Kern Council
of Governments

HOV/BRT Study

FINAL REPORT

IBI Group
in association with Fehr & Peers,
The Planning Center\DC&E, VRPA

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Executive Summary

E.1 INTRODUCTION

The Kern Council of Governments (Kern COG) initiated the High Occupancy Vehicle/Bus Rapid Transit (HOV/BRT) Study to examine the long-range feasibility of implementing HOV lanes and/or BRT services (in the form of freeway-based express bus or arterial-based BRT) within the Bakersfield metropolitan area and surrounding portions of Kern County. The analysis, results, and recommendations developed through this study will be incorporated into the 2014 Regional Transportation Plan (RTP) and the Sustainable Communities Strategy (SCS) for the Kern COG region.

The objectives of this report are to document the study process, which included a review of existing and future baseline transportation conditions within Kern County and an assessment of the performance, benefits, and potential impacts of HOV and BRT improvements within the county.

The recommendations of this study identify projects or programs that merit further consideration and additional study to provide more detail in terms of travel benefits, costs (capital and operations), and implementation timeframes. The analysis completed for this study is conceptual in nature and focused on identifying need and feasibility. More detailed corridor-level studies of specific projects and recommendations would be necessary prior to the implementation of any of the concepts identified in this report.

Study Area

The study area, illustrated in Figure 1.1, is focused on Kern County, and includes the following freeway corridors.

Existing Freeways and Highways

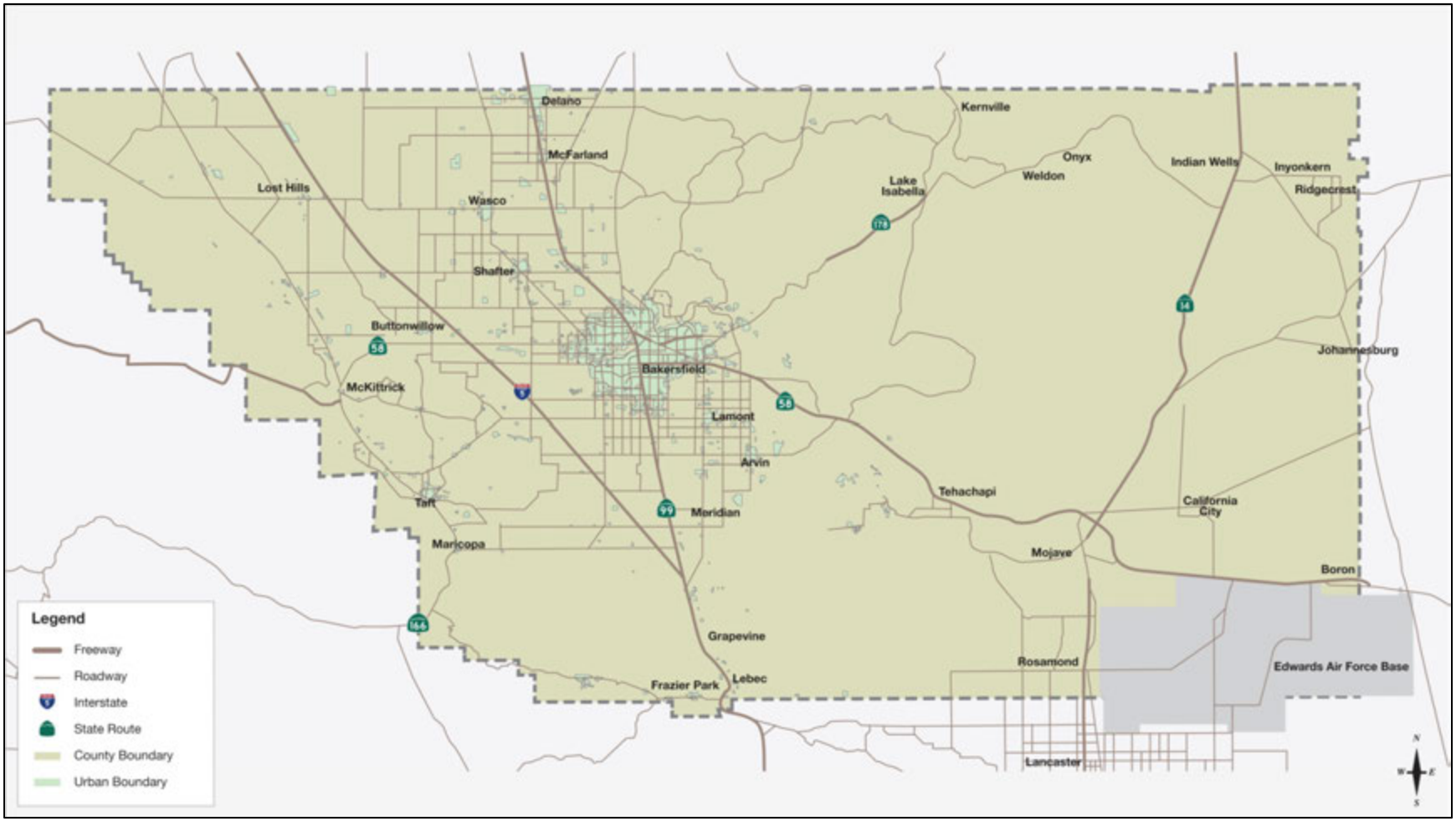
- Interstate 5 (I-5)
- State Route 99 (SR-99)
- State Route 166 (SR-166)
- State Route 178 (SR-178)
- State Route 58 (SR-58)

Future Freeways

- Westside Parkway

The improvement concepts analyzed in this report are intended to help the region address predicted increases in population in Kern County over the next 24 years (Kern COG's 2011 Regional Transportation Plan). The County's population is anticipated to increase from 845,600 in 2010 to 1 million in 2020, and reach over 1.3 million by 2035. Accommodating this growth will require additional transportation infrastructure. Additionally, public transportation is expected to become an increasingly important commodity for retiring baby boomers (born between 1946 and 1964) and a growing student population without the personal income to afford a car.

Figure E.1 - Study Area



Types of Service

As part of this feasibility study, several forms of HOV or "managed" lane systems are assessed. Similarly, a range of potential BRT or "rapid bus" services are reviewed and considered. The objective of this assessment is to identify what form of managed lanes or rapid bus service is most appropriate to meet future travel demand within the study area. The following strategies are reviewed and considered in this study:

HOV/Managed Lanes

- Exclusive All-Day Freeway HOV Lanes
- Exclusive Peak Period Only Freeway HOV Lanes
- Exclusive Peak Period Roadway HOV Lanes
- Truck Climbing Lanes
- High Occupancy Toll (HOT) Freeway Lanes

Bus Services

- Arterial Roadway BRT (Exclusive "bus-only" lanes)
- Arterial Roadway Rapid Bus (With mixed traffic, potential for traffic signal priority)
- Freeway Express Bus

Other Strategies

- Ramp metering, on-/off-ramp HOV/bus priority lanes
- HOV and/or bus direct access ramps (DAR)

E.2 GOALS, PURPOSE AND NEEDS

This feasibility study has examined various transportation improvement options to achieve broad local and regional goals. The study compares costs, benefits, and impacts of a range of potential transportation improvements in Kern County. Specific project goals include:

- Improve the quality, speed and attractiveness of transit services in the core area of the region, particularly in areas of highest residential and employment densities
- Support regional economic development by reducing traffic congestion
- Improve the operating efficiency of transit services in congested corridors and roadways
- Support long-term sustainable development and land use in the region by reducing vehicle miles traveled

The concepts analyzed in this study are intended to address increasing travel needs resulting from anticipated growth in population, employment, and travel demand in the Kern County; insufficient existing transit capacity to serve this growing demand; reduced transit reliability due to congested roadways; and limitations on connectivity and mobility across the study area. The 2011 Kern COG RTP

indicated that the travel demand needs of residents and commuters in the study area are expected to be greater than the capacity of the existing transportation system in 2035.

Based on the project goals identified above, a series of proposed objectives have been identified for this feasibility study.

Serve a Growing Population

The population of Kern County grew by more than 180,000 persons from 2000-2009, and the county is one of the fastest growing counties in California. Most of the region's growth has concentrated in metropolitan Bakersfield and traffic congestion is likely to increase even more with a further reduction in mobility for study area residents and employees unless improvements are made to the transportation system to accommodate this growth.

Table E-1: Forecast Population Growth in Metropolitan Bakersfield

Area	Population			Employment		
	2006	2035	% Change	2006	2035	% Change
Metro Bakersfield	491,934	843,869	71.5%	168,489	262,050	55.3%
Kern County	745,972	1,264,082	69.5%	286,396	460,599	60.8%

Source: 2010-35 (July) Kern COG growth forecast by Regional Statistical Areas (RSA), adopted October 2009

Address Increased Travel Demand and Vehicle Miles Traveled

From 1998 - 2009, the region's travel demand as measured by vehicle miles traveled (VMT) has increased at a faster rate (40 percent) than the population (25 percent) and maintained road miles (6.8 percent). During the same period, the average annual growth in VMT increased from 500,000 VMT per year to 580,000 VMT per year. Although the observed VMT has decreased since the economic downturn in 2006, long term trends and anticipated growth may reverse this recent trend. There are intuitive connections between the current economic downturn and driving levels as economic activity declines there is likely an effect on travel behavior. Yet, there are many other complex reasons for the recent drop in total and per capita driving and it is difficult to predict future events that could strongly influence regional driving patterns. Long term, regional growth in population and VMT is anticipated to increase significantly.

While the 2011 RTP includes a series of proposed improvements to the freeway and roadway network within Kern County to address forecast traffic congestion through 2035. These projects include widening SR-99 and SR-58 and constructing the Westside Parkway and Centennial Corridor projects to add more freeway capacity. While these projects are intended to address traffic congestion issues, there are few proposals for projects that would help to reduce automobile trips and/or VMT within the County.

Improve Transit Reliability

Transit reliability is one of the service characteristics most important to transit customers. The Golden Empire Transit (GET) has a standard for on-time performance which states that 95% of all trips should run zero minutes early to five minutes late. During FY 2008-09, only 76% of trips met this standard due to increased traffic. Without improvement to bus operations and/or roadway level of service, the reliability of existing transit service could worsen in the future as roads become more congested.

Table E-2 : GET On Time Performance

Days of Week	Fiscal Year 2008-2009	Performance Standard
Weekday Performance	76%	95% or higher
Sunday Performance	70%	
Saturday Performance	77%	
Overall Performance	76%	

Source: 2011 GET Short Range Transit Plan (FY 10/11-14/15)

E.3 STUDIED CONCEPTS

Potential HOV lane concepts were identified on State Routes 58, 99, 178, and the Westside Parkway. These HOV concepts would also include HOV supporting facilities, such as park and ride lots and direct access ramps. Truck climbing lanes were also proposed along portions of SR-58 eastbound west of Tehachapi and SR-166 southbound south of Maricopa. Table E.3 identifies the HOV proposals and supporting infrastructure studied in this work effort.

Table E-3: Summary of HOV/HOT Concepts

Segments
• State Route 58 - 7.08 mile segment between State Route 99 and Weedpatch Highway. • State Route 99 -13.03 mile segment between 7th Standard Road and Taft Highway. • State Route 178 - 7.66 mile segment between State Route 99 and Fairfax Road. • The Westside Parkway - 11 mile segment between Truxtun Avenue near SR-99 to Stockdale Highway near Heath Road.
Direct Access Ramp (DAR)
• DAR to State Route 58 at - Chester Avenue - Weedpatch Highway • DAR to State Route 99 at - 7th Standard Road

- Airport Drive - California Avenue - Taft Highway • DAR to State Route 178 at - Mt. Vernon Avenue • DAR to Westside Parkway at - Jewetta Avenue
Truck Climbing Lanes
• State Route 58 - Eastbound between Tejon Highway and approximately two miles east of Bealville Road. • State Route 166 - Southbound between the southern limits of Maricopa and Cerro Noroeste Road.
Park and Ride Lots
• 7th Standard Road and Santa Fe Way • 7th Standard Road and SR-99 • Mount Vernon Avenue and Bernard Street • Weedpatch Highway and Smith Road • Barstow Bakersfield Highway and Oswell Street • Chester Avenue and 1st Street • Stockdale Highway and Old River Road • Panama Lane and Gosford Road • Taft Highway and H Street

The primary purpose of the BRT concepts is to link the employment, residential, and tourist attractions within the study area to each other, and to improve regional connectivity. The BRT concepts from the Golden Empire Transit 2011 Metropolitan Bakersfield Transit System Long-Range Plan are carried over into this study, along with proposed Express Bus routes from this ongoing study. Table E.4 identifies the potential BRT alignments.

Table E-4: Summary of BRT Concepts

BRT Concept 1	
Alignment	• Connecting California State University Bakersfield (CSUB) and Bakersfield College along Stockdale Hwy, California Avenue, Mount Vernon Avenue. • Total length: 13.7 mile
Stations	• Twenty one stations (one way) • Spaced 0.5 ~1 mile

Park & Ride Lots	• Stockdale Hwy and Old River Road • Mt. Vernon Avenue. and Bernard Street
Systems	• 2020: Signal priority and/or Queue jump lanes • 2035: Exclusive BRT lane
Operation	• Headway: 15 minutes • Service Hours: 6:00 AM – 9:00 PM
BRT Concept 2	
Alignment	• Connecting CSUB and Meadows Field Airport along Old River Road, Ming Avenue, Chester Avenue, and Merle Haggard Drive. • Total length: 18.7 mile
Stations	• Twenty four stations (one way) • Spaced 0.5 ~1 mile
Park & Ride Lots	• Stockdale Hwy and Old River Road • Chester Avenue. and 1st Street
Systems	• 2020: Signal priority and/or Queue jump lanes • 2035: Exclusive BRT lane
Operation	• Headway: 15 minutes • Service Hours: 6:00 AM – 9:00 PM
BRT Concept 3	
Alignment	• Connecting Meadows Field Airport and Taft Hwy along Merle Haggard Drive, Chester Avenue, Ming Avenue, and South H Street. • Total length: 15 mile
Stations	• Twenty two stations (one way) • Spaced 0.5 ~1 mile
Park & Ride Lots	• Chester Avenue. and 1st Street • Taft Highway and South H Street
Systems	• 2020: Signal priority and/or Queue jump lanes • 2035: Exclusive BRT lane
Operation	• Headway: 15 minutes • Service Hours: 6:00 AM – 9:00 PM

Additional proposed concepts include the addition of truck climbing lanes on SR 58 and SR 166. Figures E.2a and E.2b illustrate the potential alignments and limits of the studied concepts.

