add Lanes | Local | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 3 | | |
| 707 | Kern County | SJV | | OSWELL | KENTUCKY | CALIFORNIA | Add Lanes | Local | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 3 | | |
| 708 | Kern County | SJV | | OSWELL | CALIFORNIA | EDISON HWY | Add Lanes | Local | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 3 | | |
| 709 | Kern County | SJV | | OSWELL | EDISON HWY | VIRGINIA | Add Lanes | Local | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 3 | | |
| 710 | Kern County | SJV | | OSWELL | VIRGINIA | BRUNDAGE | Add Lanes | Local | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 3 | | |
| 713 | Kern County | SJV | | PANAMA_LN | RENFRO | ALLEN | Add Lanes | Local | | 1 | 1 | 1 | | 2 | 2 | 2 | 2 | 2 | | |
| 714 | Kern County | MD | | RANDBURG CUTOFF | SR14 | SR58BYPASS | | | | | | | 1 | | | | | 1 | 1 | |
| 715 | Kern County | MD | | ROSAMOND BL | TEHACHAPI WILLOW ST | 80TH ST | | | | | | | 1 | | | | | 1 | 1 | |
| 716 | Kern County | MD | | ROSAMOND BL | 80TH ST | 70TH ST | | | | | | | 1 | | | | | 1 | 1 | |
| 717 | Kern County | MD | | ROSAMOND BL | 70TH ST | 65TH ST | | | | | | | 1 | | | | | 1 | 1 | |
| 718 | Kern County | MD | | ROSAMOND BL | 65TH ST | 60TH ST | | | | | | | 1 | | | | | 1 | 1 | |
| 719 | Kern County | MD | | ROSAMOND BL | 60TH ST | 50TH ST | Add Lanes | Local | | | | | 2 | | | | | 2 | 2 | |
| 720 | Kern County | MD | | ROSAMOND BL | 50TH ST | 40TH ST | Add Lanes | Local | | | | | 3 | | | | | 3 | 3 | |
| 721 | Kern County | MD | | ROSAMOND BL | 40TH ST | 30TH ST | Add Lanes | Local | | | | | 3 | | | | | 3 | 3 | |
| 722 | Kern County | MD | | ROSAMOND BL | 30TH ST | 25TH ST | Add Lanes | Local | | | | | 3 | | | | | 3 | 3 | |
| 723 | Kern County | MD | | ROSAMOND BL | 25TH ST | SR14 | Add Lanes | Local | | | | | 3 | | | | | 3 | 3 | |
| 724 | Kern County | MD | | ROSAMOND BL | SR14 | 20TH ST | Add Lanes | Local | | | | | 3 | | | | | 3 | 3 | |
| 725 | Kern County | MD | | ROSAMOND BL | 20TH ST | SIERRA HWY | Add Lanes | Local | | | | | 3 | | | | | 3 | 3 | |
| 726 | Kern County | MD | | ROSAMOND BL | SIERRA HWY | 15TH ST | Add Lanes | Local | | | | | 3 | | | | | 3 | 3 | |

| Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled | | | | | | | | | | | | | | | | | | | | |
|---|------------------------|-----------|------------|---------------------|-------------------|-------------------|-------------------|-------------------------|-------------------|---|----|----|----|----|----|----|----|----|---|---|
| SORT KEY | AGENCY | AIR BASIN | PM10 BASIN | STREET | BEGIN | END | Type of Imprvmnt. | RTP PROJECT ID/Other ID | COST (RTP, Other) | Year number of lanes modeled (each direction) | | | | | | | | | | |
| | | | | | | | | | | 11 | 12 | 14 | 15 | 17 | 20 | 23 | 25 | 35 | | |
| Note: Blacked out columns indicate segment in planning area without attainment dates in those years | | | | | | | | | | | | | | | | | | | | |
| 727 | Kern County | MD | | ROSAMOND BL | 15TH ST | 10TH ST | Add Lanes | Local | | | | | 3 | | | | | 3 | 3 | |
| 728 | Kern County | SJV | | STOCKDALE | NORD | WEGIS | Add Lanes | Local | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 3 | | |
| 729 | Kern County | SJV | | STOCKDALE | WEGIS | HEATH | Add Lanes | Local | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 3 | | |
| 730 | Kern County | SJV | | STOCKDALE | HEATH | CLAUDIA AUTUMN DR | Add Lanes | Local | | 1 | 1 | 1 | | 1 | 2 | 2 | 2 | 2 | | |
| 731 | Kern County | SJV | | STOCKDALE | CLAUDIA AUTUMN DR | RENFRO | Add Lanes | Local | | 1 | 1 | 1 | | 1 | 2 | 2 | 2 | 2 | | |
| 732 | Kern County | SJV | | SO.CHESTER | WILSON | MING | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 | | |
| 733 | Kern County | MD | | TEHACHAPI WILLOW SF | IRONE | ROSAMOND | | | | | | | 1 | | | | | 1 | 1 | |
| 734 | Kern County | MD | | TEHACHAPI WILLOW SF | HAMILTON | IRONE | | | | | | | 1 | | | | | 1 | 1 | |
| 735 | Kern County | MD | | TEHACHAPI WILLOW SF | HIGHLINE | DENNISON | | | | | | | 1 | | | | | 1 | 1 | |
| 736 | Kern County | MD | | TEHACHAPI WILLOW SF | ABAJO | HIGHLINE | | | | | | | 1 | | | | | 1 | 1 | |
| 737 | Kern County | SJV | | UNION | BELLE TERRACE | MING | Add Lanes | Local | | 2 | 2 | 2 | | 2 | 3 | 3 | 3 | 3 | | |
| 738 | Kern County | SJV | | UNION | WHITE LN | PACHECO | Add Lanes | Local | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 3 | | |
| 739 | Bakersfield | SJV | | UNION | PACHECO | FAIRVIEW RD | Add Lanes | Local | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 3 | | |
| 740 | Bakersfield | SJV | | UNION | FAIRVIEW RD | PANAMA LN | Add Lanes | Local | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 3 | | |
| 741 | Bakersfield | SJV | | UNION | PANAMA LN | BERKSHIRE | Add Lanes | Local | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 3 | | |
| 742 | Kern County | SJV | | UNION | BERKSHIRE | HOSKING | Add Lanes | Local | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 3 | | |
| 743 | Kern County | SJV | | UNION | HOSKING | MC KEE | Add Lanes | Local | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 3 | | |
| 744 | Kern County | SJV | | UNION | MC KEE | SR119 | Add Lanes | Local | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 3 | | |
| 827 | California City | | | | | | | | | | | | | | | | | | | |
| 828 | California City | MD | | CAL CITY BL | SR14 | RAILROAD | | | | | | | 1 | | | | | 1 | 1 | |
| 829 | California City | MD | | CAL CITY BL | RAILROAD | BARON BLVD | | | | | | | 1 | | | | | 1 | 1 | |
| 830 | California City | MD | | CAL CITY BL | BARON BLVD | NEURALIA | | | | | | | 2 | | | | | 2 | 2 | |
| 831 | California City | MD | | CAL CITY BL | NEURALIA | HACIENDA | | | | | | | 2 | | | | | 2 | 2 | |
| 832 | California City | MD | | CAL CITY BL | RANDBURG MOJAVE | HACIENDA | | | | | | | 2 | | | | | 2 | 2 | |
| 833 | California City | MD | | CAL CITY BL | REDWOOD | RANDBURG MOJAVE | | | | | | | 2 | | | | | 2 | 2 | |
| 834 | California City | MD | | CAL CITY BL | CARSON | REDWOOD | | | | | | | 1 | | | | | 1 | 1 | |
| 835 | Ridgecrest | | | | | | | | | | | | | | | | | | | |
| 836 | Ridgecrest | IWV | | CHINA LAKE BL | RIDGECREST BLVD | UPJOHN | | | | | | | 2 | | | | | 2 | 2 | |
| 837 | Ridgecrest | IWV | | CHINA LAKE BL | UPJOHN | BOWMAN RD | | | | | | | 2 | | | | | 2 | 2 | |
| 838 | Ridgecrest | IWV | | CHINA LAKE BL | BOWMAN RD | COLLEGE HEIGHTS | | | | | | | 1 | | | | | 1 | 1 | |
| 839 | Ridgecrest | IWV | | CHINA LAKE BL | COLLEGE HEIGHTS | DOLPHIN | | | | | | | 1 | | | | | 1 | 1 | |
| 840 | Ridgecrest | IWV | | CHINA LAKE BL | DOLPHIN | DOWNS | | | | | | | 1 | | | | | 1 | 1 | |
| 841 | Ridgecrest | IWV | | CHINA LAKE BL | DOWNS | SPRINGER | | | | | | | 1 | | | | | 1 | 1 | |
| 842 | Ridgecrest | IWV | | CHINA LAKE BL | SPRINGER | SR395 | | | | | | | 1 | | | | | 1 | 1 | |
| 843 | Shafter | | | | | | | | | | | | | | | | | | | |
| 844 | Shafter | SJV | | LERDO_HWY | POPLAR | SHAFTER | | | | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 |
| 845 | Shafter | SJV | | LERDO_HWY | SHAFTER | SR43 | | | | | | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 |
| 846 | Shafter | SJV | | LERDO_HWY | SR43 | MANNEL | | | | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 |

| Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled | | | | | | | | | | | | | | | | | | |
|---|---------|-----------|------------|-----------|---------|---------|------------------|-------------------------|-------------------|---|----|----|----|----|----|----|----|----|
| SORT KEY | AGENCY | AIR BASIN | PM10 BASIN | STREET | BEGIN | END | Type of Imprvmt. | RTP PROJECT ID/Other ID | COST (RTP, Other) | Year number of lanes modeled (each direction) | | | | | | | | |
| | | | | | | | | | | 11 | 12 | 14 | 15 | 17 | 20 | 23 | 25 | 35 |
| 847 | Shafter | SJV | | LERDO_HWY | MANNEL | BEECH | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 |
| 848 | Shafter | SJV | | LERDO_HWY | BEECH | CHERRY | | | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 2 |
| 849 | Shafter | SJV | | LERDO_HWY | CHERRY | ZACHARY | Add Lanes | Local | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 3 |
| 850 | Shafter | SJV | | LERDO_HWY | ZACHARY | ZERKER | Add Lanes | Local | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 3 |
| 851 | Shafter | SJV | | LERDO_HWY | ZERKER | SR99 | Add Lanes | Local | | 2 | 2 | 2 | | 2 | 2 | 2 | 2 | 3 |