Figure E.2a – HOV/BRT Studied System Concept

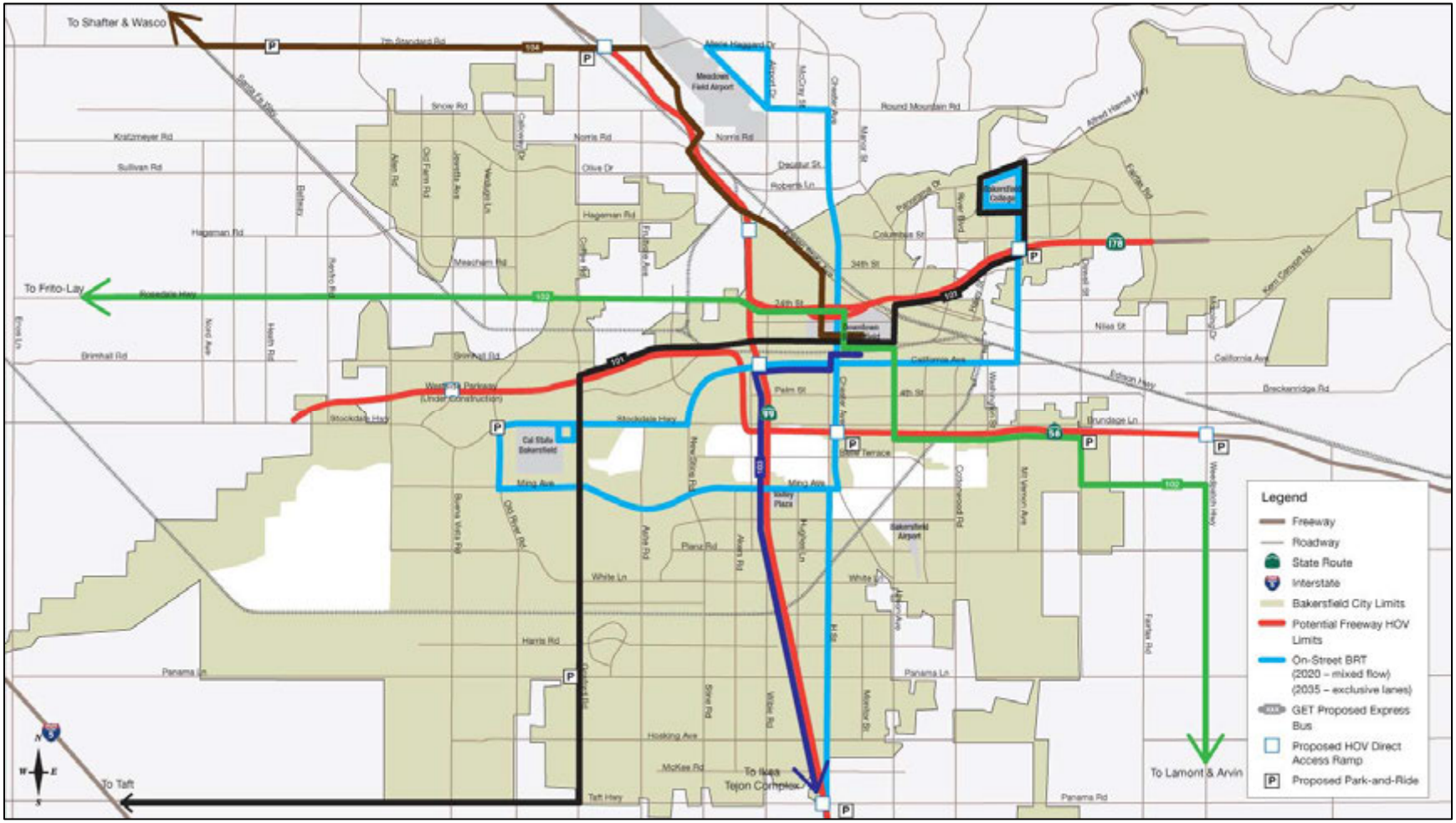
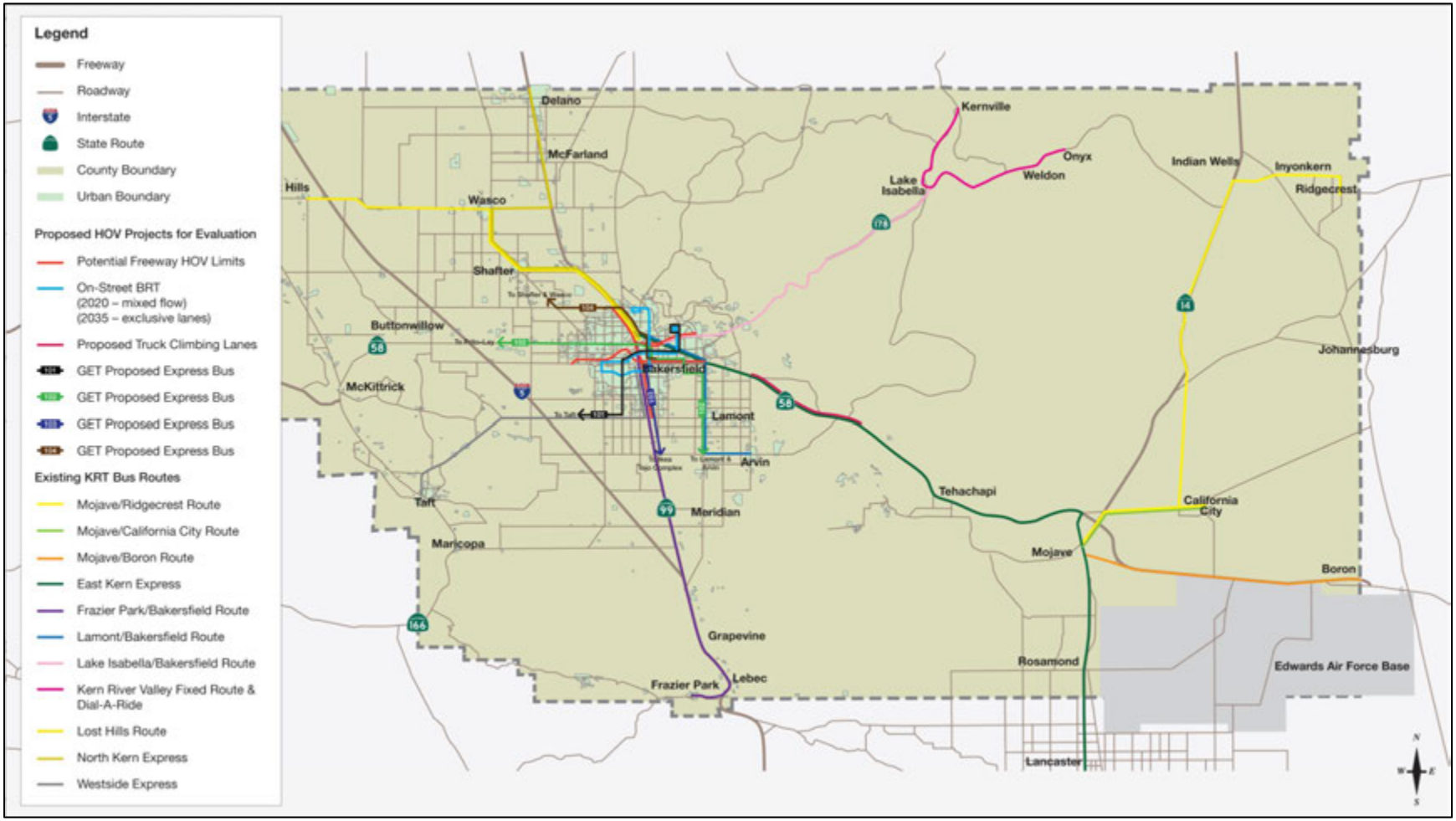


Figure E.2b – HOV/BRT Studied System Concept



E.4 EVALUATION CRITERIA

A range of evaluation criteria were use to guide the comparative analysis for the study. These criteria are targeted to address aspects of the project which focused on technical and policy concerns so that specific recommendations can be made relating to the feasibility and timing for the proposed concepts. Table E.5 highlights the criteria used in this study to evaluate the proposed system concepts.

Table E-5: Summary of Evaluation Criteria

Mobility Benefits
For HOV/HOT concepts, this measure is used to determine if the various conceptual HOV alternatives would generally improve or worsen the travel conditions along the corridor in terms of congestion level. • Volume to Capacity Ratio • Congestion relief For BRT concepts, mobility benefits measure evaluates the ability to provide direct connection to major activity centers within the study area, as well as the ease and the potential system usage. • System Connectivity • Reduced Reliance on the Automobile • Potential Ridership
Compatibility with Existing Plans
Compatibility with existing plans measure addressed the proposed concept's ability to enhance the Kern COG's smart growth land use plans for the study area. • Compatibility with existing land uses and development • Compatibility with regional and local plans including General Plan and RTP
Cost Effectiveness
This measure evaluated the cost effectiveness of the proposed concepts. • Operating and Maintenance Costs • Capital Costs (Right-of-Way costs are not included in this cost estimates)
Environmental Considerations
Environmental measure determined whether the implementation of an alternative may result in the acquisition and displacement of existing adjacent land uses. Also this measure evaluated potential impacts to existing streets, access, and/or traffic circulation. • Right of Way Impacts (Number of affected parcels) • Traffic Impacts • Other environmental impacts

The evaluation process included travel demand modeling to assess future traffic conditions for freeway and roadways in the study area with the proposed improvements. All travel demand modeling was

completed using the travel demand model developed for the Metropolitan Bakersfield Transit System Long-Range Plan. A preliminary environmental assessment was also completed, which included a review of vehicle miles traveled and potential air quality benefits and impacts that would result from the proposed system concepts.

E.5 RECOMMENDATIONS

The development of specific recommendations for the concepts identified in this study is a result of the evaluation process, travel demand modeling, and initial environmental assessment completed for this work, the results of which are summarized later in this report. Recommendations are organized into short-term (2020), mid-term (2035), and long-term (Post-2035) classifications.

As discussed earlier, the objective of this study effort is to identify projects and concepts that could feasibly help to reduce future forecast traffic congestion and vehicle miles traveled in Kern County. This is a high-level county-wide study, and it is beyond the scope of this effort to specifically define the cross-section and function of each project at an individual corridor level. Additional study of the recommended concepts, including corridor-specific studies, is warranted to fully define these projects in terms of their benefits and impacts related to travel demand, traffic congestion, right-of-way, costs, and other factors, including reasonable funding availability.

E.5.1 SHORT-TERM (2020) CONCEPTS

The Short-Term concepts are intended to introduce improvements to bus operations within the metropolitan area, offer transit riders more frequent and faster bus services, and introduce traffic system management strategies in the region to address congestion hotspots along freeways. Recommendations are summarized below by category and illustrated in Figures E.3a and E.3b.

Rapid Bus

Rapid bus improvements would include traffic signal priority systems and potential intersection queue jumps at selected locations. These enhanced bus services would be offered on two to three routes (depending on proposed operation) and serve the following corridors:

- Chester Avenue – Round Mountain Road to Ming Avenue
- H Street – Ming Avenue to Taft Highway
- Stockdale Highway/California Avenue – Old River Road to Mount Vernon Avenue
- Ming Avenue – Old River Road to Chester Avenue
- Mount Vernon Avenue – California Avenue to Bakersfield College

Additional queue jump lane feasibility and design studies will be required to investigate the feasibility of bus queue-jump lane operations at the locations noted, particularly those in Downtown Bakersfield.

Express Bus

Express bus services would be introduced along SR-178/24th Street/Rosedale Highway and along SR-99. These express bus services would feature greater spacing between stops and use of freeway corridors to provide for faster travel times when compared to local bus services.

Figure E.3a – Short-Term Recommended Improvements (2020)

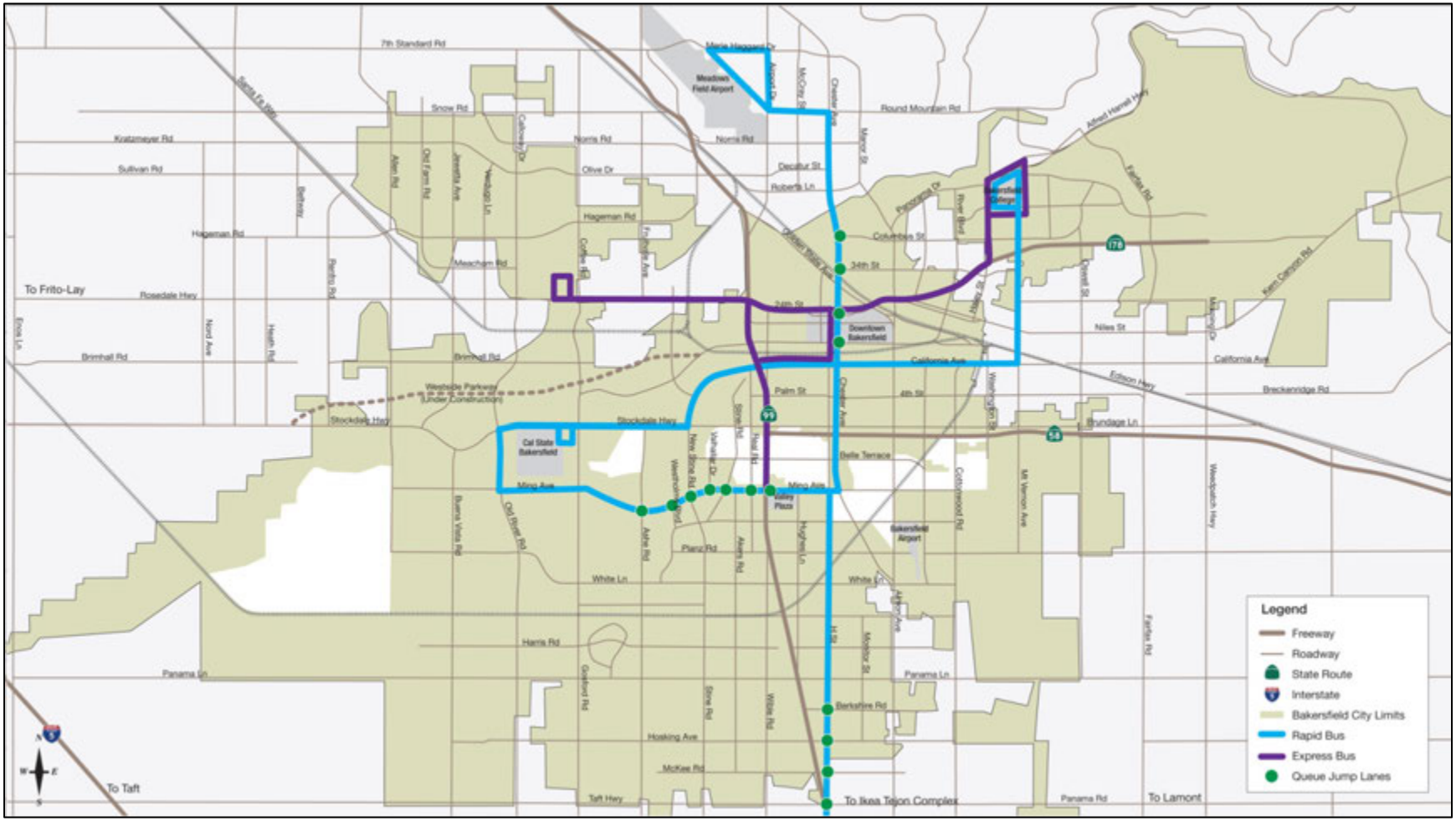
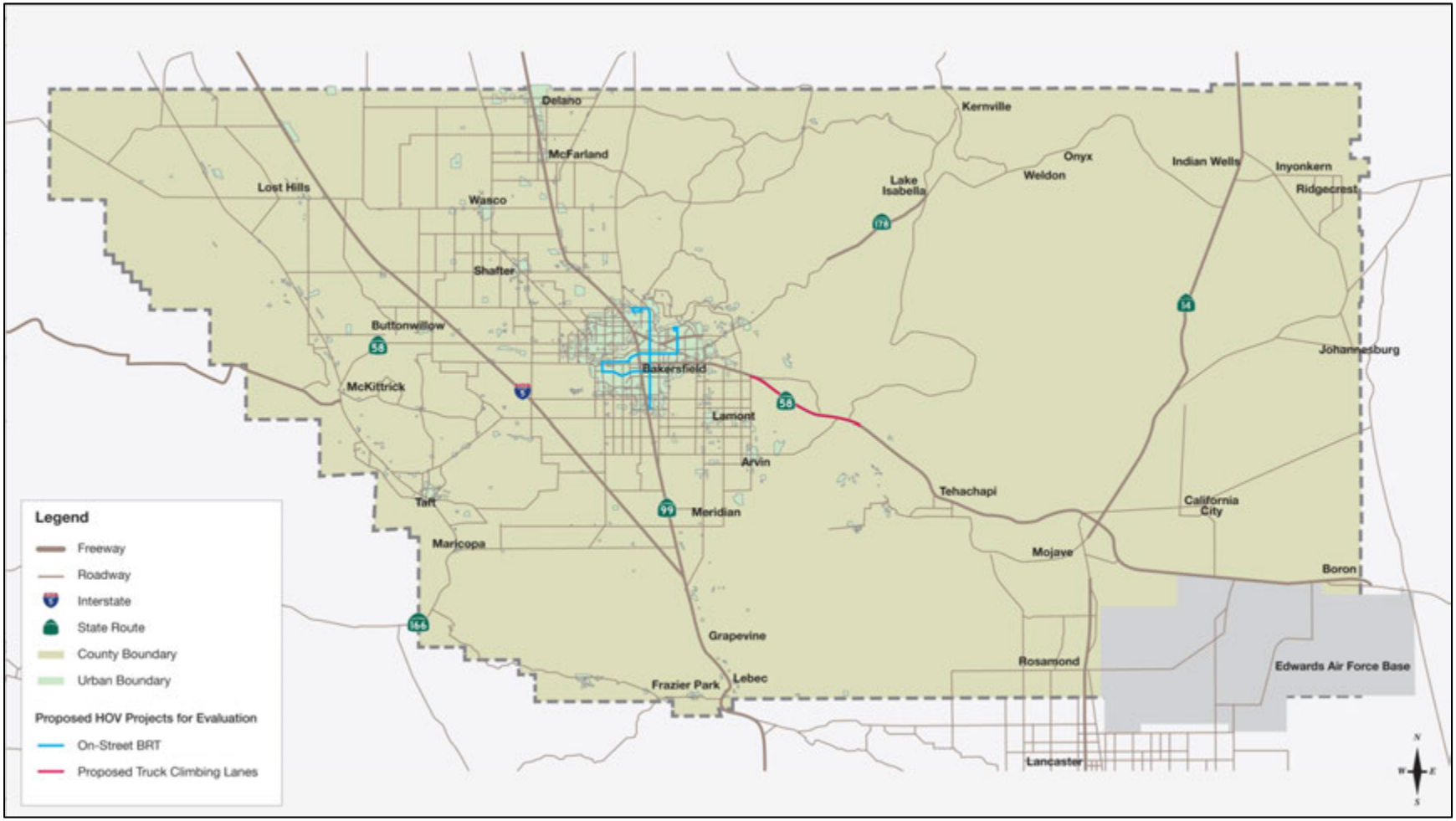

Legend
Freeway
Roadway
State Route
Interstate
Bakersfield City Limits
Rapid Bus
Express Bus
Queue Jump Lanes
To Frito-Lay
To Taft
To Ikea Tejon Complex
To Lamont
Meadows Field Airport
Downtown Bakersfield
Cal State Bakersfield
Bakersfield Airport
Valley Plaza
Bakersfield College
Westside Parkway (Under Construction)
Stockdale Hwy
Ming Ave
Brundage Ln
Panama Ln
Panama Rd
Taft Hwy
Hosking Ave
McKee Rd
Harris Rd
White Ln
Planz Rd
Belle Terrace
Palm St
California Ave
Edison Hwy
Brundage Ln
Round Mountain Rd
Hagemann Rd
Brimhall Rd
Rosedale Hwy
Snow Rd
Norris Rd
Olive Dr
Decatur St
Roberts Ln
Columbus St
34th St
24th St
Niles St
Brackenridge Rd
Kern Canyon Rd
Allied Hanel Hwy
Fairfax Rd
Mt Vernon Ave
Westpoint Hwy
Cottonwood Rd
Chester Ave
Union Valley Rd
Manor St
Morning Dr
Panorama Dr
River Blvd
Oswell St
Berkshire Rd
Meacham Rd
Kratzmeyer Rd
Sullivan Rd
Stine Rd
Wible Rd
Hughes Ln
Allen Rd
Old Farm Rd
Jewetta Ave
Heuhugo Ln
Coffee Rd
Fruitvale Ave
Buena Vista Rd
Old Stine Rd
Gosford Rd
Akers Rd
Ashe Rd
Westhaven Dr
Vineyard Dr
New Stine Rd
Mt Vernon Ave
Westpoint Hwy
Fairfax Rd
Panama Rd
Santa Fe Way
7th Standard Rd
Kratzmeyer Rd
Sullivan Rd
Hagemann Rd
Rosedale Hwy
Brimhall Rd
Stockdale Hwy
Ming Ave
White Ln
Harris Rd
Panama Ln
Hosking Ave
McKee Rd
Taft Hwy
Panama Rd
Brundage Ln
California Ave
Edison Hwy
Brackenridge Rd
Kern Canyon Rd
Round Mountain

Figure E.3b – Short-Term Recommended Improvements (2020)



Truck Climbing Lanes

The proposed truck climbing lane along eastbound SR-58 is recommended for implementation by 2020.

E.5.2 MID-TERM (2035) CONCEPTS

The Mid-Term concepts begin to introduce further improvements to bus services, transiting from "rapid" services that would operate within regular street traffic lanes to a potential exclusive lane configuration. All recommended improvements from the Near-Term concepts would carry over into the Mid-Term time period. Proposed HOV improvements would introduce peak period freeway HOV lanes in selected corridors. The alignments and limits of these recommendations are shown in Figure E.4a and E.4b.

BRT (in Exclusive Lanes)

To further advance the operation and service of rapid bus lines proposed in this time frame, implementation of bus services in exclusive bus and HOV lanes should be considered. The analysis completed as part of this feasibility study suggests that forecast traffic congestion levels in the proposed BRT corridors would permit conversion of an existing traffic lane to a transit/HOV lane during peak periods. However, corridor-level specific studies should be conducted in the future to reassess forecast traffic growth and specific forecast traffic conditions in each proposed corridor.

The proposed BRT corridors would build on the near-term recommendations, extending service to Bakersfield Airport from the Chester Avenue corridor.

Express Bus

Additional express bus services are proposed beyond those identified in the Near-Term recommendations. These additional services would expand express bus connections from Central Bakersfield to Taft, West Rosedale, Wasco, and Lamont.

Ramp Metering

Ramp meters are proposed to be added to the on-ramps at interchanges shown in Figure E.3a. The proposed locations along SR-99, SR-178, and SR-58 are consistent with those locations proposed in Caltrans 2011 Ramp Metering Development Plan. Ramp metering is typically a beneficial improvement for freeway operations as the measure helps to maintain and improve traffic flow in the freeway lanes by breaking up groups of vehicle merging onto the freeway in a short time period and allowing the freeway to absorb incoming traffic in an evenly spaced and limited fashion. As new on-ramps are built or reconstructed, these should include sufficient with for HOV lanes and ramp metering. The 2011 RTP has programmed funding for interchange improvements throughout Metro Bakersfield by 2032.

HOV Lanes

New peak period only HOV lanes are proposed along the following freeway segments:

- SR-178: M Street to Oswell Street

Figure E.4a – Mid-Term Recommended Improvements (2035)

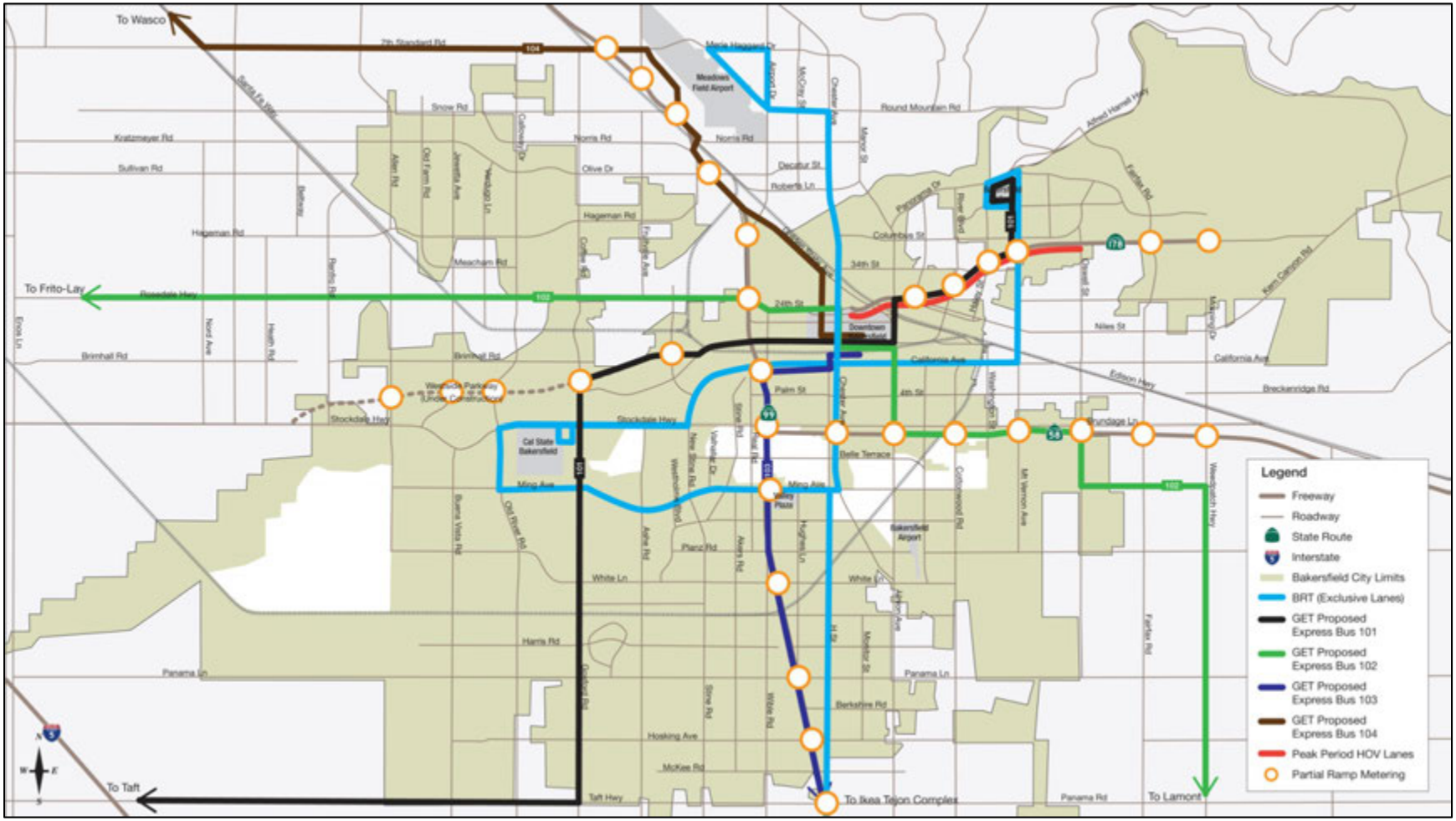
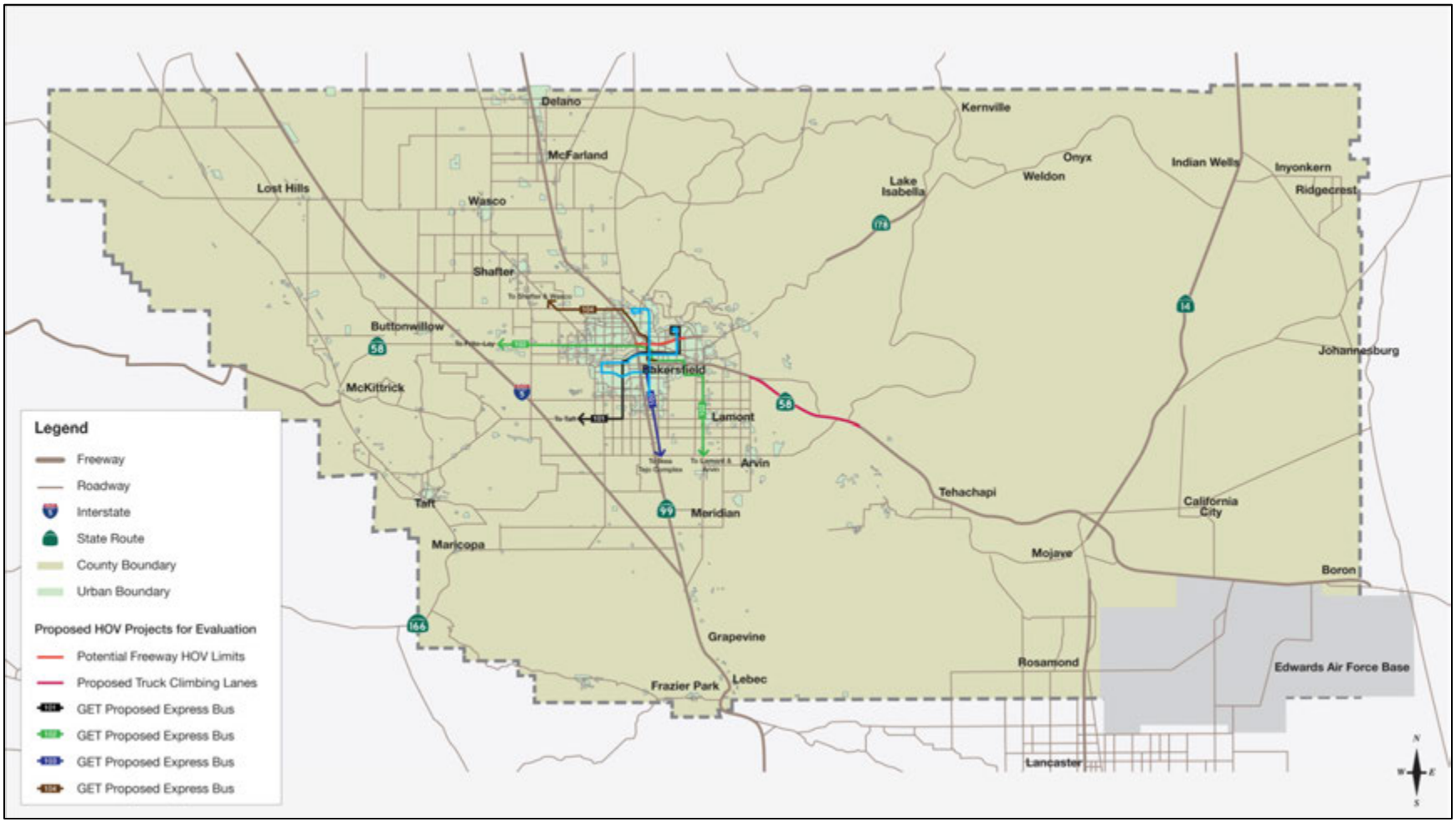


Figure E.4b – Mid-Term Recommended Improvements (2035)



These new lanes would operate as HOV lanes only during the AM (6AM to 9AM) and PM (3PM to 7PM) peak periods. Usage would include vehicles traveling with two or more passengers. During off-peak times, the traffic lanes would be open to all traffic, including single occupancy vehicles. Transit vehicles would be permitted to utilize these HOV lanes as well, and in this location the proposed HOV lanes on SR-178 would provide travel time benefits to existing KRT route from Bakersfield to Lake Isabella, as well as the planned GET Express Bus Route 101.

This freeway segment is the only one recommended for the Mid-Term timeframe because of forecast traffic congestion levels (expressed as volume to capacity (v/c) ratios). This freeway segment is the only segments forecast to experience peak period v/c ratios greater than 0.90, defined as level of service "E". The forecasted level of congestion on these freeway segments would create a condition where HOV lanes could provide reasonable benefits for travel speed and travel time, increasing the potential value and utilization of these facilities. The LOS analysis results showed that the proposed strategy also has capability to maintain good traveling conditions along the HOV lanes and at the same time is forecast to benefit traveling conditions in the general purpose lanes, improving LOS from "D" to "B" in 2020.

E.5.3 LONG-TERM (POST-2035) CONCEPTS

The Long-Term recommendations include the concepts that have not been identified for implementation in the Near-Term and Mid-Term timeframes. These projects have been included in this time period primarily because the anticipated level of benefit provided by the improvements by 2035 is not forecast to be sufficient given potential costs and/or other impacts and constraints.

Potential increases in traffic volumes and traffic congestion beyond 2035 and beyond the modeling horizon for this study may warrant consideration of these improvements for the Post-2035 condition. It is recommended that these concepts be revisited and studied further in future years to determine in Post 2035 implementation remains reasonable.

Projects included within the Long-Term concept are shown in Figure E.5a and E.5b.

BRT Corridors

Depending on growth in transit ridership along the BRT corridors identified in the Mid-Term concept, consideration may be given to converting the BRT services to light rail transit, which would provide higher capacity transit service in these corridors and potentially faster travel times.

HOV Lanes

Additional peak period HOV lanes would be constructed along additional freeway segments:

- SR-99: 7th Standard Road to Taft Highway
- SR-58: SR-99 to Weedpatch Highway
- Westside Parkway: Stockdale Highway to SR-99

Truck Climbing Lanes

The proposed truck climbing lane on southbound SR-166 south of Maricopa is recommended for implementation in the Post-2035 condition.

Figure E.5a – Long-Term Recommended Improvements (Post-2035)