Exempt Project Listing

Transportation Project Listing - Exempt Projects

| Jurisdiction/ Agency | TIP Project ID | CTIPS ID (If available) | Description | Est. Cost | Exempt Code (per CTIPS) | Air Basins |
|-------------------------|-------------------|----------------------------|---|--------------|----------------------------------|-------------|
| Arvin | KER050501 | 20400000294 | IN ARVIN: INSTALL NEW COMPRESSOR, NEW VESSELS AND NEW ROOF STRUCTURE AT EXISTING CNG STATION | \$598,754 | 2.04 | San Joaquin |
| Arvin | KER061003 | 10400000227 | IN ARVIN: ON DERBY ST BETWEEN HAVEN DR AND SCHIPPER AVE; CONSTRUCT SIDEWALK, SIDEWALK IMPROVEMENTS, AND BIKE LANE | \$659,000 | 3.02 | San Joaquin |
| Arvin | KER090401 | 20400000550 | LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY) | \$792,000 | 1.10 | San Joaquin |
| Arvin | KER100401 | 20400000590 | GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY) | \$745,000 | 1.10 | San Joaquin |
| Arvin | KER101001 | 20400000620 | IN ARVIN: ON SR 223 FROM COMANCHE RD TO DERBY ST; STREETScape IMPROVEMENTS | \$1,084,000 | 4.12 | San Joaquin |
| Bakersfield | KER050102 | 20400000389 | IN BAKERSFIELD: WEST BELTWAY FROM SR119 TO 7TH STANDARD RD; CORRIDOR STUDY | \$15,000,000 | 4.05 | San Joaquin |
| Bakersfield | KER050103 | 20400000390 | IN BAKERSFIELD: SOUTH BELTWAY FROM I-5 TO SR58; ROUTE ADOPTION | \$1,000,000 | 4.05 | San Joaquin |
| Bakersfield | KER050532 | 20400000325 | IN BAKERSFIELD: "H" ST/MCKEE RD; NEW SIGNAL & SIGNAL COORDINATION (INTERCONNECT) | \$217,000 | 5.07 | San Joaquin |

Transportation Project Listing - Exempt Projects

| Jurisdiction/ Agency | TIP Project ID | CTIPS ID (If available) | Description | Est. Cost | Exempt Code (per CTIPS) | Air Basins |
|-------------------------|-------------------|----------------------------|---|-------------|----------------------------------|-------------|
| Bakersfield | KER060402 | 20400000424 | LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY) | \$4,410,000 | 1.10 | San Joaquin |
| Bakersfield | KER060521 | 20400000454 | IN BAKERSFIELD: AT VARIOUS LOCATIONS; SIGNAL COORDINATION (INTERCONNECT) | \$785,000 | 5.07 | San Joaquin |
| Bakersfield | KER060522 | 20400000455 | IN BAKERSFIELD: AT VARIOUS LOCATIONS; NEW SIGNALS AND SIGNAL SYNCHRONIZATION | \$624,000 | 5.07 | San Joaquin |
| Bakersfield | KER060523 | 20400000456 | IN BAKERSFIELD: GROUPED PROJECT FOR TRAFFIC CONTROL DEVICES | \$418,000 | 1.07 | San Joaquin |
| Bakersfield | KER100402 | 20400000591 | GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY) | \$6,109,352 | 1.10 | San Joaquin |
| Bakersfield | KER100506 | 20400000606 | IN BAKERSFIELD: STOCKDALE HWY FROM RENFRO RD TO JENKINS RD; SIGNAL COORDINATION (INTERCONNECT) | \$94,100 | 5.07 | San Joaquin |
| Bakersfield | KER100507 | 20400000607 | IN BAKERSFIELD: WHITE LANE FROM GOSFORD RD TO ASHE RD; SIGNAL COORDINATION (INTERCONNECT) | \$172,500 | 5.07 | San Joaquin |
| Bakersfield | KER100508 | 20400000608 | IN BAKERSFIELD: GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SAFER ROADS | \$418,000 | 5.07 | San Joaquin |
| Bakersfield | KER100509 | 20400000609 | IN BAKERSFIELD: GROUPED PROJECTS FOR TRAFFIC CONTROL DEVICES | \$234,910 | 1.07 | San Joaquin |
| Bakersfield | KER100510 | 20400000610 | IN BAKERSFIELD: GROUPED PROJECTS FOR TRAFFIC CONTROL DEVICES | \$628,360 | 1.07 | San Joaquin |

Transportation Project Listing - Exempt Projects

| Jurisdiction/ Agency | TIP Project ID | CTIPS ID (If available) | Description | Est. Cost | Exempt Code (per CTIPS) | Air Basins |
|-------------------------|-------------------|----------------------------|---|--------------|----------------------------------|---------------|
| Bakersfield | KER100511 | 20400000611 | IN BAKERSFIELD: RELOCATE AND UPGRADE CITY OF BAKERSFIELD TRAFFIC OPERATIONS CENTER | \$393,750 | 1.07 | San Joaquin |
| Bakersfield | KER100602 | 20400000586 | IN BAKERSFIELD: GRADE SEPARATION AT ROSEDALE HIGHWAY AND LANDCO | \$17,400,000 | 1.01 | San Joaquin |
| Bakersfield | KER101002 | 20400000621 | IN BAKERSFIELD: AT CALLOWAY WEIR FROM THE KERN RIVER PARKWAY BIKE PATH TO RIVERVIEW PARK; BIKEPATH IMPROVEMENTS | \$70,000 | 3.02 | San Joaquin |
| Bakersfield | KER101003 | 20400000622 | IN BAKERSFIELD: ON STOCKDALE HIGHWAY FROM MCDONALD WAY TO NORTH STINE ROAD; LANDSCAPE AND SIDEWALK IMPROVEMENTS | \$231,000 | 4.12 | San Joaquin |
| Bakersfield | KER990112 | 20400000115 | IN BAKERSFIELD: WESTSIDE PARKWAY EAST THROUGH BAKERSFIELD TO SR 58/SR 178; CENTENNIAL TRANSPORTATION CORRIDOR | \$19,687,500 | 4.05 | San Joaquin |
| Cal. City | KER050404 | 20400000381 | GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY) | \$1,241,281 | 1.10 | Mojave Desert |
| Cal. City | KER050539 | 20400000332 | IN CALIFORNIA CITY: REDWOOD BLVD ON SOUTH-SIDE OF ROADWAY FROM HACIENDA BLVD TO NEURALIA RD (1.5 MILES); SURFACE UNPAVED STREET | \$1,172,725 | 1.10 | Mojave Desert |
| Cal. City | KER060515 | 20400000448 | IN CALIFORNIA CITY: UNPAVED SECTION OF MENDIBURU RD FROM HACIENDA BLVD TO 96TH ST (0.5 MILE); SURFACE UNPAVED STREET | \$735,563 | 1.10 | Mojave Desert |

Transportation Project Listing - Exempt Projects

| Jurisdiction/ Agency | TIP Project ID | CTIPS ID (If available) | Description | Est. Cost | Exempt Code (per CTIPS) | Air Basins |
|-------------------------|-------------------|----------------------------|--|-------------|----------------------------------|---------------|
| Cal. City | KER061002 | 10400000228 | IN CALIFORNIA CITY: ON CALIFORNIA CITY BETWEEN YERBA BLVD AND NEURALIA; CONSTRUCT SIDEWALK AND SIDEWALK IMPROVEMENTS | \$710,000 | 3.02 | Mojave Desert |
| Cal. City | KER100403 | 20400000592 | GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY) | \$451,093 | 1.10 | Mojave Desert |
| Cal. City | KER100512 | 20400000612 | IN CALIFORNIA CITY: UNPAVED SECTION OF MENDIBURU RD FROM HACIENDA BLVD TO NEURALIA; SURFACE UNPAVED STREET | \$1,059,607 | 1.10 | Mojave Desert |
| Delano | KER100404 | 20400000593 | GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY) | \$1,006,751 | 1.10 | San Joaquin |
| Delano | KER100603 | 20400000587 | IN DELANO: SR 99 AT WOOLLOMES AVE; INTERCHANGE SAFETY IMPROVEMENTS | \$5,500,000 | 5.04 | San Joaquin |
| GET | KER060503 | 20400000437 | PURCHASE SEVEN CNG REPLACEMENT BUSES | \$2,900,470 | 2.10 | San Joaquin |
| GET | KER060504 | 20400000438 | PURCHASE NINE REPLACEMENT PARATRANSIT VEHICLES | \$720,000 | 2.10 | San Joaquin |
| GET | KER060505 | 20400000439 | PURCHASE FIVE REPLACEMENT PARATRANSIT VEHICLES | \$400,000 | 2.10 | San Joaquin |
| GET | KER070825 | 20400000494 | PURCHASE NINETEEN REPLACEMENT CNG BUSES | \$8,354,775 | 2.10 | San Joaquin |
| GET | KER070829 | 20400000498 | PURCHASE STEAM RACK HOIST | \$80,000 | 2.04 | San Joaquin |
| GET | KER070830 | 20400000499 | WATER RECLAMATION | \$150,000 | 2.08 | San Joaquin |
| GET | KER070832 | 20400000501 | PURCHASE SECURITY CAMERA SYSTEMS | \$61,000 | 2.04 | San Joaquin |
| GET | KER080502 | 20400000544 | PURCHASE TWELVE 40 FT CNG BUSES | \$4,699,531 | 2.10 | San Joaquin |