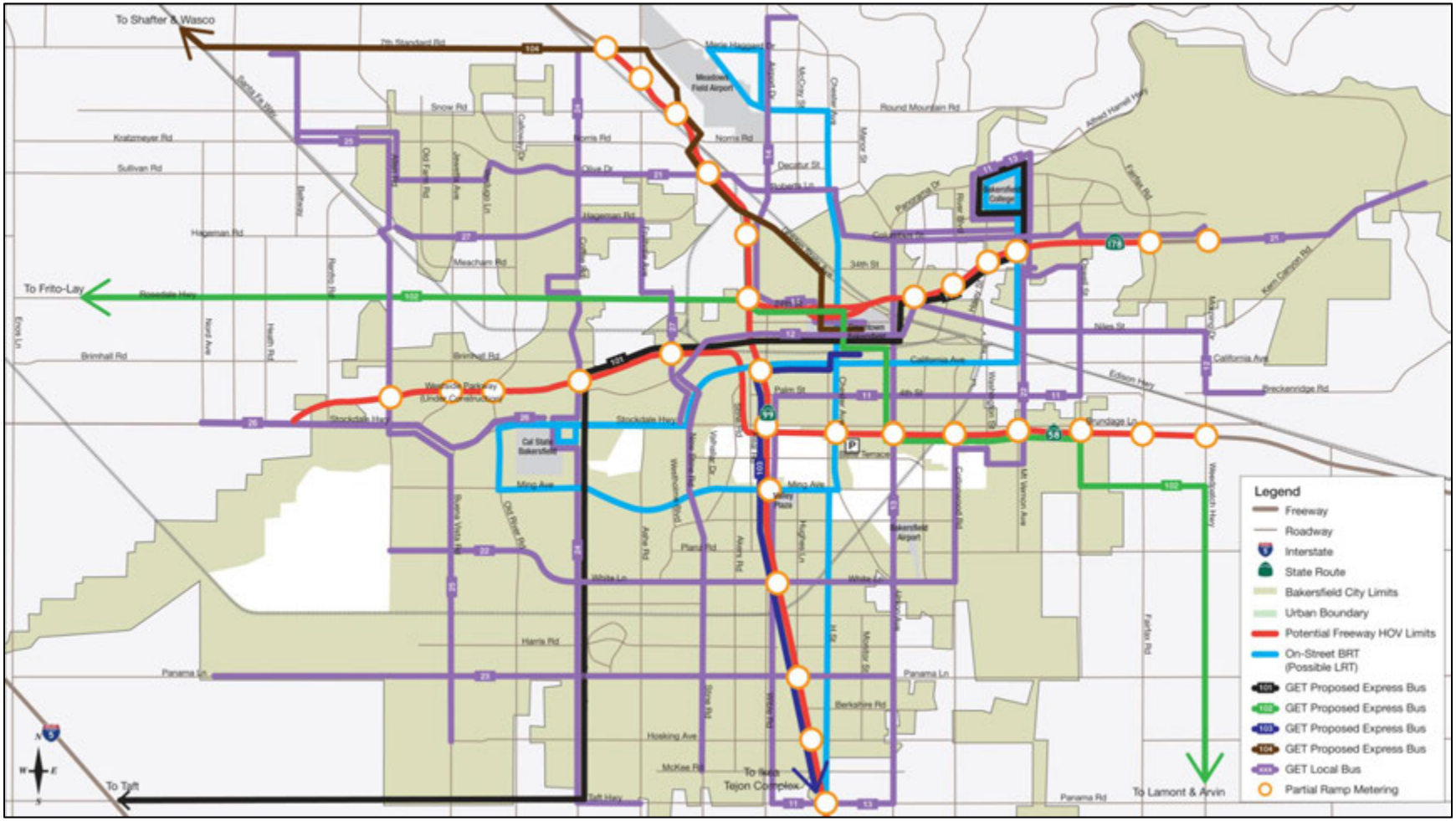
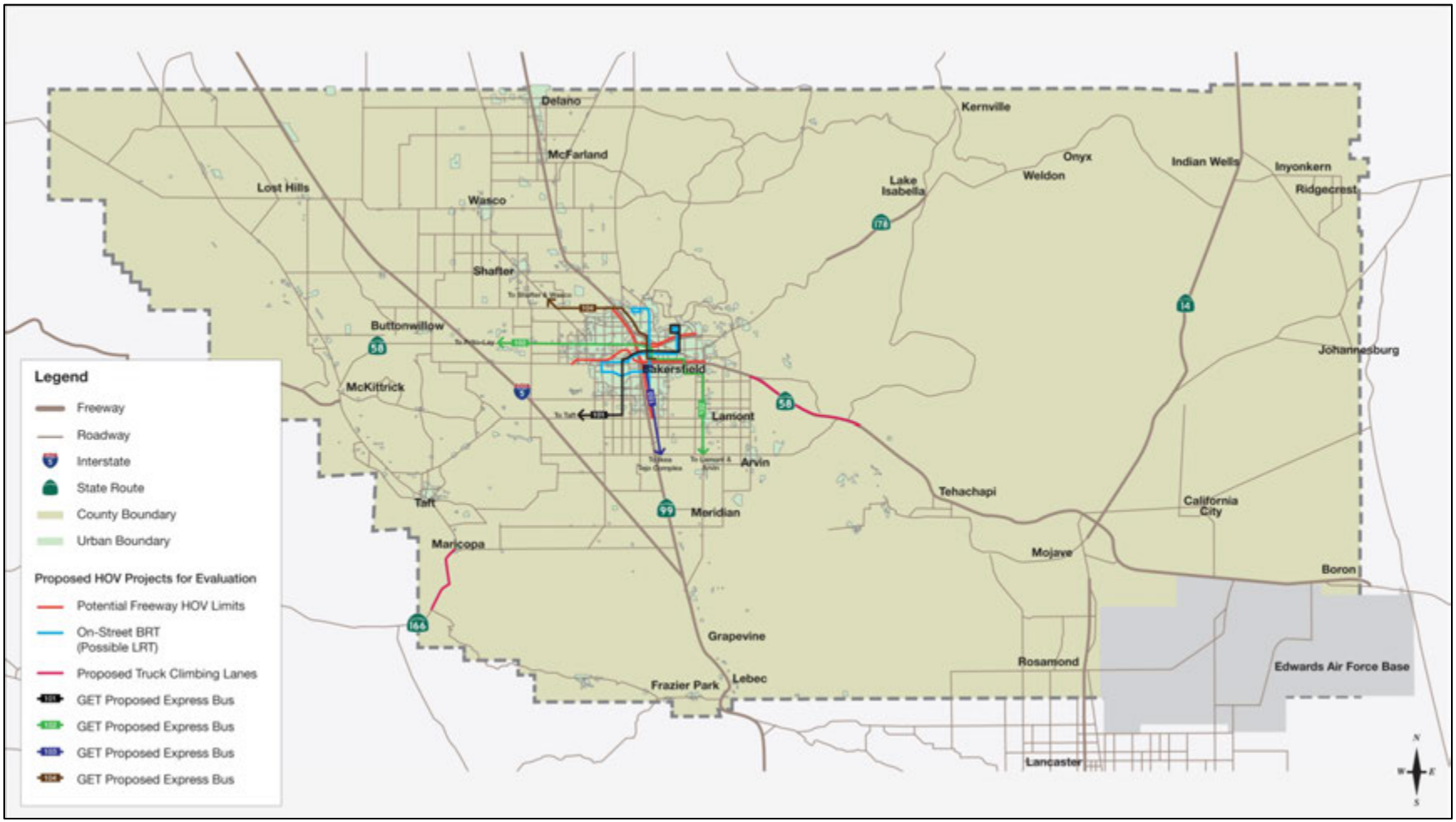


Figure E.5b – Long-Term Recommended Improvements (Post-2035)



Other Improvements

Based on forecast levels of traffic congestion and level of service along freeways in the study area, high occupancy toll (HOT) lanes are not recommended for the Near-Term and Mid-Term horizons. Future study of these lanes may be warranted for the Post-2035 condition, but traffic congestion levels do not suggest a need for these types of improvements prior to 2035.

The study also examined the potential direct access ramps (DARs) to serve proposed HOV lanes. Given the limited recommended implementation of HOV lanes through 2035, DARs are not recommended for consideration in the Near-Term and Mid-Term concepts. These improvements should be reassessed as part of any future study of the need for HOV lanes in the Post 2035 condition.

1.0 Introduction

The Kern Council of Governments (Kern COG) initiated the High Occupancy Vehicle/Bus Rapid Transit (HOV/BRT) Study to examine the long-range feasibility of implementing HOV lanes and/or BRT services (in the form of freeway-based express bus or arterial-based BRT) within the Bakersfield metropolitan area and surrounding portions of Kern County. The analysis, results, and recommendations developed through this study will be incorporated into the 2014 Regional Transportation Plan (RTP) and the Sustainable Communities Strategy (SCS) for the Kern COG region.

The objectives of this report are to document the study process, which included a review of existing and future baseline transportation conditions within Kern County and an assessment of the performance, benefits, and potential impacts of HOV and BRT improvements within the county.

The recommendations of this study identify projects or programs that merit further consideration and additional study to provide more detail in terms of travel benefits, costs (capital and operations), and implementation timeframes. The analysis completed for this study is conceptual in nature and focused on identifying need and feasibility. More detailed corridor-level studies of specific projects and recommendations would be necessary prior to the implementation of any of the concepts identified in this report.

1.1 STUDY AREA

The study area, illustrated in Figure 1.1, is focused on Kern County, and includes the following freeway corridors.

Existing Freeways and highways

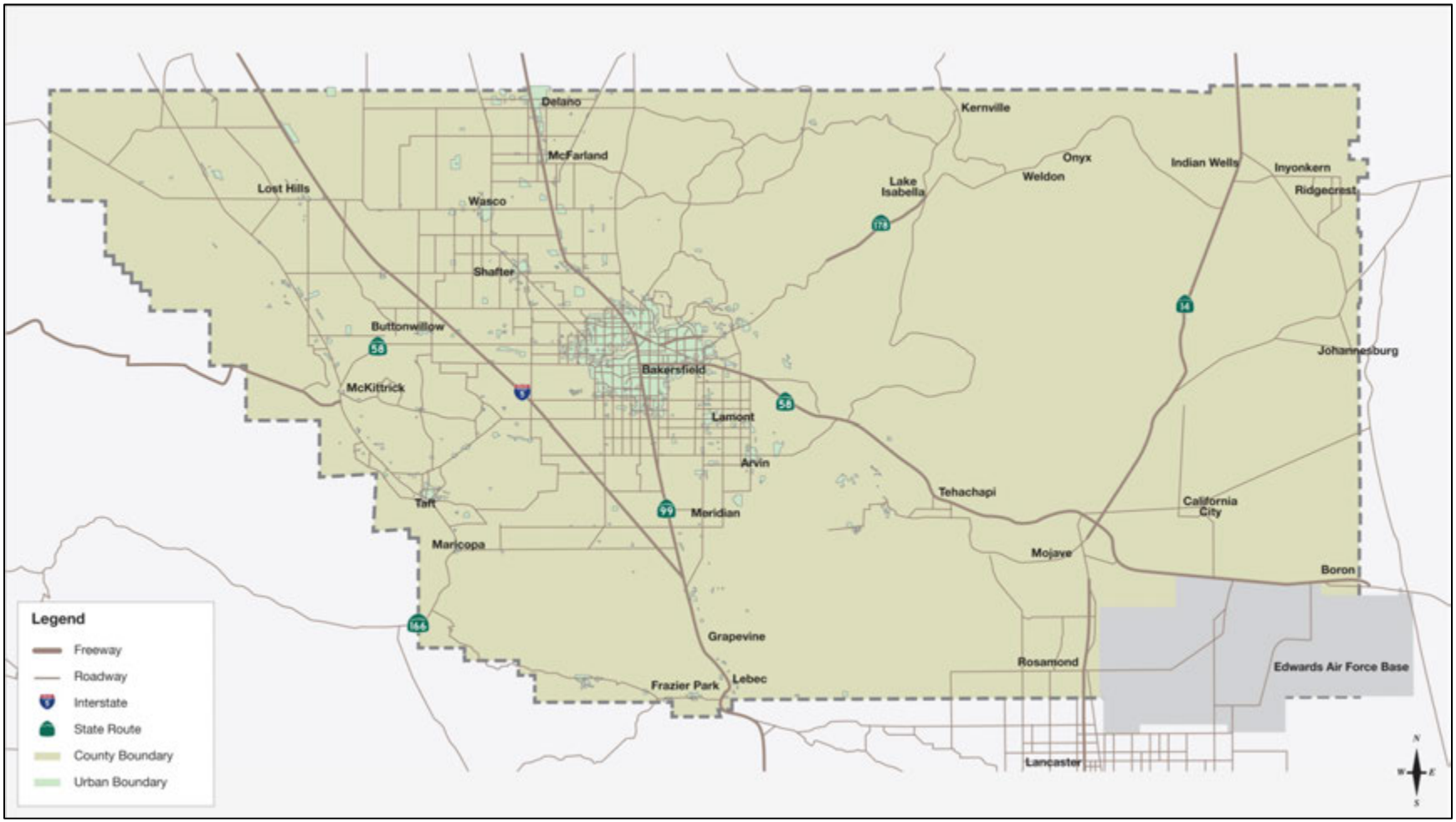
- Interstate 5 (I-5)
- State Route 99 (SR-99)
- State Route 166 (SR-166)
- State Route 178 (SR-178)
- State Route 58 (SR-58)

Future Freeways

- Westside Parkway

The improvement concepts analyzed in this report are intended to help the region address predicted increases in population in Kern County over the next 24 years (Kern COG's 2011 Regional Transportation Plan). The County's population is anticipated to increase from 845,600 in 2010 to 1 million in 2020, and reach over 1.3 million by 2035. Accommodating this growth will require additional transportation infrastructure. Additionally, public transportation is expected to become an increasingly important commodity for retiring baby boomers (born between 1946 and 1964) and a growing student population without the personal income to afford a car.

Figure 1.1: Study Area



1.2 BACKGROUND

Several recent and ongoing study efforts were reviewed by the consultant team in order to establish historical baseline for this project and to determine if previously proposed and studied strategies warranted incorporation into this study effort.

California Department of Transportation (Caltrans)

In October 2005, Caltrans analyzed the congested portions of State Routes 58 and 99 in metropolitan Bakersfield. The findings indicated that, for the most part, HOV lanes would not provide significant congestion relief over mixed flow lanes. However, the incorporation of an Express Bus or BRT service that uses the HOV lanes could greatly improve the competitiveness of transit along congested corridors. The northbound Route 99 through Bakersfield was identified as feasible for implementing a HOV lane. No funding was identified for financing the HOV lanes; however, the project could use Federal Congestion Management and Air Quality (CMAQ) funds and/or the San Joaquin Valley Unified Air Pollution District (SJUAPD) new Indirect Source Review (ISR) Fees.

Kern Council of Governments (COG)

Infrastructure and urban services are anticipated to be stretched to keep up with the predicted increase in population growth in Kern County over the next 24 years.[1] The county population is anticipated to increase from 845,600 in 2010 to 1 million in 2020, and reach 1,321,000 by 2035.

Accommodating the growth will force the need for additional urban infrastructure including transportation facilities.[2] Public transportation is expected to become an increasingly important commodity for retiring baby boomers (born between 1946 and 1964) and a growing student population without the personal income to afford a car.

This effort builds on other work initiated by Kern COG, Golden Empire Transit (GET), and other local agencies that are examining opportunities for long range transportation improvements within Kern County. Additionally, Kern COG is preparing a feasibility study for implementing commuter rail services in Kern County that could connect to the planned High Speed Rail station in Bakersfield.

Golden Empire Transit District (GET)

The Golden Empire Transit District (GET) is currently preparing a Transit System Long Range Plan (LRTP) for the metropolitan Bakersfield area for the short-term (5 years) and long-term (25 years) time periods. The recommendations will result in a complete change to the existing bus service network. The LRTP also includes a proposal for three new Bus Rapid Transit (BRT) services within the Bakersfield area.

[1] Kern COG's 2011 Regional Transportation Plan.
[2] Kern COG's 2011 Regional Transportation Plan.

1.3 PROJECT PURPOSE AND NEED

The purpose of the Kern COG HOV/BRT study is to assess the need for and feasibility of transportation improvements that respond to growth concerns by addressing transportation capacity deficiencies, providing additional transportation choices, improving mobility and connectivity between activity centers, and reducing single-occupancy vehicle travel while avoiding or minimizing adverse environmental impacts. Specific project goals include:

- Improve the quality, speed and attractiveness of transit services in the core area of the region, particularly in areas of highest residential and employment density
- Support regional economic development by improving transit access to key employment sites and activity centers
- Improve the operating efficiency of transit services in congested corridors and roadways
- Improve traffic conditions along freeways in the study area and reduce vehicle miles traveled (VMT)
- Support long-term sustainable development and land use in the region

This feasibility analysis is examining various transportation improvements options to achieve these broad local and regional goals. The study compares costs, benefits and impacts of a range of potential transportation improvements in the metropolitan Bakersfield area.

The Kern COG HOV/BRT study is needed due to growing population, employment, and travel demand in the study area, insufficient transit capacity to serve growing demand, limited transit reliability due to congested roadways, and lack of connectivity across the study area. The 2011 Kern COG RTP modeling results indicated that the travel demand needs of residents and commuters in the study area are expected to be greater than the capacity of the existing transportation system in 2035.

Growing Population

The population of Kern County grew by more than 180,000 people from 2000-2009 and is one of the fastest growing counties in California. California Department of Finance (DOF) estimated that population in Kern region increased at a compounded annual rate of 2.5 percent between 2000 and 2009, nearly double the rate for California as a whole (1.34 percent). Even with the economic slowdown beginning in 2007, the region gained 19,500 people annually, up from 12,000 annually during 1990's. Most of the Kern region's growth has concentrated in metropolitan Bakersfield. More than 60 percent of Kern County's population growth for the past 10 years occurred in metropolitan Bakersfield and this percentage is expected to grow through 2035[3]. Unless improvements are made to the transportation system to accommodate this growth, congestions is likely to increase even more with a further reduction in mobility for area residents and employees.

[3] 2010-35 (July) Kern COG growth forecast by Regional Statistical Areas (RSA), adopted October 2009

Table 1-1: Forecast Population Growth in Metropolitan Bakersfield

Area	Population			Employment		
	2006	2035	% Change	2006	2035	% Change
Metro Bakersfield	491,934	843,869	71.5%	168,489	262,050	55.3%
Kern County	745,972	1,264,082	69.5%	286,396	460,599	60.8%

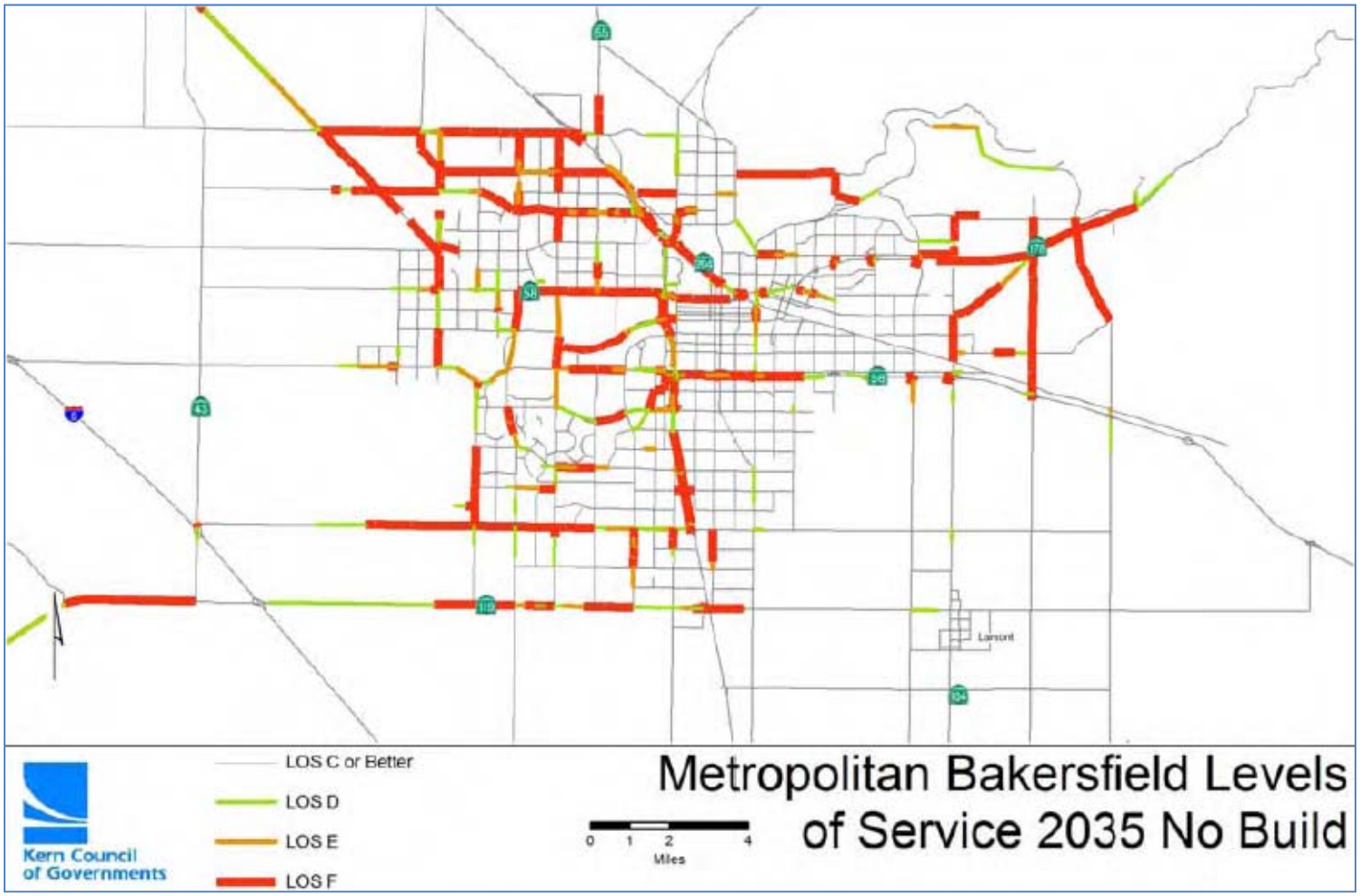
Source: 2011 Kern COG's Regional Transportation Plan

Insufficient Roadway Capacity

Roadways in the study area are already congested and are forecast to not have sufficient capacity to serve growing travel demand. From 1998 - 2009, the region's congestion as measured by vehicle miles traveled (VMT) has increased at a faster rate (40 percent) than the population (25 percent) and maintained road miles (6.8 percent). During the same period, the average annual growth in VMT increased from 500,000 VMT per year to 580,000 VMT per year. Although the observed VMT has decreased since the economic downturn in 2006, long term trends and anticipated growth may reverse this recent trend. There are intuitive connections between the current economic downturn and driving levels, as economic activity declines there is likely an effect on travel behavior. Yet, there are many other complex reasons for the recent drop in total and per capita driving and it is difficult to predict future events that could strongly influence regional driving patterns. Long term, regional growth in population and VMT is anticipated to increase significantly.

The 2011 Kern COG RTP travel demand analysis indicated that the volume of automobile trips would exceed the capacity of many highways and major arterials in the study area by 2035. Figure 1.1 Level of Service 2035 shows the future level of service (LOS) along major corridors in the study area. LOS E or F indicates that automobiles will experience significant delays and LOS F is considered to be failing. Congestion not only delays traffic, it actually reduces the vehicle volumes a roadway can serve. To keep roadways operating at peak volumes as efficiently as possible requires the improvement of transportation infrastructures and implementation of high-quality transit services as well as effective traffic management strategies. Effective roadway management reduces the size and extent of congestion and increases the capacity of existing facilities.

Figure 1.2: Metro Bakersfield Traffic Congestion – 2035 No Build Scenario



Poor Transit Reliability

Transit reliability is one of the service characteristics most important to transit customers. Increasingly congested roadways jeopardize reliability and travel time, resulting in poor transit service quality. The Golden Empire Transit (GET) has a standard for on-time performance which states that 95% of all trips should run zero minutes early to five minutes late. During FY 2008-09, over 1.3 million timepoints were observed and only 76% of services met this standard due to increased traffic. Without significant improvement, the reliability of existing transit service will worsen in the future as roads become more congested. Therefore, an improved transportation system offering high-speed, frequent, reliable service is needed to distribute transit passengers in metropolitan Bakersfield and to increase transit circulation and overall desirability of transit travel. Bus Rapid Transit (BRT) and other limited-stop services show promise for boosting customer satisfaction and ridership by improving reliability, particularly for the work commute.

Table 1-2: GET On Time Performance

Days of Week	Fiscal Year 2008-2009	Performance Standard
Weekday Performance	76%	95% or higher
Sunday Performance	70%	
Saturday Performance	77%	
Overall Performance	**76%**	

Source: 2011 GET Short Range Transit Plan (FY 10/11-14/15)

1.4 PROJECT OVERVIEW

Kern COG HOV/BRT Study proposes improvements throughout Kern County. Figure 1.2 - Proposed Regional HOV-BRT System shows the regional location of HOV/BRT components and existing Kern Regional Transit (KRT) bus routes in the County. Figure 1.3 - Proposed Local HOV-BRT System shows the location of HOV/BRT improvements in the metropolitan Bakersfield area. Proposed improvements in the System Network Concept can be classified into one of two components. Both components are identified to determine need and feasibility for these types of improvements.

Component 1. BRT and express bus improvements for the Year 2020 and 2035 as proposed in the GET LRTP including:

a. Bus signal priority and/or queue jump lanes in selected locations along proposed GET BRT routes (local streets)
b. Dedicated BRT lanes in selected locations along proposed GET BRT routes (local streets)
c. Park-and-ride facilities

Component 2. HOV/Managed Lane improvements on area freeways, including:

a. New weekday peak period freeway HOV lanes in each direction of four freeway facilities
b. HOV Direct Access Ramps (DARs)
c. Truck climbing lanes in selected locations

Detailed descriptions of the two components are provided below.

1.4.1 COMPONENT 1. PROPOSED BRT IMPROVEMENTS

A range of potential BRT or "rapid bus" services are being considered along the study corridors.

BRT/Express Bus Improvements

Bus service improvements being considered include:

- Arterial Roadway BRT (Exclusive "bus-only" lanes)
- Arterial Roadway Rapid Bus (with mixed traffic and potential for bus signal priority and/or queue jump lanes)
- Freeway Express Bus

Other Bus Strategies

- Ramp metering, on/off ramp HOV/bus priority lanes
- HOV and/or bus Direct Access Ramps (DAR)

These improvements are analyzed along three proposed BRT routes as shown in Figure 1.3a

- GET BRT Route 1 : CSUB ~ Bakersfield College
- GET BRT Route 2 : CSUB ~ Meadows Field Airport
- GET BRT Route 3 : Meadows Field Airport ~ SR-99 & Taft Hwy

Park and Ride Facilities

Park and ride facilities have been assessed at nine potential locations:

- 7th Standard Road and Santa Fe Way
- 7th Standard Road and Golden State Highway
- Mount Vernon Avenue and Bernard Street
- Weedpatch Highway and Smith Road
- Barstow Bakersfield Highway and Oswell Street
- Chester Avenue and 1st Street
- Stockdale Highway and Old River Road
- Panama Lane and Gosford Road
- Taft Highway and H Street

These Park and Ride facilities are assessed to determine their potential for serving the proposed BRT and Express Bus routes within the region, as well as serving as convenient facilities for carpools commuting to employment centers outside Bakersfield.

1.4.2 COMPONENT 2. PROPOSED HOV IMPROVEMENTS

High Occupancy Vehicle (HOV) lanes provide separate travel lanes for cars with two or more people. Several forms of HOV or "managed" lane systems are being considered, including:

- Exclusive Peak Period Only Freeway HOV Lane
- Exclusive Peak Period Peak Direction Roadway HOV Lane

The study also provides discussion and conceptual analysis of High Occupancy Toll (HOT) lanes and full-time HOV lanes. These concepts were not modeled due to limitations with the existing travel demand model and its capability in modeling tolls.

Freeway HOV Lanes

The following concepts are modeled for the feasibility study:

- State Route 99 – One new peak period HOV lane in each direction between 7th Standard Road and Taft Highway
- State Route 58 – One new peak period HOV lane in each direction between State Route 99 and Weedpatch Highway
- State Route 178 – One new peak period HOV lane in each direction between Fairfax Road and State Route 99 (a portion of this corridor would be on surface streets, 23rd Street and 24th Street) between 99 and K Street
- Westside Parkway – One new peak period HOV lane in each direction between State Route 99 and Stockdale Highway

Direct Access Ramps (DAR)

DAR are ramps that allow buses, carpools, vanpools, and motorcycles to directly access the high occupancy vehicle (HOV) lanes in the center of the freeway from the local street system. The following DARs are being evaluated:

- State Route 99
    - 7th Standard Road
    - Airport Drive
    - California Avenue
    - Taft Highway
- State Route 58
    - Chester Avenue
    - Weedpatch Highway
- State Route 178
    - Mt. Vernon Avenue
- Westside Parkway
    - Jewetta Avenue

Specialty Lane Improvements

Specialty Lane Improvements are truck climbing lanes that provide travel lanes for slower traveling large trucks up a steep grade.

- State Route 58 - Truck climbing lane eastbound between Tejon Highway and approximately two miles east of Bealville Road.
- State Route 166 - Truck climbing lane southbound between the southern limits of Maricopa and Cerro Noroeste Road.

There are existing truck climbing lanes on Interstate 5 through the Grapevine. So no additional lanes in this section of freeway were evaluated.

Other Mobility Support Improvements

Other HOV/BRT support improvements such as ramp metering, traffic signal priority, parking costs, Transit Centers, and other techniques that promote more efficient BRT and HOV travel modes area also discussed.

Figure 1.3a: HOV/BRT Studied System Concept

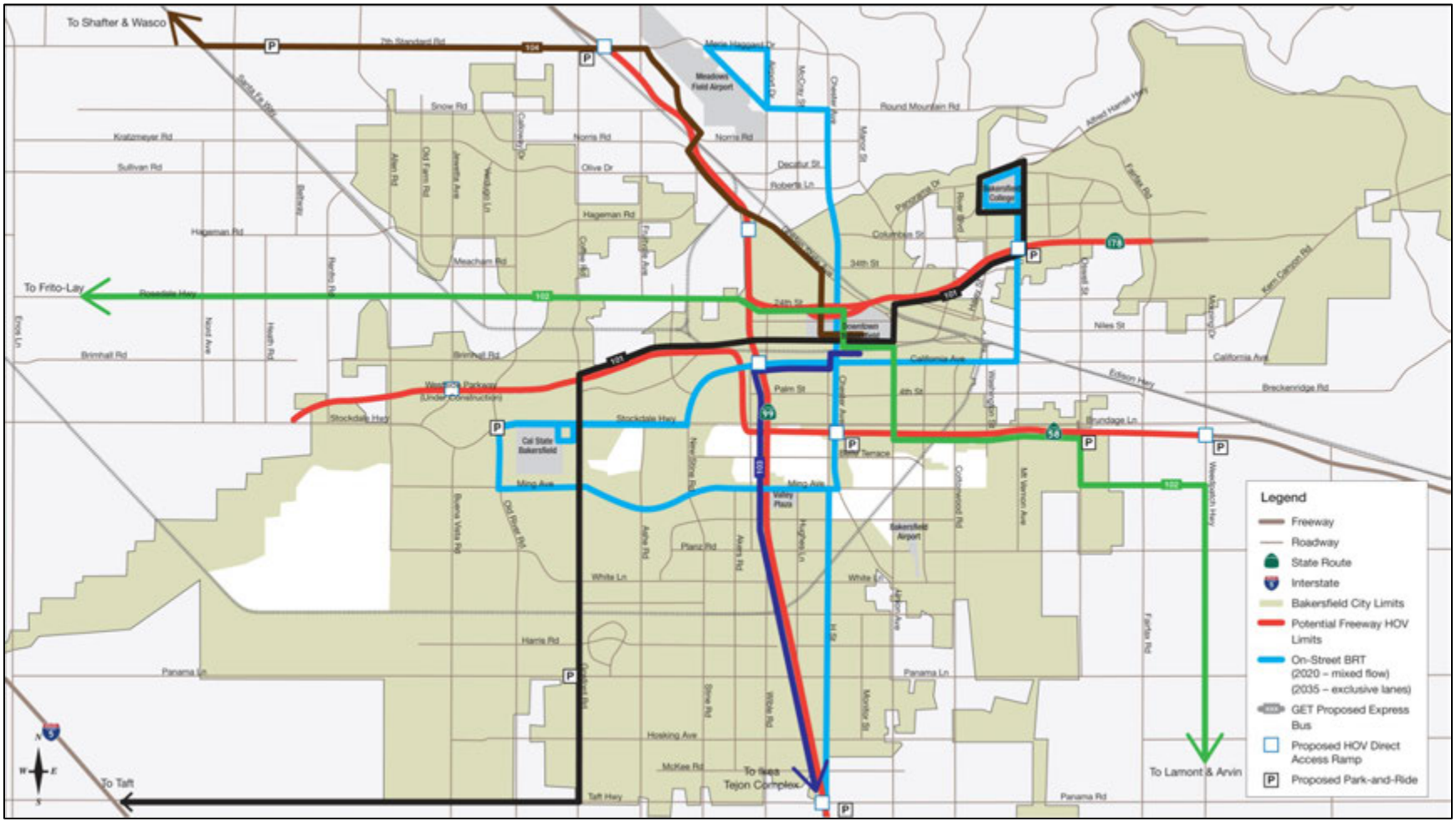
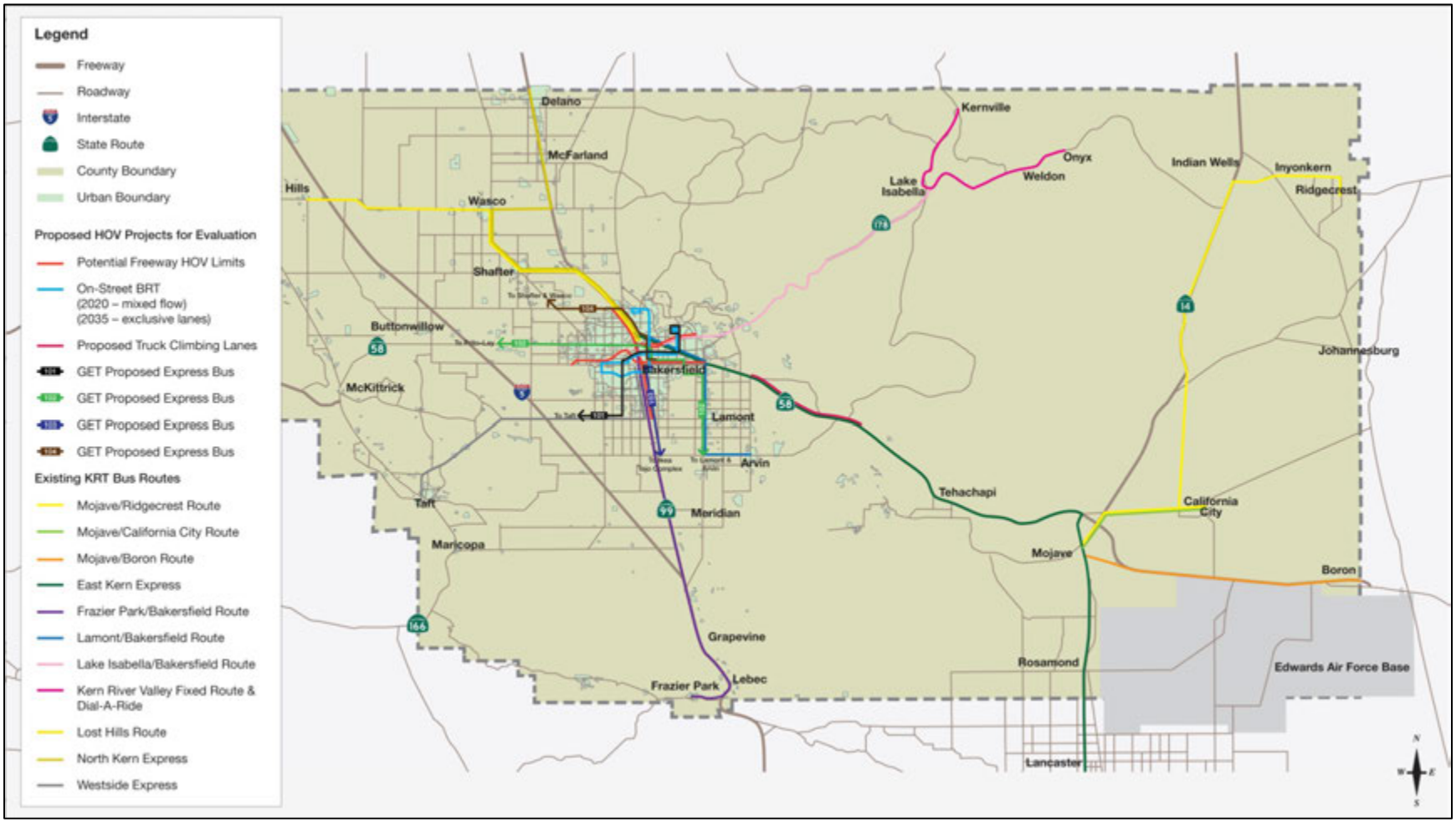


Figure 1.4b: HOV/BRT Studied System Concept



2.0 Detailed Definition of Concepts

This section defines the conceptual alternatives, including the alignments and the transit technology options, to be evaluated in the conceptual screening. The No-Build and Transportation System Management (TSM) Alternatives, which are described below, are also be carried forward for detailed evaluation.

2.1 NO- BUILD CONDITION

The No-Build Alternative includes all highway and transit facilities identified in the fiscally constrained 2011 RTP, with the exception of the rail transit network, part of which is the subject of this feasibility study. Note that all highway and transit elements in the 2011 RTP will be included in the No-Build Alternative. The No-Build Alternative is used as a starting point to provide a comparison of all Build alternatives in terms of costs, benefits, and impacts.