Transportation Project Listing - Exempt Projects

| Jurisdiction/ Agency | TIP Project ID | CTIPS ID (If available) | Description | Est. Cost | Exempt Code (per CTIPS) | Air Basins |
|-------------------------|-------------------|----------------------------|---|-------------|----------------------------------|-------------|
| GET | KER080808 | 20400000534 | SOUTHWEST TRANSIT CENTER UPGRADE | \$3,500,000 | 2.08 | San Joaquin |
| GET | KER080809 | 20400000535 | PURCHASE FIFTEEN CNG REPLACEMENT BUSES | \$6,408,450 | 2.10 | San Joaquin |
| GET | KER090802 | 20400000562 | PREVENTATIVE MAINTENANCE | \$7,693,000 | 2.01 | San Joaquin |
| GET | KER100505 | 20400000605 | EXPANSION OF CNG FUELING STATION FUEL ISLAND | \$600,000 | 2.04 | San Joaquin |
| GET | KER100801 | 20400000572 | PURCHASE SEVENTEEN REPLACEMENT CNG BUSES | \$8,415,000 | 2.10 | San Joaquin |
| GET | KER100802 | 20400000573 | REPLACEMENT COMPRESSOR A | \$1,100,000 | 2.04 | San Joaquin |
| GET | KER100803 | 20400000574 | REPLACEMENT COMPRESSOR B | \$1,100,000 | 2.04 | San Joaquin |
| GET | KER100804 | 20400000575 | REPLACE BUS WASHING SYSTEM | \$320,000 | 2.04 | San Joaquin |
| GET | KER100805 | 20400000576 | REPLACE FUELING DISPENSERS | \$150,000 | 2.04 | San Joaquin |
| GET | KER100806 | 20400000577 | REPLACEMENT FUEL MANAGEMENT SYSTEM | \$250,000 | 2.04 | San Joaquin |
| GET | KER100807 | 20400000578 | PREVENTATIVE MAINTENANCE | \$8,650,000 | 2.01 | San Joaquin |
| KCOG | KER080101 | 20400000515 | PLANNING, PROGRAMMING AND MONITORING | \$8,171,000 | 4.01 | Various |
| KCOG | KER080501 | 20400000513 | IN KERN COUNTY: RIDESHARE PROGRAM | \$521,000 | 3.01 | Various |
| KCOG | KER100411 | 20400000600 | IN KERN COUNTY: REGIONAL TRAFFIC COUNT PROGRAM | \$180,000 | 1.10 | Various |
| KCOG | KER100501 | 20400000601 | IN KERN COUNTY: RIDESHARE PROGRAM | \$236,079 | 3.01 | Various |
| Kern Co. | KER060411 | 20400000433 | LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY) | \$4,165,647 | 1.10 | Various |
| Kern Co. | KER060506 | 20400000440 | PURCHASE SIX TYPE II DIESEL REPLACEMENT MINI BUSES | \$560,730 | 2.10 | Various |

Transportation Project Listing - Exempt Projects

| Jurisdiction/ Agency | TIP Project ID | CTIPS ID (If available) | Description | Est. Cost | Exempt Code (per CTIPS) | Air Basins |
|-------------------------|-------------------|----------------------------|--|--------------|----------------------------------|---------------|
| Kern Co. | KER060507 | 20400000441 | PURCHASE SIX TYPE II DIESEL REPLACEMENT MINI BUSES | \$560,730 | 2.10 | Various |
| Kern Co. | KER060524 | 20400000457 | GROUPED PROJECTS FOR SHOULDER IMPROVEMENTS IN KERN COUNTY | \$5,658,603 | 1.04 | Various |
| Kern Co. | KER080113 | 20400000542 | IN KERN COUNTY: ON HAGEMAN ROAD AT BURLINGTON NORTHERN SANTA FE RAILWAY; SEPARATION OF GRADE | \$35,300,000 | 1.01 | San Joaquin |
| Kern Co. | KER100410 | 20400000599 | GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY) | \$5,438,694 | 1.10 | Various |
| Kern Co. | KER100503 | 20400000603 | PURCHASE OF THREE REPLACEMENT CNG 35' BUSES (ADA COMPLIANT) | \$1,136,625 | 2.10 | Various |
| Kern Co. | KER100514 | 20400000614 | IN BAKERSFIELD: PIONEER DRIVE: GARGANO ROAD TO VINELAND ROAD; SURFACE UNPAVED STREET | \$150,000 | 1.10 | San Joaquin |
| Kern Co. | KER100515 | 20400000615 | IN ROSAMOND: 55TH STREET WEST FROM ROSAMOND BLVD TO ASHE ST; SURFACE UNPAVED STREET | \$385,000 | 1.10 | Mojave Desert |
| Kern Co. | KER100516 | 20400000616 | NEAR TEHACHAPI: REEVES ST FROM ALTA VISTA TO SR 202; SURFACE UNPAVED STREET | \$205,000 | 1.10 | Mojave Desert |
| Kern Co. | KER100517 | 20400000617 | IN RIDGECREST: BOWMAN RD FROM JACKS RANCH RD TO DOWNS AVE; SURFACE UNPAVED STREET | \$1,200,000 | 1.10 | Indian Wells |
| Kern Co. | KER100518 | 20400000618 | IN ROSAMOND: GOBI AVE FROM 60TH ST WEST TO 55TH ST WEST; SURFACE UNPAVED STREET | \$300,000 | 1.10 | Mojave Desert |
| Kern Co. | KER100519 | 20400000619 | GROUPED PROJECTS FOR SHOULDER IMPROVEMENTS IN KERN COUNTY | \$620,000 | 1.04 | Various |

Transportation Project Listing - Exempt Projects

| Jurisdiction/ Agency | TIP Project ID | CTIPS ID (If available) | Description | Est. Cost | Exempt Code (per CTIPS) | Air Basins |
|-------------------------|-------------------|----------------------------|---|-------------|----------------------------------|-----------------------|
| Kern Co. | KER101008 | 20400000627 | IN KERNVILLE: ON KERNVILLE RD, KERN RIVER DR, ADJACENT TO KERN RIVER IN RIVER PARK, BIG BLUE RD, TOBIAS ST, SIERRA WAY, PIUTE DR; SIDEWALK IMPROVEMENTS | \$950,000 | 3.02 | Mojave Desert / PM 10 |
| Kern Co. | KER101009 | 20400000628 | IN TAFT: ON ASHER AVENUE FROM 4TH STREET TO TAFT RAILS TO TRAILS; SIDEWALK IMPROVEMENTS | \$275,000 | 3.02 | San Joaquin |
| Ridgecrest | KER050406 | 20400000383 | GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY) | \$473,261 | 1.10 | Indian Wells |
| Ridgecrest | KER060406 | 20400000428 | GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY) | \$1,090,273 | 1.10 | Indian Wells |
| Ridgecrest | KER090406 | 20400000555 | LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY) | \$1,157,122 | 1.10 | Indian Wells |
| Ridgecrest | KER100405 | 20400000594 | GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY) | \$478,805 | 1.10 | Indian Wells |
| Ridgecrest | KER100513 | 20400000613 | IN RIDGECREST: BOWMAN RD FROM MAHAN ST TO DOWNS ST; SURFACE UNPAVED STREET | \$592,544 | 1.10 | Indian Wells |
| Rosamond CSD | KER100504 | 20400000604 | IN ROSAMOND: CONSTRUCT CNG FUELING STATION | \$1,072,903 | 2.04 | Mojave Desert |

Transportation Project Listing - Exempt Projects

| Jurisdiction/ Agency | TIP Project ID | CTIPS ID (If available) | Description | Est. Cost | Exempt Code (per CTIPS) | Air Basins |
|-------------------------|-------------------|----------------------------|---|--------------|----------------------------------|-------------|
| Shafter | KER060407 | 20400000429 | LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY) | \$615,018 | 1.10 | San Joaquin |
| Shafter | KER090407 | 20400000556 | LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY) | \$1,000,000 | 1.10 | San Joaquin |
| Shafter | KER100406 | 20400000595 | GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY) | \$325,000 | 1.10 | San Joaquin |
| Shafter | KER101004 | 20400000623 | IN SHAFTER: ON SANTA FE WAY FROM LOS ANGELES AVENUE TO RIVERSIDE AVENUE; BEAUTIFICATION | \$160,000 | 4.12 | San Joaquin |
| State | KER080111 | 20400000525 | IN BAKERSFIELD: AT VARIOUS LOCATIONS FROM THE SR 119/99 SEPARATION TO THE SR 65/99 SEPARATION; BRIDGE AESTHETIC IMPROVEMENT | \$1,447,000 | 4.09 | San Joaquin |
| State | KER080201 | 20400000536 | GROUPED PROJECTS FOR BRIDGE REHABILITATION AND RECONSTRUCTION - SHOPP PROGRAM | \$19,485,000 | 1.09 | Various |
| State | KER080202 | 20400000537 | GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SHOPP COLLISION REDUCTION PROGRAM | \$24,480,000 | 1.09 | Various |
| State | KER080203 | 20400000538 | GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SHOPP MANDATES PROGRAM | \$16,198,000 | 1.02 | Various |