2.2 TSM/TDM CONCEPTS

The TSM Alternative includes reasonable cost-effective transit service improvements short of a major capital investment. The TSM Alternative is essentially a lower cost investment bus alternative that provides a baseline for comparison to the Build alternatives. The TSM Alternative also implements all projects included in the No-Build Alternative. Improvements such as ramp metering for freeway on-ramps are also included within this alternative.

2.3 HOV/HOT CONCEPTS

High Occupancy Vehicle (HOV) lanes are designated lanes whose use is restricted for carpools as well as buses. HOV lanes have been widely implemented in the United States since the 1970's in an effort to better manage highway capacity. In theory, the use of HOV lanes increases the person throughput of a roadway by encouraging ridesharing and use of transit because there are fewer vehicles in the HOV lane than in general purpose lanes. Should other general purpose lanes become congested, this HOV lane allows those high occupancy vehicles a distinct travel time advantage.

High Occupancy Toll (HOT) lanes are a variant of HOV lanes. On HOT lanes, vehicles not meeting the prescribed HOV occupancy requirements, such as a minimum of two occupants per passenger vehicle, are allowed to use the lane through the payment of fee. The fee is paid electronically through toll collection systems and can vary based on time of day and the amount of traffic in the HOT lane. The HOT concept has gained popularity in recent years through a series of federally funded demonstration projects. The notable projects include HOT lanes on I-15 in San Diego, SR-91 in Orange County, I-25 in Denver, and I-394 in Minneapolis.

Concept Development

Based upon direction of the Kern COG, three State Routes (58, 99, and 178) and the future Westside Parkway were evaluated in the study area. An occupancy requirement of HOV-2+ was assumed for the

HOV lane concepts. All vehicles with two or more occupants, including transit vehicles, could use the HOV lane for free. The managed lanes in HOV lane concept were evaluated for their performance in the AM and PM peak periods using Kern COG regional forecasting model. However, the operational constraints on HOT lane access, including toll treatment, management of merge-weave turbulence, toll compliance and system cost, and other considerations, have not been modeled.

The HOV/HOT concepts also assume that all programmed projects (defined in 2011 RTP) within the study area will be built as planned. The HOV/HOT Concept would include one concurrent managed lane per direction in the median area of SR-58, SR-99, SR-178, and Westside Parkway. Figure 2.1 presents the programmed highway improvement projects listed in 2011 RTP.

Figure 2.1: 2011 RTP Highway Improvement Projects

Experience with HOV lanes from around the country has shown that HOV/HOT lanes work better where significant roadway congestion during the peak period occurs and HOV supporting facilities are provided. HOV/HOT supporting facilities, such as park and ride lots and direct access ramps were included in the HOV/HOT concept. The locations of proposed park and ride lots and direct access ramps reflect known plans for development or highway improvement. Also the proximity to interregional transit was considered to identify the potential park and ride lot locations.

Truck Climbing Lanes are proposed along SR-58 eastbound between Tejon Highway and approximately two miles east of Bealville Road and along SR-166 between the southern limits of Maricopa and Cerro Noroeste Road.

HOV/HOT Concept

The consultant team developed four HOV/HOT lane concepts on State Route 58, 99, 178, and Westside Parkway. These HOV/HOT concepts are depicted in Figure 2.2 and described below.

- HOV/HOT Concept

Segments
• State Route 58 would include two general purpose lanes and one new HOV lane in each direction between State Route 99 and Weedpatch Highway. The total length of the SR-58 segment is 7.08 mile. • State Route 99 would include the construction of a two-lane HOV system (one lane per direction) on State Route 99 between 7th Standard Road and Taft Highway. The northern portion of the segment between 7th Standard Road and Route 204 and the southern portion of the segment between Wilson Road and Taft Highway would have three general purpose lanes and one HOV lane per direction. It would have four general purpose lanes and one HOV lane per direction between Route 204 and Wilson Road. The total length of the SR-99 segment is 13.03 mile. • State Route 178 includes three general purpose lanes and one HOV lane per direction between State Route 99 and Fairfax Road. A 1.8 mile segment of this corridor between SR-99 and M Street would be on surface streets, 23rd Street and 24th Street. 24th Street between SR-99 and M Street will be widened by 2018. The total length of the SR-178 segment is 7.66 mile. • Westside Parkway is a new east-west freeway between Truxtun Street near SR-99 to Stockdale Highway near Heath Road. The project segment between Mohawk Street and Allen Street is under construction and expected to be completed by 2013. The segment between Mohawk Street and Allen Street includes three general purpose lanes (per direction) with full interchange at Mohawk Street, Coffee Road, and Calloway Drive. The remaining 3 mile segments, the Stockdale/Heath Tie-in at the western end and the Truxtun Tie-in at the eastern end, will be constructed when funding becomes available. The eastern terminus of Westside Parkway is about one mile west of the SR-99/SR-58 interchange. A project to connect Westside Parkway to the interchange (Centennial Corridor/SR-58 Connecter segment 1) is under an environmental review process evaluating four connecting alternatives. The Westside Parkway segment would include two general purpose lanes and one HOV lane per direction. The total segment length would be approximately 11 miles.

Direct Access Ramp (DAR)
• DAR to State Route 58 at - Chester Avenue - Weedpatch Highway • DAR to State Route 99 at - 7th Standard Road - Airport Drive - California Avenue - Taft Highway • DAR to State Route 178 at - Mt. Vernon Avenue • DAR to Westside Parkway at - Jewetta Avenue
Truck Climbing Lanes
• State Route 58 - Truck climbing lane eastbound between Tejon Highway and approximately two miles east of Bealville Road. • State Route 166 - Truck climbing lane southbound between the southern limits of Maricopa and Cerro Noroeste Road.
Park and Ride Lot
• 7th Standard Road and Santa Fe Way • 7th Standard Road and SR-99 • Mount Vernon Avenue and Bernard Street • Weedpatch Highway and Smith Road • Barstow Bakersfield Highway and Oswell Street • Chester Avenue and 1st Street • Stockdale Highway and Old River Road • Panama Lane and Gosford Road • Taft Highway and H Street
Operation
• Scenario 1 : Managed the HOV lane during peak hours only • Scenario 2 : Managed the HOV lane for all day

Figure 2.2: Proposed HOV/HOT Concept

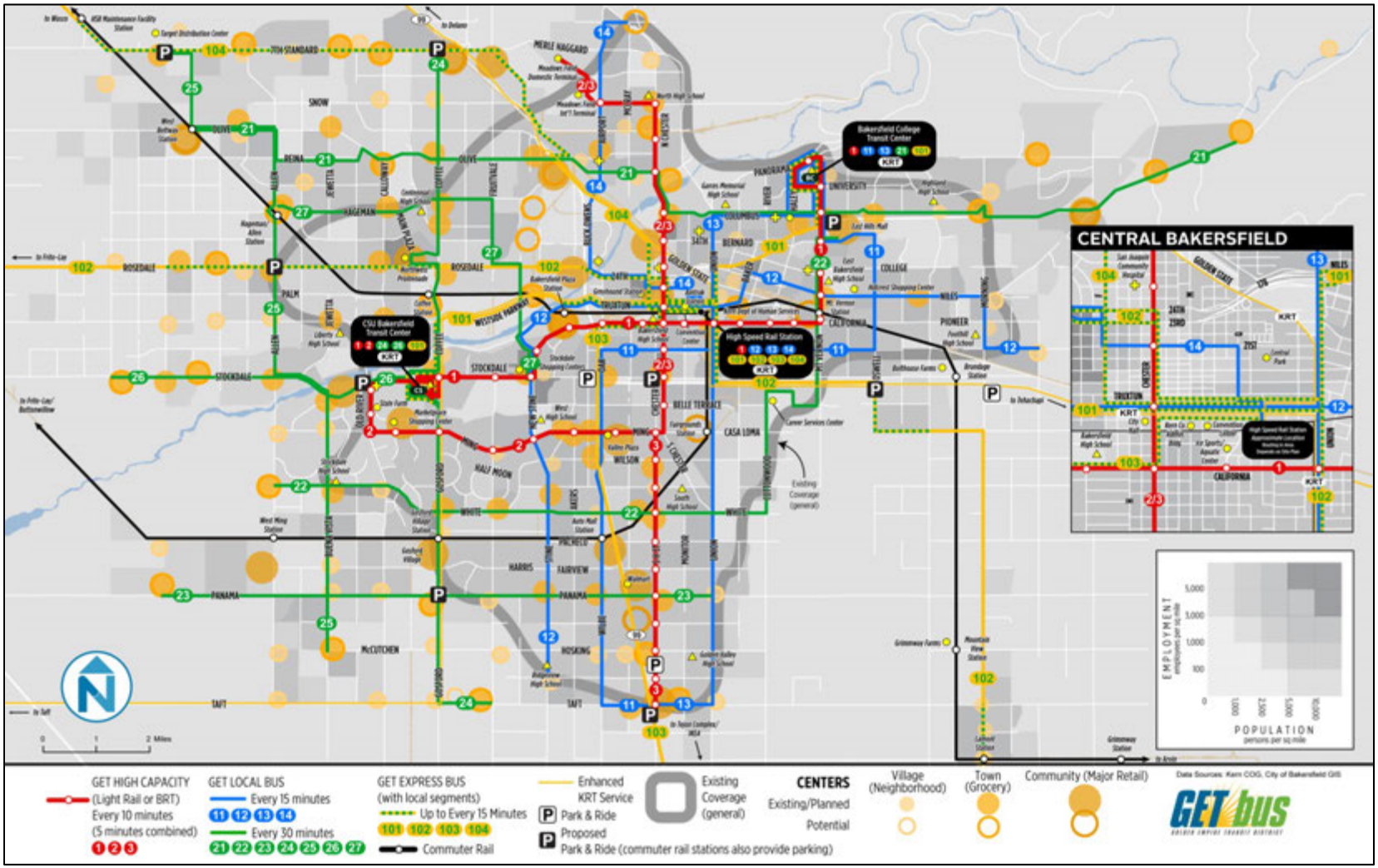
2.4 BRT CONCEPTS

Concept Development

The recently adopted 2011 Metropolitan Bakersfield Transit System Long-Range Plan recommended Bus Rapid Transit services connecting California State University at Bakersfield (Cal State Bakersfield), Downtown Transit Center, Bakersfield College, and the Meadows Field Airport to enhance transit service in metropolitan Bakersfield. The proposed BRT alignment in the 2011 Metropolitan Bakersfield Transit System Long-Range Plan is show in Figure 2.3.

As shown on the map, the BRT concepts were designed to connect two colleges (Cal State Bakersfield and Bakersfield College) and three regional transportation hubs (Meadows Field Airport, Downtown Transit Center, and Southwest Transit Center). These BRT alignments were refined based on the input gathered through meetings with stakeholders in order to conduct more detailed analysis and to build support toward the selection of the Locally Preferred Alternative.

Figure 2.3: 2011 Metropolitan Bakersfield Transit System Long-Range Plan Transit Network (2035)



The Set of BRT Concepts

The primary purpose of the BRT concepts is to link employment, residential, and tourist attractions within the study area to each other, as well as to improve regional connectivity beyond the study area. The three BRT concepts (BRT Route 1, 2, and 3) from the 2011 Metropolitan Bakersfield Transit System Long-Range Plan (2035) were modified based on the stakeholder inputs.

Three alternative routes are depicted in Figure 2.4 and described below:

- BRT Concept 1

Alignment
This alignment is focused on connecting two colleges in the study area; CSUB and Bakersfield College. From the CSUB Transit Center, the alignment travels east along Stockdale Hwy and California Avenue and turns north on Mt. Vernon Avenue to reach the Bakersfield College Transit Center on Panorama Drive. At Bakersfield College Transit Center, buses travel east along Panorama, turns south on Haley Street, turn west on University Avenue, and turn south on Chester Avenue to travel to CSUB Transit Center. The total length of the alignment is 13.7 miles.
Stations
The proposed alignment would include twenty one stations at CSUB Transit Center, Stockdale Hwy & Gosford, Stockdale Hwy & Ashe, Stockdale Hwy & New Stine, California & Mohawk, California & Easton, California & Oak, California & F, California & Chester, California & P, California & Union, California & King, California & Haley, California & Washington, California & Mt. Vernon, Mt. Vernon & Niles, Mt. Vernon & Flower, Mt. Vernon & Bernard, Mt. Vernon & Columbus, Mt. Vernon & University, and Bakersfield College Transit Center.
Park & Ride Lots
• Stockdale Highway and Old River Road • Mount Vernon Avenue and Bernard Street
Systems
For year 2020, BRT Concept 1 proposes signal priority at 45 intersections along Stockdale Hwy, California Avenue, Mt. Vernon Avenue, Panorama Drive, and Haley Street. In the year 2035, BRT Concept 1 alignment would be converted to dedicated BRT lanes.
Operation
15 minute headway from 6:00 AM to 9:00 PM

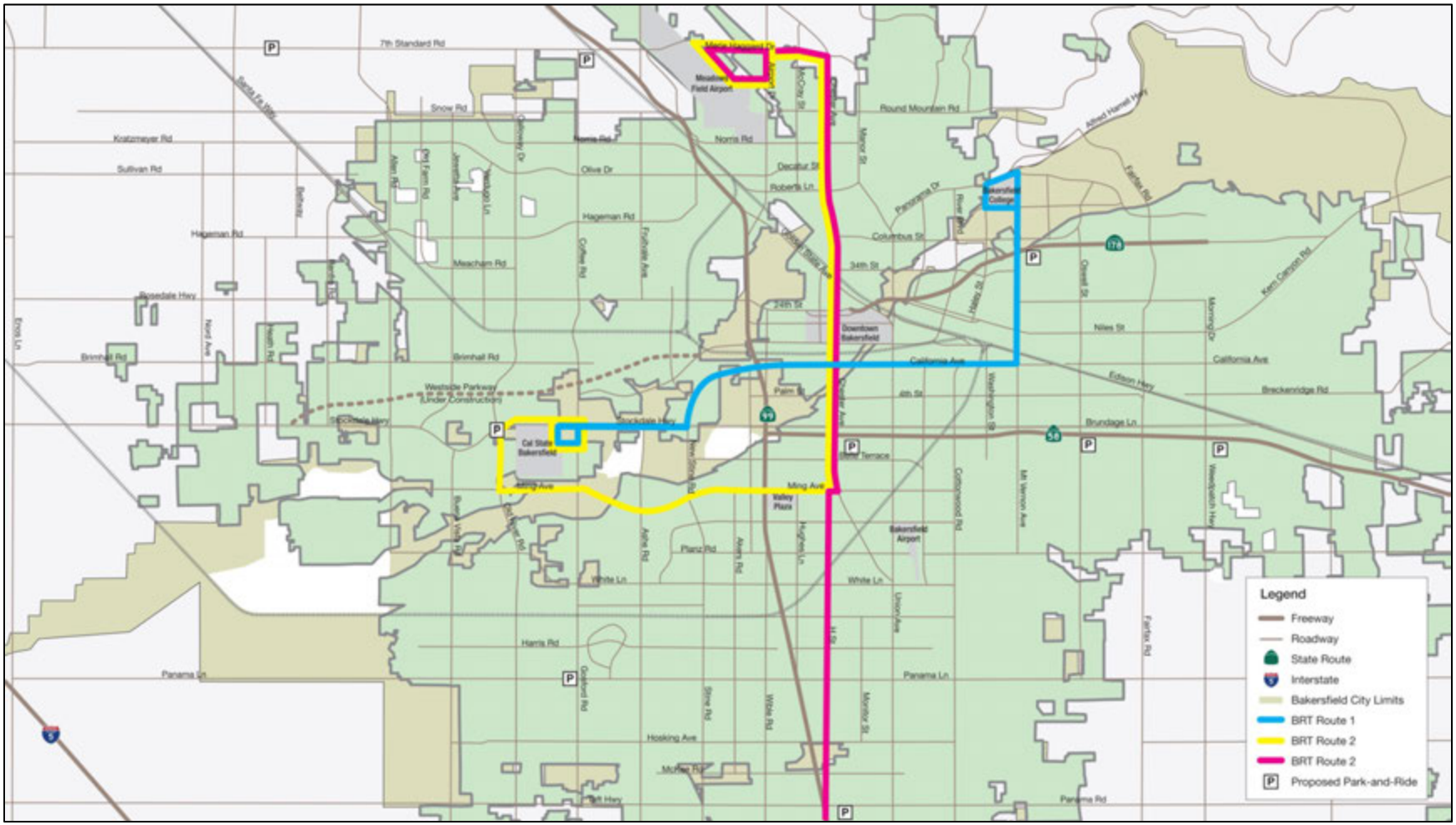
- BRT Concept 2

Alignment
This alignment travels between the CSUB Transit Center and Meadows Field Airport primarily along Old River Road, Ming Avenue, Chester Avenue, and Merle Haggard Drive. This route also serves the Mercy Southwest Hospital, Southwest Transit Center, and the Downtown Transit Center. The total length of the alignment is 18.7 miles.
Stations
It includes twenty four stations at CSUB Transit Center, Mercy Southwest Hospital, Ming & Scarlet Oak, Ming & Gosford, Ming & Ashe, Ming & New Stine, Southwest Transit Center (Ming & Wible), Ming & Hughes, Ming & Chester, Chester & Belle, Chester & Brundage, Chester & 4th, California, Chester & Truxtun, Downtown Transit Center (Chester & 22nd), Chester & 26th, Chester & 34th, Chester & Columbus, Chester & Roberts, Chester & Wilson, Chester & China Grade, Chester & Merle Haggard, Meadows Field Airport International Terminal, and Meadows Field Airport Domestic Terminal.
Park & Ride Lots
• Stockdale Highway and Old River Road • Chester Avenue and 1st Street
Systems
For year 2020, BRT Concept alignment 2 proposes signal priority and/or queue jump lanes at 52 intersections along Stockdale Hwy, Old River Road, Ming Avenue, Chester Avenue, and 7th Standard Road. In the year 2035, BRT Concept 2 alignment would be converted to dedicated BRT lanes.
Operation
15 minute headway from 6:00 AM to 9:00 PM

- BRT Concept 3

Alignment
BRT Alternative 3 travels a 15 mile, north-south route between Meadows Field Airport and Taft Hwy. Traveling south from Meadows Field Airport, the alignment runs east along Merle Haggard Drive, turns south on Chester Avenue, turns west on Ming Avenue, and turns south on South H Street to reach the southern terminus at South H Street and Taft Hwy.
Stations
This route includes twenty two stations at Meadows Field Airport Domestic Terminal, Meadows Field Airport International Terminal, Merle Haggard & Chester, Chester & China Garder, Chester & Wilson, Chester & Roberts, Chester & Columbus, 34th, 26th, Downtown Transit Center (Chester & 22nd), Truxtun, Chester & California, Chester & 4th, Chester & Brundage, Chester & Belle, Chester & Ming, South H & Wilson, South H & Planz, South H & White, South H & Pacheco, South H & Fairview, South H & Panama, South H & Hosking, South H & Taft Hwy.
Park & Ride Lots
• Chester Avenue and 1st Street • Taft Highway and H Street
Systems
For year 2020, BRT Concept alignment 3 proposes signal priority and/or queue jump lanes at 44 intersections along 7th Standard Road, Chester Ave., and H Street. In the year 2035, BRT Concept 3 alignment would be converted to dedicated BRT lanes.
Operation
15 minute headway from 6:00 AM to 9:00 PM

Figure 2.4: BRT Concept Alignments



3.0 Evaluation Criteria

Evaluation factors are identified to guide the comparative analysis for the study. These criteria are not intended to provide an appraisal of the specific system features and characteristics. Rather, the criteria are targeted to address aspects of the project which focused on technical and policy concerns so major decisions can be made. Performance measures are identified for each of the criteria and reviewed and were approved by the Kern COG. Some of these measures are quantitative, such as traffic conditions and project costs, while other measures are qualitative to better characterize the relative strengths or disadvantages attributable to the different alternatives, such as land use compatibility and aesthetics. Table 3-1 and Table 3-2 summarize the evaluation criteria.

Table 3-1: HOV Alternatives Evaluation Criteria

Mobility Benefits
This measure is used to determine if the various conceptual HOV alternatives would generally improve or worsen the travel conditions along the corridor in terms of congestion level. For this study, changes in the average morning and afternoon peak hour Volume-to-Capacity Ratio and the Vehicle Miles Traveled (VMT) are used to measure corridor mobility benefits from HOV/HOT facilities. • Volume to Capacity Ratio • Congestion relief
Compatibility with Regional Transportation Plans
This measure evaluates whether the proposed alternatives are compatible with existing Kern COG regional transportation plan. • Compatibility with 2011 Kern COG RTP system
Cost Effectiveness
This measure evaluates the cost effectiveness of the proposed HOV alternatives. • Operating and Maintenance Costs • Capital Costs (Right-of-Way costs are not included in this cost estimate)
Environmental Considerations
A preliminary environmental assessment is used to determine whether the implementation of an alternative may result in the acquisition and displacement of existing adjacent land uses. This measure also evaluates potential impacts to existing streets, access, and/or traffic circulation. • Right-of-way Impacts (Number of affected parcels) • Traffic Impacts • Other qualitative environmental impacts

Table 3-2: BRT Alternatives Evaluation Criteria

Mobility Benefits
Mobility Benefits measure the ability of the proposed alternatives to provide direct connections to major activity centers within the study area, as well as potential system usage. • Residential density within the BRT service area (dwelling unit per acre within 0.5 mile from the proposed station) • Employment density within the BRT service area (Number of employees per acre within 0.5 mile from the proposed station) • Estimated Ridership (Boardings per revenue hours, Boardings per Route mile) • Connection to existing transit service
Land Use Compatibility
The Land Use compatibility measure addressed the proposed system's ability to enhance the Kern COG's smart growth land use plans for the study area. • Compatibility with existing land uses and development • Compatibility with regional and local plans
Cost Effectiveness
This measure evaluated the cost effectiveness of the proposed BRT alternatives. • Operating and Maintenance Costs • Capital Costs
Environmental Considerations
The Environmental Measure determined whether the implementation of an alternative may result in the acquisition and displacement of existing adjacent land uses. Also this measure evaluated potential impacts to existing streets, access, and/or traffic circulation. • Right-of-way Impacts (Number of affected parcels) • Traffic Impacts • Other qualitative environmental impacts

4.0 Analysis of Concepts

4.1 HOV/HOT CONCEPT

The following corridors were evaluated for possible HOV or HOT lane development:

- State Route 99 – One new lane in each direction between 7th Standard Road and Taft Highway
- State Route 58 – One new lane in each direction between State Route 99 and Weedpatch Highway
- State Route 178 – One new lane in each direction between Fairfax Road and State Route 99 (a portion of this corridor would be on surface streets, 23rd Street and 24th Street)
- Westside Parkway – One new lane in each direction between State Route 99 and Stockdale Highway

Experience has shown the most important feasibility criteria centers around the presence of congestion and the ability to save drivers a minimum of eight minutes of travel time. This measure focused primarily on whether there is sufficient daily recurring congestion to warrant a HOV or HOT lane application considering daily traffic volumes, average speed, and travel times over the horizon years.

4.1.1 MOBILITY BENEFITS

Volume-to Capacity Ratio

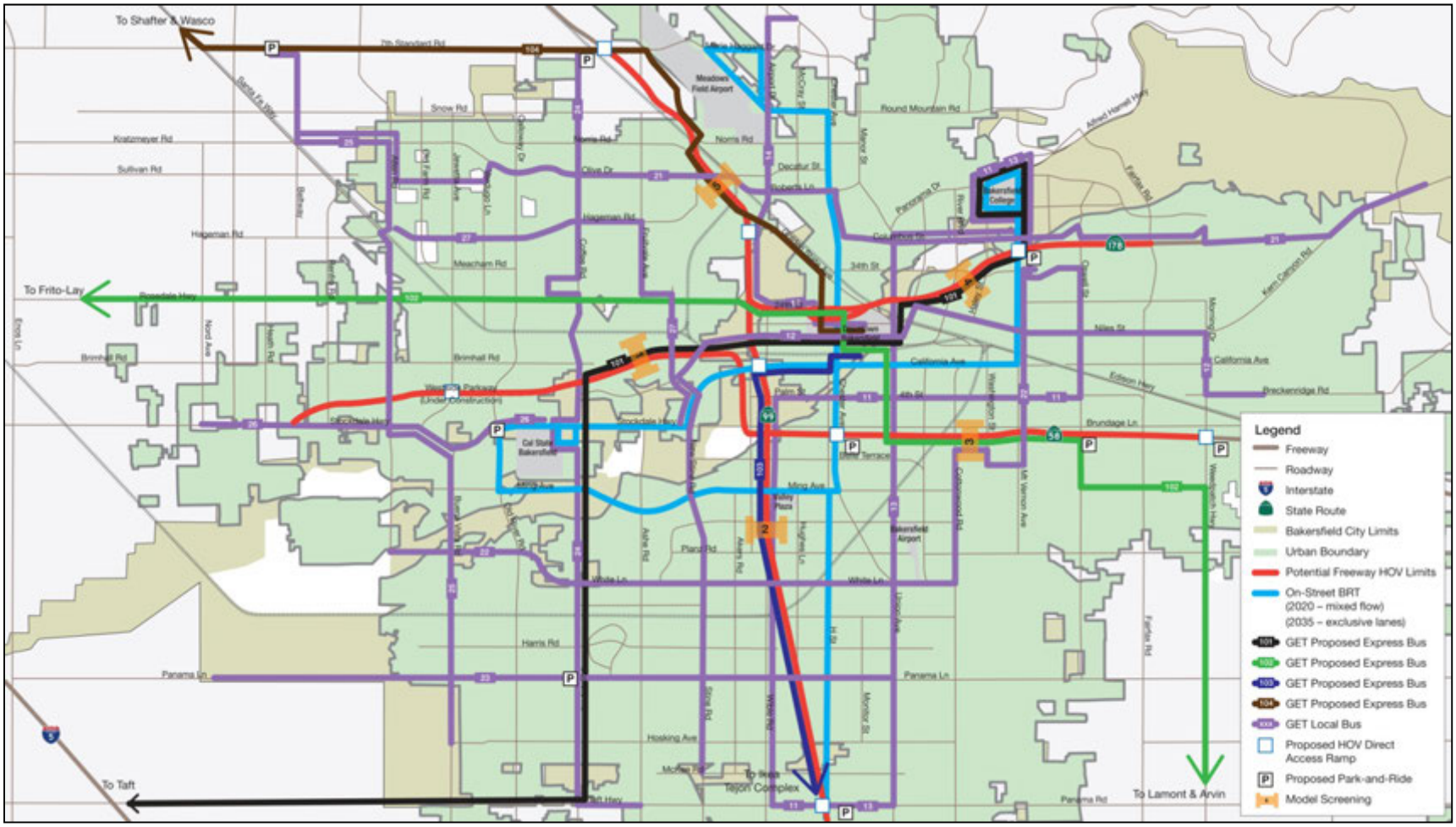
Volume-to-Capacity Ratio (V/C) analysis was conducted at five locations; SR-58 east of SR-99, SR-99 north of SR-178, SR-99 south of SR-58, SR-178 east of SR-99, and Westside Parkway west of SR-99. Figure 4.1 presents the VC Ratio screening locations. V/C ratios were obtained from travel demand model forecasts generated using the travel demand model developed for the GET LRTP.

For the purpose of this study, highway capacity sufficiency levels are defined as:

- V/C Ratio greater than 1.0 = Over Capacity
- V/C Ratio of 0.8 to 1.0 = at Capacity
- V/C Ratio of less than 0.8 = Below Capacity

The V/C analysis results showed that implementing HOV lane improvements would improve V/C ratio along the study corridors. Detailed V/C Ratio modeling results comparing V/C ratio with and without HOV facilities in horizon years (2020 and 2035) are presented in Appendix A.

Figure 4.1: Proposed HOV/HOT lanes and Volume-to-Capacity Analysis Location



Congestion Relief

The amount of congestion relief that would result from opening the HOV lanes was evaluated by analyzing Vehicle Miles Traveled (VMT) under different congestion levels. For the purpose of this study, congestion levels are defined as:

- Travel speed under 17.5 miles per hour: Severe Congestion
- Travel speed between 1.5 to 37.5 miles per hour: Heavy Congestion
- Travel speed between 37.5 to 57.5 miles per hour: Moderate Congestion
- Travel speed over 57.3 miles per hour: Low or No Congestion

The VMT analysis results showed that the HOV/HOT concept would reduce the VMT under heavy or severely congested conditions by 1 to 3 percent while increasing the VMT under low congestion levels by 3 percent. The Table 4-1 below summarizes the VMT analysis results. The results indicated that the addition of HOV/HOT lane may help alleviate congestion along the study corridors when corridors are more congested.

Table 4-1: Vehicle Miles Traveled by Travel Speed

	2020			2035		
Congestion	Baseline	With HOV/HOT	Change	Baseline	With HOV/HOT	Change
Severe	1,016,220	992,121	-2%	1,353,871	1,334,029	-1%
Heavy	8,555,058	8,575,355	0%	11,936,468	11,588,417	-3%
Moderate	6,498,621	6,232,567	-4%	9,662,403	9,847,029	2%
Low	14,101,630	14,521,014	3%	18,720,325	19,254,759	3%

4.1.2 COMPATIBILITY WITH REGIONAL TRANSPORTATION PLAN

The planning element summarizes the utility of the corridor in terms of connectivity to major activity centers and/or transit. The connectivity measure focuses on how the proposed HOV/HOT corridors will phase into the plan for the existing system and planned RTP improvements. The 2011 Kern COG RTP indicated that SR-99 and Westside Parkway through metropolitan Bakersfield are feasible for implementing HOV lanes. To resolve potential HOV lane saturation problem during peak hours, the 2011 RPT proposed the use of congestion pricing or increasing the capacity to 3+ during peak period. The plan also called for park and ride lots at the terminus of an express bus/BRT/light rail line, and near intermodal facilities such as freeway interchanges, airports, and regional rail.

The proposed HOV/HOT lanes along SR-58, SR-99, SR-178, and Westside Parkway will reduce single occupancy vehicle travels, improve highway throughput, and resolve other circulation conflicts and compatible with existing regional transportation plan. Park and ride lot locations were identified based on connectivity to major activity centers, regional transportation hubs, and freeway interchanges.

4.1.3 COST EFFECTIVENESS

Cost Estimates

(1) HOV/HOT Facility

One of the most important factors in implementing any transportation system is the cost. The lower the cost, the more favorable the system is perceived to construct. However, it is difficult to estimate highway improvement costs in the planning stage since the highway improvement cost varies significantly depending on project components such as interchanges, major structures, right-of-way acquisition, and/or complex soil and site conditions. For this study, the planning level costs were developed using 2011 Kern COG RTP cost estimates and benchmark analysis which identifies what could be the typical construction costs of HOV/HOT facilities and additional freeway lanes. Table 4-2 presents the 2011 Kern COG RTP's constrained highway widening projects and their construction costs on State Route 58, 99, 178, and Westside Parkway.

Table 4-2: 2011 Kern COG RTP Constrained Highway Widening Projects (2010 – 2035)

Highway	Segment	Type of Project	Segment Length (mile)	Costs (million)	Cost per Lane Mile (million)
SR-58	SR-99 to Cottonwood Rd.	4 → 6 lanes (Phase 1 & 2)	3	$97.4	$8.12
SR-58	SR-99 to Cottonwood Rd.	6 → 8 lanes	3	$47.4	$7.9
SR-99	Wilson Rd. to SR-119	6 → 8 lanes	4.6	$52	$5.65
SR-99	SR-204 to 7th Standard Rd.	6 → 8 lanes (Phase 1 & 2)	3.2	$102.8	$16.06
Westside	Mohawk St to Allen Rd.	4 lanes (under construction)	4.8	$76.6	$4

Source: 2011 Kern COG RTP

Based on 2011 Kern COG RTP, the construction cost of adding an HOV lane along the proposed corridors was estimated at $16 million per lane-mile. Using this benchmark analysis, the total construction cost of adding 71.2miles of HOV lanes would cost about $1.14 billion. Detailed cost estimation tables are presented in Appendix B.

(2) Park and Ride Lot

According to the San Joaquin Council of Governments' Park-and-Ride Lot Master Plan completed in 2007, the average cost per space ranges from $11,724 to $15,488 excluding land acquisition costs. For this study, the total construction cost for adding nine (9) Park and Ride Lots was estimated to be roughly $11.6 million dollars assuming 100 spaces per each new Park & Ride Lot. The prototypical Park-and-Ride Lot construction costs are presented in Table 4-3.

Table 4-3: Estimated Construction Cost of Prototypical Park-and-Ride Lots Exclusive of Land

Number of Spaces	Estimated Cost ($2011 dollars)	Average Cost per Space
50	$774,403	$15,488
100	$1,288,503	$12,885
150	$1,839,479	$12,263
200	$2,344,902	$11,725

Source: SJCOG Park-and-Ride Lot Master Plan, October, 2007

(3) Direct Access Ramp (DAR)

For the construction costs for a direct access ramp, a project cost of the recent I-15 Mira Mesa/Scripps Ranch DAR project in Caltrans District 11 (San Diego) was used. The project consists of five structures including four on-and-off ramps that will extend to the Express Lanes. Currently, the project is under construction and the project cost was estimated between $35 to $57 million depending on the length of DAR overcrossing and freeway ramp structures. Table 4-4 summarizes the cost estimates of two DAR alternatives for I-15 DAR construction project.

Table 4-4: DAR Construction Cost Estimates

Features	Hillary Drive Alternative	Galvin Avenue Alternative
DAR Overcrossing	703.4 ft	322.8 ft
Freeway Ramp Structures Length	182.4 ft	214.2 ft
Estimated Construction Costs (millions; 2007 dollars)	$35.2	$56.7

Source: Mira Mesa/Scripps Ranch DAR project – EIR/EA, Caltrans, 2008

Based on the I-15 Mira Mesa/Scripps Ranch DAR project, the construction cost of a DAR was estimated at $46 million (2011 dollars). The proposed HOV/HOT concepts proposed eight (8) DARs and the total construction costs would be roughly $368 million.

(4) Truck Climbing Lane

A truck climbing lane option would add a 12 foot contiguous travel lane along the proposed corridors. The cost of widening SR-58 and SR-166 at these locations was estimated at $8 million per lane-mile based on the highway widening cost estimates in 2011 Kern COG RTP. The HOV/HOT Concepts proposed a combined 20 miles of truck climbing lanes along SR-58 and SR-166 and the total cost would be $160 million.

Table 4-5 summarizes estimated costs of proposed HOV/HOT concepts in 2011 dollars. Detailed cost benchmark tables are presented in Appendix B.