Transportation Project Listing - Exempt Projects

| Jurisdiction/ Agency | TIP Project ID | CTIPS ID (If available) | Description | Est. Cost | Exempt Code (per CTIPS) | Air Basins |
|-------------------------|-------------------|----------------------------|--|--------------|----------------------------------|---------------|
| State | KER080205 | 20400000540 | GROUPED PROJECTS FOR PAVEMENT RESURFACING AND/OR REHABILITATION - SHOPP ROADWAY PRESERVATION PROGRAM | \$47,874,000 | 1.09 | Various |
| Taft | KER050408 | 20400000385 | GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY) | \$702,768 | 1.10 | San Joaquin |
| Taft | KER060408 | 20400000430 | GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY) | \$306,060 | 1.10 | San Joaquin |
| Taft | KER100407 | 20400000596 | GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY) | \$145,648 | 1.10 | San Joaquin |
| Taft | KER100502 | 20400000602 | IN TAFT: PURCHASE AND INSTALLATION OF TEN BUS SHELTERS | \$149,500 | 2.07 | San Joaquin |
| Taft | KER101005 | 20400000624 | IN TAFT: ON HILLARD STREET FROM "A" STREET TO RAILS TO TRAILS; CONSTRUCT PEDESTRIAN AND BIKE IMPROVEMENTS | \$317,000 | 3.02 | San Joaquin |
| Tehachapi | KER081001 | 20400000545 | IN TEHACHAPI: GREEN ST BN TEHACHAPI BLVD AND "D" ST & INTERSECTIONS OF "F" ST AT ROBINSON ST AND "F" ST AT CURRY ST; PEDESTRIAN IMPROVEMENTS | \$1,168,000 | 4.12 | Mojave Desert |
| Tehachapi | KER100408 | 20400000597 | GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY) | \$228,000 | 1.10 | Mojave Desert |

Transportation Project Listing - Exempt Projects

| Jurisdiction/ Agency | TIP Project ID | CTIPS ID (If available) | Description | Est. Cost | Exempt Code (per CTIPS) | Air Basins |
|-------------------------|-------------------|----------------------------|---|-------------|----------------------------------|---------------|
| Tehachapi | KER101006 | 20400000625 | IN TEHACHAPI: ON TEHACHAPI BLVD FROM HAYES STREET TO ROBINSON STREET; STREETSCAPE IMPROVEMENTS | \$709,000 | 4.12 | Mojave Desert |
| Various | KER060601 | 20400000418 | GROUPED PROJECTS FOR BRIDGE REHABILITATION AND RECONSTRUCTION - HIGHWAY BRIDGE PROGRAM (HBP). NON-CAPACITY PROJECTS ONLY. (40 CFR TABLES 2&3) (INCLUDES SEISMIC RETROFIT) | \$6,382,500 | 1.19 | Various |
| Various | KER060602 | 20400000419 | AT VARIOUS LOCATIONS, 130-RAILROAD GRADE CROSSING PROTECTION PROJECTS. NON-CAPACITY INCREASING PROJECTS ONLY. (40 CFR TABLES 2&3) | \$3,973,124 | 1.01 | Various |
| Various | KER060608 | 20400000483 | GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP). NON-CAPACITY INCREASING PROJECTS ONLY. (40 CFR TABLES 2&3) | \$275,200 | 1.06 | Various |
| Various | KER080602 | 20400000549 | GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SAFE ROUTES TO SCHOOL FEDERAL PROGRAM. NON-CAPACITY INCREASING PROJECTS ONLY. (40 CFR TABLES 2&3) | \$934,730 | 3.02 | Various |
| Various | KER100601 | 20400000571 | GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP). NON-CAPACITY INCREASING PROJECTS ONLY. (40 CFR TABLES 2&3) | \$317,400 | 1.06 | Various |
| Wasco | KER060514 | 20400000447 | UPGRADE EXISTING CNG FUELING STATION | \$569,769 | 2.04 | San Joaquin |

Transportation Project Listing - Exempt Projects

| Jurisdiction/ Agency | TIP Project ID | CTIPS ID (If available) | Description | Est. Cost | Exempt Code (per CTIPS) | Air Basins |
|-------------------------|-------------------|----------------------------|---|-------------|----------------------------------|-------------|
| Wasco | KER100409 | 20400000598 | GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY) | \$1,207,377 | 1.10 | San Joaquin |
| Wasco | KER101007 | 20400000626 | IN WASCO: ON SR 43 FROM POSO DRIVE TO FILBURN AVENUE; LANDSCAPE IMPROVEMENT | \$633,447 | 4.12 | San Joaquin |

APPENDIX C

CONFORMITY ANALYSIS DOCUMENTATION

- 2011 adjust_vmt Spreadsheet
- 2011 Conformity EMFAC Spreadsheet
- 2011 Conformity Paved Road Spreadsheet
- 2011 Conformity Unpaved Road Dust Spreadsheet
- 2011 Conformity Construction Spreadsheet
- 2011 Conformity Trading Spreadsheet
- 2011 Conformity Totals Spreadsheet

• 2011 adjust_vmt Spreadsheet - KERN – San Joaquin Valley Planning Area (SJV)

| Variable | Source | 2011 | 2012 | 2014 | 2017 | 2020 | 2023 | 2025 | 2035 | |
|---------------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| EDP | EMFAC 2007 | 463,376 | 475,475 | 500,632 | 536,308 | 572,095 | 608,620 | 634,269 | 773,953 | |
| EVMT | EMFAC 2007 | 20,290,036 | 20,784,024 | 21,951,564 | 23,720,446 | 25,545,062 | 27,129,886 | 28,146,334 | 33,686,624 | |
| MVMT | TPA Model | 19,774,990 | 20,225,858 | 21,130,887 | 22,774,454 | 24,371,562 | 25,899,221 | 26,978,155 | 32,892,222 | <=Enter Mo |
| N | Calculated | 451,614 | 462,706 | 481,915 | 514,920 | 545,814 | 581,012 | 607,944 | 755,702 | <= Read Ne |
| N = New Population | | | | | | | | | | |
| EDP = EMFAC Default Population | | | | | | | | | | |
| MVMT = Modeled VMT | | | | | | | | | | |
| EVMT = EMFAC Default VMT | | | | | | | | | | |

• 2011 adjust_vmt Spreadsheet - KERN – Mojave Desert Planning Area (MD)

| | | 2011 | 2015 | 2025 | 2035 | |
|---------------------------------------|------------|-----------|-----------|-----------|------------|-------------------------------------|
| EDP | EMFAC 2007 | 125,124 | 141,868 | 180,038 | 218,149 | |
| EVMT | EMFAC 2007 | 5,995,994 | 6,866,440 | 8,584,790 | 10,136,643 | |
| MVMT | TPA Model | 4,196,648 | 4,582,741 | 5,843,162 | 7,627,284 | <=Enter Modeled Daily VMT Here |
| N | Calculated | 87,575 | 94,684 | 122,541 | 164,146 | <= Read New Vehicle Population Here |
| N = New Population | | | | | | |
| EDP = EMFAC Default Population | | | | | | |
| MVMT = Modeled VMT | | | | | | |
| EVMT = EMFAC Default VMT | | | | | | |

• 2011 Conformity EMFAC Spreadsheet

KERN (SJV)

| Pollutant | Source | Description | 2017 | 2025 | 2035 | | | |
|-----------------|-------------------------|--|--------------|--------------|--------------|--------------|--------------|--------------|
| Carbon Monoxide | EMFAC 2007 (Winter Run) | CO Total Exhaust (All Vehicles Total) | 69.35 | 52.02 | 51.19 | | | |
| | | Conformity Total | 69 | 52 | 51 | | | |
| <hr/> | | | | | | | | |
| Ozone | EMFAC 2007 (Summer Run) | ROG Total Exhaust (All Vehicles Total) | 14.17 | 12.06 | 10.38 | 8.33 | 8.03 | 7.57 |
| | | District Existing Local Reductions | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | | ARB Existing Local Reductions | 0.01 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 |
| | | District New/Proposed Local Reductions | 0.10 | 0.11 | 0.11 | 0.11 | 0.11 | 0.11 |
| | | ARB New/Proposed State Reductions | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | | Conformity Total | 14.06 | 11.94 | 10.26 | 8.22 | 7.92 | 7.46 |
| Ozone | EMFAC 2007 (Summer Run) | NOx Total Exhaust (All Vehicles Total) | 79.56 | 63.73 | 49.90 | 33.26 | 30.96 | 28.74 |
| | | District Existing Local Reductions | 0.28 | 0.16 | 0.26 | 0.22 | 0.22 | 0.22 |
| | | ARB Existing Local Reductions | 6.98 | 6.52 | 5.93 | 5.27 | 5.27 | 5.27 |
| | | District New/Proposed Local Reductions | 0.04 | 0.04 | 0.04 | 0.05 | 0.05 | 0.05 |
| | | ARB New/Proposed State Reductions | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | | Conformity Total | 72.26 | 57.01 | 43.67 | 27.72 | 25.42 | 23.20 |
| <hr/> | | | | | | | | |
| PM-10 | EMFAC 2007 (Annual Run) | PM-10 Total (All Vehicles Total) * includes tire & brake wear | 2.17 | 1.95 | 2.05 | | | |
| | | ARB | 0.02 | 0.02 | 0.02 | | | |
| | | Conformity Total | 2.15 | 1.93 | 2.03 | | | |
| PM-10 | EMFAC 2007 (Annual Run) | NOx Total Exhaust (All Vehicles Total) | 39.58 | 31.07 | 28.77 | | | |
| | | ARB | 5.45 | 5.45 | 5.45 | | | |

- 2011 Conformity EMFAC Spreadsheet (contd.)

| | | | Conformity Total | | | 34.13 | 25.62 | 23.32 |
|-------------------------|-------------------------|--|-------------------------|--------------|--------------|--------------|--------------|--------------|
| <hr/> | | | | | | | | |
| | | | 2012 | 2014 | 2017 | | 2025 | 2035 |
| PM2.5 | EMFAC 2007 (Annual Run) | PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear | 2.75 | 2.41 | 1.97 | | 1.39 | 1.40 |
| | ARB | Adopted State and Local Measures not included in EMFAC 2007 | 0.03 | 0.03 | 0.03 | | 0.03 | 0.03 |
| | ARB | 2007 State Strategy | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 |
| Conformity Total | | | 2.70 | 2.40 | 1.90 | | 1.40 | 1.40 |
| PM2.5 | EMFAC 2007 (Annual Run) | NOx Total Exhaust (All Vehicles Total) | 75.10 | 64.28 | 50.27 | | 31.07 | 28.77 |
| | ARB | Adopted State and Local Measure not included in EMFAC 2007 | 7.44 | 6.95 | 6.95 | | 6.95 | 6.95 |
| | ARB | 2007 State Strategy | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 |
| Conformity Total | | | 67.70 | 57.30 | 43.30 | | 24.10 | 21.80 |

- 2011 Conformity EMFAC Spreadsheet – Mojave Desert (contd.)

EMFAC Emissions (tons/day)

KERN - MD

| <u>Pollutant</u> | <u>Source</u> | <u>Description</u> | 2011 | 2015 | 2025 | 2035 |
|------------------|-------------------------|---|--------------|-------------|-------------|-------------|
| Ozone | EMFAC 2007 (Summer Run) | ROG Total Exhaust (All Vehicles Total) | 3.12 | 2.44 | 1.84 | 1.95 |
| | ARB | Reflash, Public Fleet, Idling, AB 1493, Moyer | 0.01 | 0.01 | 0.01 | 0.01 |
| | Conformity Total | | 3.11 | 2.43 | 1.83 | 1.94 |
| <hr/> | | | | | | |
| Ozone | EMFAC 2007 (Summer Run) | NOx Total Exhaust (All Vehicles Total) | 14.22 | 10.13 | 6.02 | 5.79 |
| | ARB | Reflash, Public Fleet, Idling, AB 1493, Moyer | 1.21 | 1.21 | 1.21 | 1.21 |
| | Conformity Total | | 13.01 | 8.92 | 4.81 | 4.58 |

• 2011 Conformity Paved Road Spreadsheet

KERN 2020

| | VTM Daily | VTM (million/year) | Base Emissions (PM10 tpy) | Rain Adj. Emissions (PM10 tpy) | Rain Adj. Emissions (PM10 tons/day) | District Rule 8061/ISR Control Rates | Control-Adjusted Emissions |
|--|-----------|--------------------|---------------------------|--------------------------------|-------------------------------------|--------------------------------------|----------------------------|
| Enter Freeway VMT ==> | Freeway | 13,262,131 | 4,841 | 1388.773 | 3.708 | 0.147 | 3.163 |
| Enter Arterial VMT ==> | Arterial | 9,320,971 | 3,402 | 1404.280 | 3.750 | 0.337 | 2.486 |
| Enter Collector VMT ==> | Collector | 335,855 | 123 | 50.599 | 0.135 | 0.666 | 0.045 |
| | Urban | 711,776 | 260 | 451.897 | 1.207 | 0.679 | 0.387 |
| Enter Total of Urban and Rural Local VMT Here => | Rural | 740,829 | 270 | 1338.887 | 3.575 | 0.090 | 3.253 |
| | Totals | 24,371,562 | 8,896 | 4634.436 | 4516.705 | | 9.335 |

KERN 2025

| | VTM Daily | VTM (million/year) | Base Emissions (PM10 tpy) | Rain Adj. Emissions (PM10 tpy) | Rain Adj. Emissions (PM10 tons/day) | District Rule 8061/ISR Control Rates | Control-Adjusted Emissions |
|--|-----------|--------------------|---------------------------|--------------------------------|-------------------------------------|--------------------------------------|----------------------------|
| Enter Freeway VMT ==> | Freeway | 14,576,221 | 5,320 | 1526.380 | 4.076 | 0.147 | 3.477 |
| Enter Arterial VMT ==> | Arterial | 10,395,997 | 3,795 | 1566.241 | 4.182 | 0.337 | 2.773 |
| Enter Collector VMT ==> | Collector | 381,970 | 139 | 57.547 | 0.154 | 0.666 | 0.051 |
| | Urban | 795,744 | 290 | 505.207 | 1.349 | 0.679 | 0.433 |
| Enter Total of Urban and Rural Local VMT Here => | Rural | 828,223 | 302 | 1496.834 | 3.997 | 0.090 | 3.637 |
| | Totals | 26,978,155 | 9,847 | 5152.210 | 5021.325 | | 10.371 |

KERN 2035

| | VTM Daily | VTM (million/year) | Base Emissions (PM10 tpy) | Rain Adj. Emissions (PM10 tpy) | Rain Adj. Emissions (PM10 tons/day) | District Rule 8061/ISR Control Rates | Control-Adjusted Emissions |
|--|-----------|--------------------|---------------------------|--------------------------------|-------------------------------------|--------------------------------------|----------------------------|
| Enter Freeway VMT ==> | Freeway | 17,666,418 | 6,448 | 1849.977 | 4.940 | 0.147 | 4.214 |
| Enter Arterial VMT ==> | Arterial | 12,727,534 | 4,646 | 1917.506 | 5.120 | 0.337 | 3.395 |
| Enter Collector VMT ==> | Collector | 541,833 | 198 | 81.632 | 0.218 | 0.666 | 0.073 |
| | Urban | 958,654 | 350 | 608.636 | 1.625 | 0.679 | 0.522 |
| Enter Total of Urban and Rural Local VMT Here => | Rural | 997,783 | 364 | 1803.277 | 4.815 | 0.090 | 4.382 |
| | Totals | 32,892,222 | 12,006 | 6261.028 | 6101.976 | | 12.584 |

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

KERN

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

| Road Type | Base EF (lb PM10/VMT) |
|-----------|-----------------------|
| Freeway | 0.000573793 |
| Arterial | 0.000825524 |
| Collector | 0.000825524 |
| Local | 0.003478828 |
| Rural | 0.009902824 |

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 |

- 2011 Conformity Paved Road Spreadsheet – Indian Wells Valley (IWV)

Paved Road Dust Emissions (tons/day)

KERN -- IWV

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 | 2011 | 237 | 0.235 | 0.587 | 0.072 | 0.078 | 0.029 | 648,753 |
| | | 2015 | 246 | 0.235 | 0.587 | 0.072 | 0.078 | 0.029 | 672,818 |
| | | 2025 | 288 | 0.235 | 0.587 | 0.072 | 0.078 | 0.029 | 789,071 |
| | | 2035 | 438 | 0.235 | 0.587 | 0.072 | 0.078 | 0.029 | 1,201,179 |

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 | 2011 | 237 | 15.96 | 57.37 | 7.04 | 66.13 | 146.50 | 0.40 |
| | | 2015 | 246 | 16.56 | 59.50 | 7.30 | 68.58 | 151.94 | 0.42 |
| | | 2025 | 288 | 19.42 | 69.78 | 8.56 | 80.43 | 178.19 | 0.49 |
| | | 2035 | 438 | 29.56 | 106.23 | 13.03 | 122.44 | 271.26 | 0.74 |

- 2011 Conformity Unpaved Road Dust Spreadsheet - SJV

Unpaved Road Dust Emissions (tons/day)

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 | 242.854 | 0.865 | 0.484 | 0.343 |

KERN 2025

| | Miles | Vehicle Passes per Day | VMT (1000/year) | Base Emissions (PM10 tpy) | Rain Adj. Emissions (PM10 tpy) | Rain Adj. Emissions (PM10 tons/day) | District Rule 8061/ISR Control Rates | Control-Adjusted Emissions |
|-------------|-------|------------------------|-----------------|---------------------------|--------------------------------|-------------------------------------|--------------------------------------|----------------------------|
| City/County | 74.0 | 10 | 270.1 | 270.100 | 242.854 | 0.865 | 0.484 | 0.343 |

KERN 2035

| | 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 | 242.854 | 0.865 | 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 | 6.8 | 6.0 | 4.9 | 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 | 0.78 | 0.81 | 0.87 | 0.94 | 1.00 | 1.00 | 1.00 | 0.97 | 0.95 | 0.87 | 0.84 | 0.90 |

• 2011 Conformity Unpaved Road Dust Spreadsheet – IWV
KERN -- IWV 2011

| | 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 -- IWV 2015

| | 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 -- IWV 2025

| | 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 -- IWV 2035

| | 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 |

- 2011 Conformity Construction Spreadsheet

Road Construction Dust

KERN

| Description | 2020 | | 2025 | | 2035 | |
|---------------------------------------|----------|--------------|------|--------------|------|--------------|
| | Year | Lane Miles | Year | Lane Miles | Year | Lane Miles |
| | Baseline | 2005 | 4790 | 2020 | 5705 | 2025 |
| Horizon | 2020 | 5,705 | 2025 | 5,800 | 2035 | 6,825 |
| Difference | 15 | 915 | 5 | 95 | 10 | 1025 |
| Lane Miles per Year | | 61 | | 19 | | 103 |
| Acres Disturbed | | 237 | | 74 | | 398 |
| Acre-Months | | 4259 | | 1327 | | 7156 |
| Emissions (tons/year) | | 468.480 | | 145.920 | | 787.200 |
| Annual Average Day Emissions (tons) | | 1.284 | | 0.400 | | 2.157 |
| District Rule 8021 Control Rates | | 0.290 | | 0.290 | | 0.290 |
| Total Emissions (tons per day) | | 0.911 | | 0.284 | | 1.531 |

- 2011 Conformity Construction Spreadsheet – IWV

Road Construction Dust

KERN - INDIAN WELLS VALLEY

| Description | | | | | | | | |
|---------------------------------------|------|--------------|------|--------------|------|--------------|------|--------------|
| | 2011 | | 2015 | | 2025 | | 2035 | |
| | Year | Lane Miles |
| Baseline | 2005 | 266 | 2011 | 358 | 2015 | 361 | 2025 | 412 |
| Horizon | 2011 | 358 | 2015 | 361 | 2025 | 412 | 2035 | 439 |
| Difference | 6 | 92 | 4 | 3 | 10 | 51 | 10 | 27 |
| Lane Miles per Year | | 15 | | 1 | | 5 | | 3 |
| Acres Disturbed | | 59 | | 3 | | 20 | | 10 |
| Acre-Months | | 1071 | | 52 | | 356 | | 189 |
| Emissions (tons/year) | | 117.760 | | 5.760 | | 39.168 | | 20.736 |
| Total Emissions (tons per day) | | 0.323 | | 0.016 | | 0.107 | | 0.057 |

- 2011 Conformity Trading Spreadsheet

PM10 Emission Trading Worksheet

KERN CONFORMITY ESTIMATES (tons/day)

| | 2020 | | 2025 | | 2035 | |
|------------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | PM10 | NOx | PM10 | NOx | PM10 | NOx |
| Total On-Road Exhaust | 2.150 | 34.130 | 1.930 | 25.620 | 2.030 | 23.320 |
| Paved Road Dust | 9.335 | | 10.371 | | 12.584 | |
| Unpaved Road Dust | 0.343 | | 0.343 | | 0.343 | |
| Road Construction Dust | 0.911 | | 0.284 | | 1.531 | |
| Total | 12.739 | 34.130 | 12.928 | 25.620 | 16.488 | 23.320 |

Difference (2020 Budget - 2020)

| | PM10 | NOx |
|----------------------------------|------------|------------|
| 2020 Budgets | 14.7 | 39.5 |
| 2020 | 12.7 | 34.1 |
| Difference | 2.0 | 5.4 |
| * 1.5 (Adjustment to NOx Budget) | -3.0 | |

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

Difference (2020 Budget - 2025)

| | PM10 | NOx |
|----------------------------------|------------|-------------|
| 2020 Budgets | 14.7 | 39.5 |
| 2025 | 12.9 | 25.6 |
| Difference | 1.8 | 13.9 |
| * 1.5 (Adjustment to NOx Budget) | -2.7 | |

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

Difference (2020 Budget - 2035)

| | PM10 | NOx |
|----------------------------------|-------------|-------------|
| 2020 Budgets | 14.7 | 39.5 |
| 2035 | 16.5 | 23.3 |
| Difference | -1.8 | 16.2 |
| * 1.5 (Adjustment to NOx Budget) | 2.7 | |

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

1:1.5 PM10 to NOx Trading

| | PM10 | NOx |
|-------------|------|------|
| 2020 Budget | 14.7 | 39.5 |

| | | |
|-----------------------|---------|---------|
| Adjusted 2020 Budget | N/A | N/A |
| 2020 Conformity Total | 12.7 | 34.1 |
| Difference | #VALUE! | #VALUE! |

NOTE: Trading not necessary

| | | |
|-----------------------|---------|---------|
| Adjusted 2020 Budget | N/A | N/A |
| 2025 Conformity Total | 12.9 | 25.6 |
| Difference | #VALUE! | #VALUE! |

NOTE: Trading not necessary

| | | |
|-----------------------|------|------|
| Adjusted 2020 Budget | 16.5 | 36.8 |
| 2035 Conformity Total | 16.5 | 23.3 |
| Difference | 0.0 | 13.5 |

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

- 2011 Conformity Totals Spreadsheet

Conformity Results Summary

| 2011 Conformity Results Summary – KERN | | | | | |
|--|----------------------|------------------|----------------|---------------|-----|
| Pollutant | Scenario | Emissions Total | | DID YOU PASS? | |
| Carbon Monoxide | | CO (tons/day) | | CO | |
| | 2010 Budget | 180 | | | |
| | 2017 | 69 | | YES | |
| | 2018 Budget | 180 | | | |
| | 2018 | 67 | | YES | |
| | 2025 | 52 | | YES | |
| | 2035 | 51 | | YES | |
| | | | | | |
| Ozone | | ROG (tons/day) | NOx (tons/day) | ROG | NOx |
| | 2011 Budget | 15.7 | 79.4 | | |
| | 2011 | 14.1 | 72.3 | YES | YES |
| | 2014 Budget | 13.5 | 64.1 | | |
| | 2014 | 11.9 | 57.0 | YES | YES |
| | 2017 Budget | 11.6 | 49.5 | | |
| | 2017 | 10.3 | 43.7 | YES | YES |
| | 2023 | 8.2 | 27.7 | YES | YES |
| | 2025 | 7.9 | 25.4 | YES | YES |
| | 2035 | 7.5 | 23.2 | YES | YES |
| PM-10 | | PM-10 (tons/day) | NOx (tons/day) | PM-10 | NOx |
| | 2020 Budget | 14.7 | 39.5 | | |
| | 2020 | 12.7 | 34.1 | YES | YES |
| | 2020 Budget | 14.7 | 39.5 | | |
| | 2025 | 12.9 | 25.6 | YES | YES |
| | Adjusted 2020 Budget | 16.5 | 36.8 | | |
| | 2035 | 16.5 | 23.3 | YES | YES |

| 1997 PM2.5 24-Hour & Annual Standards and 2006 24- Hour Standard | | PM2.5 (tons/day) | NOx (tons/day) | | PM2.5 | NOx | |
|--|--|------------------|----------------|------|-------|-----|-----|
| | | 2012 Budget | 3.0 | 74.2 | | | |
| | | 2012 | 2.7 | 67.7 | | YES | YES |
| | | 2014 | 2.4 | 57.3 | | YES | YES |
| | | 2017 | 1.9 | 43.3 | | YES | YES |
| | | 2025 | 1.4 | 24.1 | | YES | YES |
| | | 2035 | 1.4 | 21.8 | | YES | YES |

2011 Conformity Results Summary -- KERN (Mojave Desert)

| Pollutant | Scenario | Emissions Total | | DID YOU PASS? | |
|-----------|-------------|-----------------|----------------|---------------|-----|
| | | ROG (tons/day) | NOx (tons/day) | ROG | NOx |
| Ozone | | | | | |
| | 2008 Budget | 5 | 18 | | |
| | 2011 | 3 | 13 | YES | YES |
| | 2015 | 2 | 9 | YES | YES |
| | 2025 | 2 | 5 | YES | YES |
| | 2035 | 2 | 5 | YES | YES |

2011 Conformity Results Summary -- KERN (Indian Wells Valley)

| Pollutant | Scenario | Emissions Total | | | DID YOU PASS? |
|-----------|-------------|------------------|--|-----|---------------|
| | | PM-10 (tons/day) | | | PM-10 |
| PM-10 | | | | | |
| | 2001 Budget | 1.6 | | | |
| | 2011 | 1.2 | | | YES |
| | | | | | |
| | 2013 Budget | 1.7 | | | |
| | 2013 | 1.0 | | | YES |
| | 2015 | 0.9 | | | YES |
| | 2025 | 1.1 | | | YES |
| 2035 | 1.3 | | | YES | |

APPENDIX D

**TIMELY IMPLEMENTATION DOCUMENTATION FOR
TRANSPORTATION CONTROL MEASURES**

TIMELY IMPLEMENTATION DOCUMENTATION – PROJECT TABLE

| <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>2009 Conformity Update</u> (as of 6/09) | <u>2011 Conformity Update</u> (as of 3/10) |
|------------------------|---------------|---|----------------------------|---------------------------------|------------|-----------------------|---|---|---|
| | | | | | | | | | |
| 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 | Complete | Complete |
| | | | | | | | | | |
| KE 9.3 | Arvin | Drive Approach Modification Project; Traffic Signal | 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>2009 Conformity Update</u> (as of 6/09) | <u>2011 Conformity Update</u> (as of 3/10) |
|------------------------|---------------|--------------------------------------|----------------------------|-----------------------------|------------|-----------------------|--|---|---|
| | | Project | | | | | | | |
| 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 |

| <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>2009 Conformity Update</u> (as of 6/09) | <u>2011 Conformity Update</u> (as of 3/10) |
|----------------------------|---------------|-----------------------------------|--------------------------------|-------------------------------|------------|---------------------------|--|---|---|
| | | | | | 2002 | KER000505 | SIGNALIZATION, COMMUNICATION / SYNCHRONIZATION OF STINE ROAD FROM WHITE LANE TO HARRIS ROAD | Complete | Complete |
| | | | | | 2002 | KER000506 | SIGNALIZATION, COMMUNICATION / SYNCHRONIZATION OF ASHE ROAD FROM CLUB VIEW DRIVE TO NORTH HALF MOON BLVD. | Complete | Complete |
| | | | | | 2002 | KER000507 | SIGNALIZATION, COMMUNICATION / SYNCHRONIZATION OF MISC. BRANCH COMMUNICATIONS AT VARIOUS LOCATIONS | Complete | Complete |
| | | | | | 2002 | KER010502 | SIGNALIZATION: COMMUNICATION / SYNCHRONIZATION OF THREE IDENTIFIED SIGNAL LOCATIONS | Complete | Complete |
| | | | | | 2002 | KER990512 | IN BAKERSFIELD -TRAFFIC SIGNAL WIRED INTERCONNECT ON NILES ST. FROM ALTA VISTA DR. TO HALEY ST. | Complete | Complete |

| <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>2009 Conformity Update</u> (as of 6/09) | <u>2011 Conformity Update</u> (as of 3/10) |
|------------------------|---------------|---|----------------------------|---------------------------|------------|-----------------------|---|---|---|
| | | | | | 2002 | KER990520 | IN BAKERSFIELD -(TRUNK LINE) TRAFFIC SIGNAL WIRED INTERCONNECT ON CHESTER AVENUE FROM 23RD ST. TO W. COLUMBUS ST. | Complete | Complete |
| | | | | | 2002 | KER010503 | SIGNALIZATION; COMMUNICATION / SYNCHRONIZATION OF MISC. BRANCH COMMUNICATIONS AT VARIOUS LOCATIONS | Complete | Complete |
| | | | | | | | | | |
| | | | | | | | | | |
| KE 5.3 | Bakersfield | Intersection improvements at White and Wible Road; Westside Parkway | 2003; 2007 + | Not specified | | | | | |
| | | | | | | | | 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>2009 Conformity Update</u> (as of 6/09) | <u>2011 Conformity Update</u> (as of 3/10) |
|------------------------|-----------------|--------------------------------|----------------------------|---------------------------|------------|-----------------------|---|--|---|
| | | | | | 2000 | KER970508 | SIGNALIZATION: TRUNK LINE COMMUNICATIONS/SYNCHRO. - WHITE LANE FROM WIBLE ROAD TO HUGHES LANE | Complete | Complete |
| | | | | | 2002 | KER010501 | SIGNALIZATION: COMMUNICATION / SYNCHRONIZATION OF GOSFORD ROAD FROM WHITE LANE TO STOCKDALE HWY. | Complete | Complete |
| | | | | | 2002 | KER020102 | IN BAKERSFIELD: FROM STOCKDALE HWY TO TRUXTUN AVE AT ROUTE 99; CONSTRUCT 4-LANE AND 6-LANE NEW FACILITY - Note: In 2009 FTIP, this project has six phases due to funding. | Phase 1 received funding allocation for construction. Phase 1 construction contract awarded November 2008. Design and right of way in progress for all other phases. | Phase 1, 2, 3, and 5 are under construction. Design and right of way in progress for Phase 4 and 6. |
| KE 9.5 | California City | Expand bike lanes by about 75% | 2003 | Not specified | | | | 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>2009 Conformity Update</u> (as of 6/09) | <u>2011 Conformity Update</u> (as of 3/10) |
|------------------------|---------------|---|----------------------------|---------------------------|------------|-----------------------|---|---|---|
| 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 |
| | | | | | 2000 | KER990519 | SIGNALIZATION, SIGNAL SYNCHRONIZATION, CHANNELIZATION AND RELATED SAFETY MODIFICATIONS - NILES ST. FROM VIRGINIA ST. TO MORNING DR. | 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>2009 Conformity Update</u> (as of 6/09) | <u>2011 Conformity Update</u> (as of 3/10) |
|----------------------------|---------------|-----------------------------------|--------------------------------|-------------------------------|------------|---------------------------|---|---|---|
| | | | | | 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 |
| | | | | | | | | 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>2009 Conformity Update</u> (as of 6/09) | <u>2011 Conformity Update</u> (as of 3/10) |
|------------------------|---------------|--|----------------------------|--------------------------------|------------|------------------------|--|---|---|
| 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>2009 Conformity Update</u> (as of 6/09) | <u>2011 Conformity Update</u> (as of 3/10) |
|------------------------|---------------|--|----------------------------|---------------------------|------------|-----------------------|--|---|---|
| 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 | | | | Complete | 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 | | | | 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>2009 Conformity Update</u> (as of 6/09) | <u>2011 Conformity Update</u> (as of 3/10) |
|------------------------|---------------|---|----------------------------|---------------------------|------------|-----------------------|--|---|---|
| | | | | | | | | | |
| KE 7.17 | Wasco | Construct new transit transfer station | design in 2002 | \$619,710 CMAQ | 2002 | KER000520 | CONSTRUCT NEW TRANSIT TRANSFER STATION | Complete | Complete |
| | | | | | | | | | |
| KE 9.1 | Wasco | Convert two mid-block alleys to pedestrian walkways | 2002 | TEA | 2002 | KER001001 | DOWNTOWN STREETScape IMPROVEMENT PROJECT | Complete | Complete |

TIMELY IMPLEMENTATION DOCUMENTATION – REASONABLY AVAILABLE CONTROL MEASURES (RACM) TABLE

| <u>RACM Commitment</u> | <u>Agency</u> | <u>Measure Title</u> | <u>Measure Description (not verbatim)</u> | <u>2009 Conformity Update</u> | <u>2011 Conformity Update</u> |
|------------------------|----------------|--|---|--|--|
| - | - | - | - | (as of 6/09) | (as of 3/10) |
| - | - | - | - | | |
| 14.9 | KCOG | Business, Industry and Governmental Outreach Program | Implement multi-agency outreach program and promote incentives for 2002-03 through 2004-05 | Commitment Complete. | Commitment Complete. |
| KE5.4 | Bakersfield | Site-Specific Transportation Control Measures | Encourage implementation...include various channelization and signal modification projects identified by special traffic studies or development for the next 5 years (2007) | Projects prior to 2007 complete (see Project TID Table). Westside Parkway will continue to be tracked. | Projects prior to 2007 complete (see Project TID Table). Westside Parkway will continue to be tracked. |
| KE1.1 | County of Kern | Regional Express Bus Program | Purchase buses to operate regional express bus service | The County of Kern continues to offer regional express bus service. | The County of Kern continues to offer regional express bus service. |
| KE1.7 | County of Kern | Free transit during special events | Offer one day of free travel from Bakersfield to Kernville Whisky Flat Days and Frazier Park Lilac Festival | The County of Kern has offered free transit for these events and will continue to do so. | The County of Kern has offered free transit for these events and will continue to do so. |
| | | | | | |

| <u>RACM Commitment</u> | <u>Agency</u> | <u>Measure Title</u> | <u>Measure Description (not verbatim)</u> | <u>2009 Conformity Update</u> (as of 6/09) | <u>2011 Conformity Update</u> (as of 3/10) |
|------------------------|----------------|--|---|--|---|
| - | - | - | - | | |
| KE9.2 | County of Kern | Encouragement of Pedestrian Travel | Implement Bikeway Master Plan | Kern County Roads Dept implements the bikeway plan as shown in the metropolitan Bakersfield General Plan Circulation Element. Update of this General Plan is underway and will look at bike trails, bike lanes and the trails within Metro Bakersfield especially in the NW. Program implementation continues. | Program implementation continues. |
| KE14.4 | County of Kern | Voluntary No Drive Day Programs | Conduct voluntary employee no-drive day programs during the ozone season through media and employer based public awareness activities in 2002 | Commitment Complete. | Commitment Complete. |
| KE5.1 | Taft | Develop Intelligent Transportation Systems | Provide areas for pedestrian and bicyclist in vicinity of commercial development and promote use of such areas. | Commitment Complete. | Commitment Complete. |
| KE9.3 | Taft | Bicycle/Pedestrian Program | Provide facilities for only pedestrian and bicycle use. | Commitment Complete. | Commitment Complete. |
| KE9.5 | Taft | Encouragement of Bicycle Travel | Provide funding for bikeway system. Provide education materials | Commitment Complete. | Commitment Complete. |

| <u>RACM Commitment</u> | <u>Agency</u> | <u>Measure Title</u> | <u>Measure Description (not verbatim)</u> | <u>2009 Conformity Update</u> (as of 6/09) | <u>2011 Conformity Update</u> (as of 3/10) |
|------------------------|---------------|--|--|--|--|
| KE1.7 | Wasco | Free transit during special events | Provide free transit between Saturday's events during the Wasco Rose Festival beginning in 2002 through 2005 | Commitment Complete. | Commitment Complete. |
| KE3.9 | Wasco | Encourage merchants and employers to subsidize the cost of transit for employees | Offer free transportation to full time, permanent City of Wasco, School District and High School District employees beginning in 2002 through 2005 | Commitment Complete. | Commitment Complete. |
| KE9.8 | Wasco | Close streets for special events for use by bikes and pedestrians | Close streets to vehicles for the annual Wasco Festival of Roses | Yes, the parade route was closed for vehicle traffic and open to foot traffic. Closure will continue for annual event. | Yes, the parade route was closed for vehicle traffic and open to foot traffic. Closure will continue for annual event. |

APPENDIX E

PUBLIC MEETING PROCESS DOCUMENTATION

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

RESOLUTION NO. 10-18

In the Matter of:

ADOPTION OF THE 2011 RTP, 2011 FTIP AND CORRESPONDING AIR QUALITY CONFORMITY ANALYSIS

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, federal planning regulations require that Metropolitan Planning Organizations prepare and adopt a Federal Transportation Improvement Program (FTIP) 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 2011 Regional Transportation Plan has been prepared in full compliance with federal guidance; and

WHEREAS, a 2011 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 2011 Federal Transportation Improvement Program (2011 FTIP) has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the Kern COG forum and general public involvement; and

WHEREAS, the 2011 FTIP program listing is consistent with: 1) the 2011 Regional Transportation Plan; 2) the 2010 State Transportation Improvement Program; and 3) the Corresponding Conformity Analysis; and

WHEREAS, the 2011 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2011 FTIP meets all applicable transportation planning requirements per 23 CFR Part 450; and

WHEREAS, projects submitted in the 2011 FTIP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the 2011 RTP and 2011 FTIP includes a new Conformity Analysis; and

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

WHEREAS, the 2011 RTP and 2011 FTIP do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the 2011 RTP and 2011 FTIP conforms to the applicable SIPs; 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 documents have been widely circulated and reviewed by Kern COG advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of Kern County consistent with public participation process adopted by Kern COG; and

WHEREAS, a public hearing was conducted on May 20, 2010 to hear and consider comments on the 2011 RTP, 2011 FTIP, and Corresponding Conformity Analysis; and

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The Kern Councils of Governments adopts the 2011 RTP, 2011 FTIP, and Corresponding Conformity Analysis.
2. The Kern Council of Governments finds that the 2011 RTP and 2011 FTIP are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

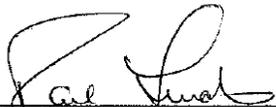
AUTHORIZED AND SIGNED THIS 15th DAY OF JULY 2010.

AYES: Tarver, Scrivner, Edmiston, Ramirez, Crump, Martin, Morgan,
Prout, Linder, Vernon, Wegman, Rubio, Perrault, Silver

NOES:

ABSTAIN:

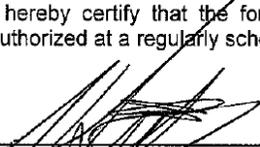
ABSENT: McQuiston



Paul Linder, 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 15th day of July 2010.



Ronald E. Brummett, Executive Director
Kern Council of Governments

Date: July 19, 2010

RESOLUTION NO. 10-18



DATE: April 28, 2010
TO: Interested Persons
FROM: Raquel Pacheco, Regional Planner III
RE: **Availability of Draft 2011 FTIP, RTP, EIR, and Corresponding Draft Conformity Analysis for Public Review**

The above documents are being released on April 30, 2010, for public review and comment.

- The 2011 FTIP is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Kern County during the next four years.
- The 2011 RTP is a long-term strategy to meet Kern County transportation needs out to the year 2035.
- 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 Conformity Analysis contains the documentation to support a finding that the 2011 FTIP and 2011 RTP meet the air quality conformity requirements for carbon monoxide, ozone and particulate matter.

The 45-day public review and comment period commences April 30, 2010 and concludes June 14, 2010. Comments are welcomed at the public hearing 7:00 p.m. May 20, 2010; comments are due in writing by 5:00 p.m. June 14, 2010. All written comments should be submitted to Kern Council of Governments, 1401 19th Street, Suite 300, Bakersfield, CA 93301. The Kern Council of Governments' Board of Directors will consider the adoption of 2011 FTIP, RTP, EIR, and Conformity Analysis 7:00 p.m. July 15, 2010.

All documents are available at all branches of the Kern County Library System or at Kern COG's office as well as its website (www.kerncog.org). If you have any questions, please contact the following staff at 661-861-2191:

Raquel Pacheco, rpacheco@kerncog.org, for the FTIP;
Marilyn Beardslee, mbeardslee@kerncog.org, for the RTP and EIR; or
Rob Ball, rball@kerncog.org, for the Conformity Analysis.



April 29, 2010

Diane Duquette, Director
Kern County Library System
701 Truxtun Avenue
Bakersfield, CA 93301

SUBJECT: 45-Day Public Review for the Draft 2011 Federal Transportation Improvement Program (FTIP); Draft 2011 Regional Transportation Plan; Draft Environmental Impact Report; and corresponding Draft Conformity Analysis

Dear Ms. Duquette:

Enclosed are thirty-five (35) copies of the Draft 2011 Federal Transportation Improvement Program (FTIP), Draft 2011 Regional Transportation Plan, Draft Environmental Impact Report, and corresponding Draft Conformity Analysis. These documents are forwarded for distribution to each branch library. The 45-day public review period begins April 30, 2010 and ends 5 pm June 14, 2010. A public hearing will be held 7 pm May 20, 2010 at 1401 19th Street, Suite 300, Bakersfield, CA 93301. The Kern Council of Governments Board will consider adoption of these documents at 7 pm July 15, 2010.

Your cooperation and assistance will be greatly appreciated. Please call 661-861-2191 if there are any questions.

Sincerely,

RONALD E. BRUMMETT
EXECUTIVE DIRECTOR

Raquel Pacheco,
Regional Planner III

News Display Add in English and Spanish

Help map the future of transportation in Kern County

Kern Council of Governments needs *your* opinions.

How should we spend our transportation tax dollars?

-  More buses?
-  More bike lanes?
-  Where are the worst traffic problems?

Kern Council of Governments is conducting public workshops to get *your* answers to these questions and others as part of the process to update Kern County's Regional Transportation Plan.

This is your opportunity to express your opinions about transportation needs in our community.

Public Workshop

on the 2011 Regional Transportation Plan for Kern County

Saturday, May 1, 10 a.m.-3 p.m., Tortoise Days, Central Park, California City
Tuesday, May 4, 4-7 p.m., Veterans Hall, 300 Park Drive, Frazier Park
Wednesday, May 5, 9-10 a.m., Kern River Valley Revitalization Committee, Kernville Community Room, 11447 Kernville Road
Wednesday, May 12, 10 a.m.-noon, Indian Wells Valley Community Collaborative, Kerr-McGee Center, 100 W. California Avenue in Ridgecrest

 **Kern Council of Governments** Call for other workshop locations, or visit us at www.kerncog.org
(661) 861-2191

Newspaper Display Advertising in

Bakersfield Californian
Arvin Tiller/Lamont Recorder
Delano Record
Shafter News
Wasco Tribune
Ridgecrest Daily Independent
Ridgecrest News

Mojave Desert News
Kern River Valley Sun
Frazier Mountain Enterprise
El Mexicalo
El Popular
Tehachapi News
Rosamond News

RTP Public Participation Process Events

Pre-Review Period Outreach

April 15

Downtown Street Faire
Bakersfield (5-10 p.m.)

April 17

Warbirds in Action Airshow (8 a.m.- 3 p.m.)
Minter Field, Shafter
401 Vultee Ave.

April 25 (Sunday)

Arvin Wildflower Festival
Smotherman Park
(translator available)

April 28

Delano Town-hall meeting (4-7 p.m.)
Civic Hall
925 Ellington Street

Start Public Review Period

May 1

California City Desert Tortoise Days (8 a.m.-3 p.m.)
Central Park

May 4

Frazier Park town-hall meeting (4-7 p.m.)
Veterans Hall

300 Park Drive

May 5

Kern River Valley Revitalization Committee (9 a.m.-11:30)
Kernville Community Room, 11447 Kernville Road

May 12

Indian Wells Valley Community Collaborative (Ridgecrest, 10 a.m.)
Kerr-McGee Center
100 W. California Ave.

May 20

Downtown Street Faire
Bakersfield (5-10 p.m.)

Rosamond Town Council (7 p.m.)

Hummell Hall
2500-20th Street West, Rosamond, CA

May 27

Tehachapi Farmer's Market (4-7 p.m.)
Railroad Park, Tehachapi Boulevard & Robinson Street

June 12

Rails to Trails Car and Motorcycle Show (8 a.m.-4 p.m.)
6th and Main Street, Taft

Thank you for helping map the future of transportation in Kern County

We received 287 surveys and letters on how we should spend our transportation tax dollars.

Kern Council of Governments listened to your opinions.



More buses.

More bike lanes.



Fix the worst traffic problems.

Please join Kern COG as it considers adopting its 2011 Regional Transportation Plan.

Public Meeting

on the 2011 Regional Transportation Plan for the Kern region

7 p.m. July 15th at Kern COG's office:
1401 19th Street, Suite 300, Bakersfield



**Kern Council
of Governments**

Visit us at www.kerncog.org
(661) 861-2191

APPENDIX F

RESPONSE TO PUBLIC COMMENTS

NOTE: No public comments were received with respect to the Draft Conformity Analysis for the 2011 Federal Transportation Improvement Program and 2011 Regional Transportation Plan. However, in consultation with EPA, the document has been updated to reflect EPA publication of a budget adequacy determination for the 2010 conformity budget contained in the 2008 PM 2.5 Plan May 12, 2010, effective May 27, 2010.

In addition, minor modifications have been made to reflect the final EPA rule reclassifying the San Joaquin Valley 8-hour Ozone Nonattainment Area from Serious to Extreme effective June 4, 2010.

One email question was received on the conformity documentation.

City of Wasco

Bob Wren, Deputy Director of Public Works – email dated 6/2/10

Item 4. 2011 Kern Conformity v4 – Page 128 & 129 – The construction of traffic signal at Griffith Avenue and SR 46 (pg128) was completed in 2008 and the alley conversion construction (pg 129) project was completed in 2002. Do these projects need to continue to be included and if so when if ever are the removed?

Response: *Yes. The Reasonably Available Control Measures (RACM) project lists are required to stay in the conformity document until the San Joaquin Valley attains the standard. Kern COG must continue to monitor the progress of the projects that were identified in the RACM process and report to the respective state and federal reviewers. The Inter Agency Consultation group for the San Joaquin Valley Conformity Process has established a method for tracking completion of Control Measures that were included as part of the State Implementation Plan. That process requires reporting completed projects until the region attains the federal pollutant standards for the affected State Implementation Plan. Interagency consultation process would need to approve the removal of RACM from ongoing tracking requirements.*