Table 4-5: Summary of Proposed HOV/HOT concepts (2011 dollars)

HOV/HOT Concepts	Estimated Construction Costs (million)
(1) HOV/HOT Lane Only	$1,139.2
(2) HOV/HOT Lane with DARs	$1,507.2
(3) HOV/HOT lane with DARs and Park & Ride Lots	$1,518.8
(4) HOV/HOT lane with DARs, Park & Ride Lots, and Truck Climbing Lanes	$1,678.8

4.1.4 ENVIRONMENTAL CONSIDERATIONS

Right-of-Way Impacts

The right-of-way impact analysis evaluated how to accommodate the proposed HOV/HOT facilities assuming all programmed highway improvement projects are in place. This determination considers the physical requirements of each proposed HOV/HOT facility and the physical constraints to construction. For this criterion, an estimate of the right-of-way impacts were determined by the total number of parcels impacted by the conceptual alternatives, as well as the number of parcels impacted by 15 percent or more based on typical sections and parcel maps.

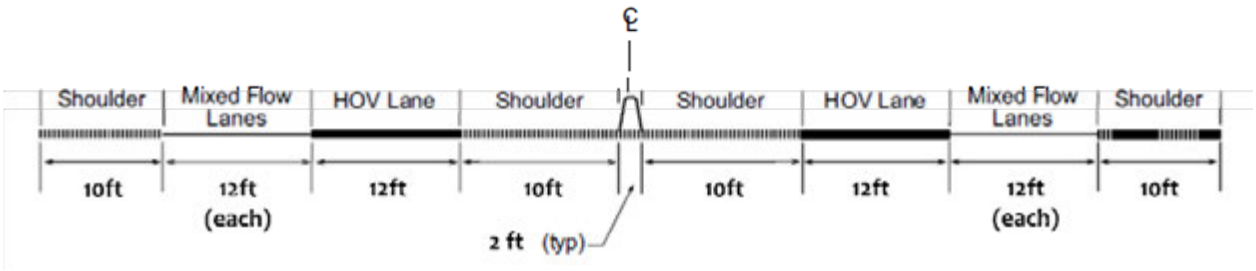
(1) Scenario 1: HOV/HOT Lane Only

The HOV/HOT lane right-of-way requirement was estimated based on Caltrans HOV guidelines[4]. The geometric for mainline HOV facility configurations can be divided into three categories, (1) Barrier-Separated, (2) Buffer-Separated, and (3) Contiguous. Among the three geometric options, Contiguous HOV option was chosen because it requires the least amount of right-of-way. Additionally, this design is more compatible in the proposed part-time operation since the HOV traffic is free to enter and exit the lane at any point throughout its length.

The design guidelines recommend a twelve foot HOV lane and a ten foot shoulder for contiguous HOV facilities following Highway Design Manual, Section 301 .1 and Section 309.1. Figure 4.2 presents Caltrans' design guidelines for contiguous HOV lane.

[4] High Occupancy Vehicle Guidelines for Planning, Design, and Operations, State of California, Department of Transportation, August 2003

Figure 4.2: Typical Contiguous HOV facility



Source: Caltrans HOV Guidelines, 2003

According to the results, there would not be significant right-of-way impacts along most of the proposed corridors. However, potential significant right-of-way impacts may occur along 24th street between SR-99 and M Street, the interchange of SR-99 and SR-204, and the interchange of SR-99 and Airport Road. Also, widening the SR-99 railroad overpass north of Pacheco Road and the SR-58 railroad overpass east of S Hayes Street would impose right-of-way impacts. Table 4-6 summarizes the minimum required right-of-way to construct a two lane contiguous HOV facility and the number of potentially impacted parcels by segment. It should be noted that the Westside Parkway is under construction and was excluded from right-of-way analysis as sufficient right-of-way is provided within the base cross-section to accommodate an additional lane.

Table 4-6: Minimum Right-of-Way Requirement for HOV/HOT Lane

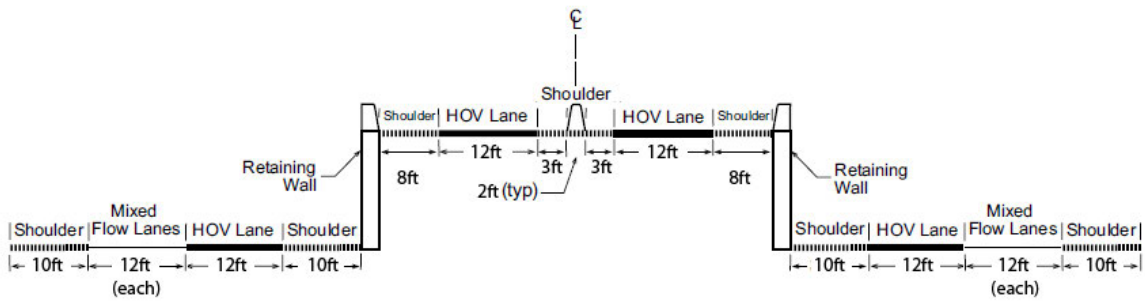
Segment	From	To	Length (mile)	No. of Lanes*	Min. ROW (feet)◊	No. of parcels affected
(1) SR-58	SR-99	Cottonwood Rd.	3.07	8	162	2
(2) SR-58	Cottonwood	Weedpatch	4.02	4	114	0
(3) SR-99	7th Standard	SR-204	3.37	8	162	1
(4) SR-99	**SR 204**	**Wilson Rd.**	**5.06**	**8**	**162**	**14**
(5) SR-99	Wilson Rd.	SR-119	4.60	8	162	1
(6) SR-178	M St.	Oswell St.	3.83	8	162	1
(7) SR-178	Oswell St.	Fairfax Rd.	1.13	6	139	0
(8) 24th Street	**SR-99**	**M St.**	**2.70**	**8**	**162**	**76**
(9) Westside Pkwy	SR-99	Stockdale Hwy	7.82	6	138	N/A
Total			35.60			95

* Assuming highway improvement projects listed in 2011 Kern COG RTP are in place by 2035
◊ Minimum ROW to accommodate adding a two a two lane median HOV facility along the proposed corridors

(2) Scenario 2: HOV/HOT Lane and Direct Access Ramps

The direct access ramps (DAR) improve HOV lane accessibility by eliminating the need for transit, carpools, and vanpools to weave across mainline traffic to exit or enter the freeway HOV lane. The HOV/HOT concept proposed eight DARs: two DARs along SR-58, four DARs along SR-99, one DAR along SR-178, and one on Westside Parkway. According to Caltrans HOV design guidelines, constructing a typical direct access ramp to the center median HOV lanes would require twenty three (23) feet of right-of-way per direction. Figure 4.3 presents a typical cross section of direct access ramp.

Figure 4.3: Typical Cross Section of HOV Direct Connector



Source: Caltrans HOV Guidelines, 2003

The right-of-way evaluation results indicated that the implementation of direct access ramps at proposed locations would require new right-of-way along the proposed corridors. Table 4-7 summarizes the right-of-way analysis result including minimum right-of-way width for HOV and DARs at the proposed locations. It should be noted that the Westside Parkway is under construction and was excluded from right-of-way analysis.

Table 4-7: Minimum Right-of-Way Requirement for Direct Access Ramps

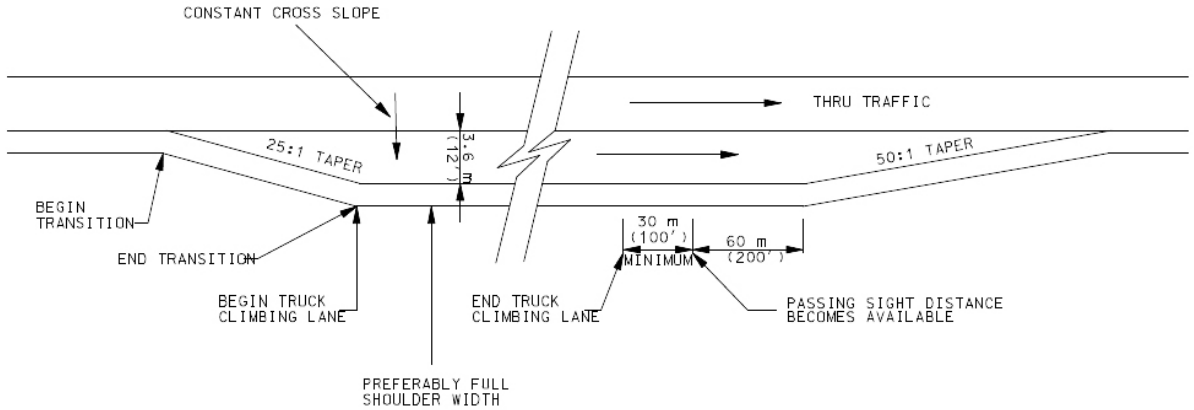
Hwy	At	No. of Lanes*	Min. ROW per direction (feet)◊	No. of parcels affected†
(1) SR-58	Chester Ave.	8	104	10~20
(2) SR-58	Weedpatch Hwy	4	80	10~20
(3) SR-99	7th Standard Rd.	8	104	7~14
(4) SR-99	Airport Dr.	8	104	10~20
(5) SR-99	California Ave.	8	104	10~20
(6) SR-99	Taft Hwy	8	104	7~14
(7) SR-178	Mt. Vernon Ave.	6	92	7~14
(8) Westside Pkwy	Jewetta Ave.	6	92	N/A

*Assuming highway improvement projects listed in 2011 Kern COG RTP are in place by 2035
◊ Minimum ROW to accommodate adding a HOV lane and a direct access ramp per direction
† No. of affected parcels may vary depending on DAR configuration and need further analysis

(3) Scenario 3: Truck Climbing Lanes

The concept proposes construction of a truck climbing lane in the eastbound direction of State Route 58 (SR-58) from Tejon Highway to approximately two miles east of the Bealville Road interchange in unincorporated Kern County. The concept also proposed construction of a truck climbing lane in the southbound direction of State Route 99 (SR-99) from the southern limit of Maricopa to Cerro Moroeste Road. The total length of the proposed truck climbing lanes is 20 miles (SR-58: 12.6 miles, SR-199: 7.6 miles). The addition of truck climbing lanes could be constructed within existing right-of-way. Therefore it would not have any significant right-of-way impacts along the proposed corridors. Figure 4.4 presents the typical geometric design of a truck climbing lane.

Figure 4.4: Typical Truck Climbing Lane



Traffic Impacts

Implementation of High Occupancy Vehicle (HOV) lanes would have the potential to affect traffic patterns and level of service (LOS) at intersections and roadways under City of Bakersfield, Kern County and Stat (Caltrans) jurisdictions. According to the traffic data from Kern COG, the majority of the trips in Kern County are made by car, with single occupancy vehicles accounting for 50 ~70% of the traffic volumes.

The proposed HOV lanes would promote mobility as HOV lanes provide additional capacity on freeways. In addition, Freeway HOV lanes would enable the proposed BRT services to operate at a higher speed and provide faster travel times than the general traffic lanes. The added capacity with the implementation of HOV lanes would generally cause an improvement in traffic conditions on freeways, as buses and high occupancy traffic would be diverted from the mixed-flow lanes. Table 4-8 shows that implementation of HOV/HOT system would result in an increase in overall VMT in the study area. Riders would choose to commute slightly longer commute distances on the freeway, while there would be a reduction on local roadways.

Table 4-8: VMT by Roadway Classification

Pollutant	2020			2035		
	Baseline	Project	% Change	Baseline	Project	% Change
Freeway	14,375,535	14,465,462	0.6%	19,406,663	19,825,525	2.2%
Expressway	858,804	847,687	-1.3%	1,271,263	1,263,073	-0.6%
Arterial	12,184,978	12,156,046	-0.2%	17,110,029	16,945,933	-1.0%
Collector	538,025	545,762	1.4%	788,149	764,523	-3.0%
Total	27,957,342	28,014,957	0.2%	38,576,104	38,799,054	0.6%

The potential impact on traffic operation of implementing HOV/HOT facilities was evaluated by a Level of Service (LOS) analysis. As congestion along the corridors increases in future years, some portions of the study corridors are projected to be operating at Level of Service (LOS) F under baseline condition by the year 2035. LOS F is indicative of forced or breakdown traffic flow and was found when a freeway segment's volume exceeds its capacity. According to the LOS modeling results, HOV/HOT concepts are expected to improve LOS and do not have adverse impacts along the study corridors. Detailed LOS modeling results are presented in Appendix C.

Implementation of truck climbing lanes would improve traffic on the mixed-flow lanes and would not cause a detriment in traffic. Direct access ramps may require new intersections constructed on major streets on Freeway overpasses and underpasses. New intersections would be located on State Highways, and are therefore would be controlled by Caltrans. Subsequent studies would be required to determine if these intersections would adversely affect traffic at the local and state highway system.

Air Quality

Pollutant emissions increase when vehicles travel at a low average speed and when idling at intersections. According to vehicle miles traveled (VMT) estimation, there would be a slight (+/- 3%) reduction in VMT on expressways, arterials and collector roads, and a slight increase in VMT on freeways. The VMT data compiled also shows that there would be a slight increase in VMT at higher speeds in the 2035 with project scenario, which suggest that the project would result in an average increase in traffic speeds.

The VMT based Air Quality and Greenhouse Gas Emissions Analysis results shown in Table 4-9 summarizes potential changes in criteria air pollutants and greenhouse gas (GHG) emissions associated with the project. The result shows that the basin is in attainment for CO, and project-related increases are anticipated to be nominal. In 2020 the project would not result in a significant increase in air pollutant emissions that the SJVAB is designated as nonattainment.

In year 2035, the proposed improvements would result in a decrease in emissions of NOx, SOx, and PM10 and an increase in ROG, and CO emissions; PM2.5 emissions would not change. As the project would result in decrease in NOx and an increase ROG emissions, which are O3 precursors, the project

could contribute to the nonattainment designation for O3 of the SJVAB. Therefore, the project would result in neither beneficial nor substantial negative effects to regional air quality because changes in criteria air pollutant emissions with the project would be nominal.

Table 4-9: Air Pollutants Annual Emissions (Tons/Year)

Pollutant	2020				2035			
	Baseline	Project	Change (tons)	% change	Baseline	Project	Change (tons)	% change
ROG	2,451	2,447	-4	-0.2%	2,522	2,530	9	0.4%
NOx	9,382	9,153	-229	-2.4%	8,310	8,245	-65	-0.8%
PM10	842	832	-10	-1.2%	1,147	1,145	-2	-0.2%
PM2.5	415	392	-23	-5.5%	562	562	0	0%
CO	20,233	20,298	65	0.3%	18,724	18,835	112	0.6%
SOx	30	29	-1	-3.3%	45	44	-1	-2.2%

In addition to the criteria pollutants, mobile source air toxics (MSATs) are another group of pollutants of concern in the SJVAB. Transportation projects with a high potential for MSAT effects are required to perform a project-level MSAT analysis.

Aesthetics/Visual Impacts & Noise Impacts

Visual quality and aesthetics are ultimately subjective since individuals differ in their opinions on what looks good or bad. For this reason, the visual assessment focuses on the magnitude of visual change that would be introduced by the proposed alternatives.

Although there would be possible demolition of some existing structures along a five-mile segment of SR-99 would change the visual character from some individual properties, the overall visual character of the area would be similar to the existing site that consists of urban neighborhoods with mixed land uses bisected by a freeway. All HOV/HOT lanes, truck climbing lanes would be at the existing roadway grades and the proposed DARs would be added in places with existing roadway bridges over freeways; therefore, development of HOV lanes and DARs would not cause any significant visual impacts along the corridors.

If the park-and-ride facilities are developed as surface parking, scenic vistas would not be substantially affected. If the park-and-ride facilities are developed as parking structures, some scenic views could be blocked from some surrounding residences and from roadways next to the parking structures; however, there are no officially designated scenic vistas located on any of the development sites.

While less subjective than visual impacts, noise impacts are also somewhat subjective. Noise impacts can be measured based on the relative increase the project will generate in a particular environment, but the impacts are more significant if they occur near a sensitive receptors, such as low-density

residential areas, parks, schools, and hospitals. The implementation of new HOV/HOT lanes and DAR could place traffic closer to sensitive receptors along Freeways. The construction park and ride lots would also have the potential to place traffic closer to existing noise-sensitive receptors. Potentially significant effects may occur at the following park-and-ride sites, where park and ride facilities could be constructed adjacent to residential and school uses: Site 3 (7th Standard Road and Santa Fe Way), Site 4 (Weedpatch Highway & Smith Road), Site 7 (Stockdale Highway & Old River Road), Site 8 (Panama Lane & Gosford Road), and Site 9 (Taft Highway & H Street). The noise impacts by adding truck climbing lanes would be minimal as the areas along the truck climbing lanes are mostly open space and agricultural. Subsequent studies would be required to evaluate potential noise impacts from the implementation of HOV lanes and HOV supportive facilities.

For detailed information regarding environmental impact assessment including other environmental impacts, such as habitats, population growth, and housing please check Appendix F Initial Environmental Assessment Report and Appendix G – Kern COG Bus Rapid Transit Traffic Impact Analysis Report.

4.2 BRT CONCEPT

4.2.1 MOBILITY BENEFITS

Demographic projection data indicate more than a 10 percent increase in population and a 28 percent increase in employment over the next 20 years. With currently approved zoning per the General Plan, the metropolitan Bakersfield area anticipates a buildout population of approximately 844,000 in 2035.

Figure 4.5: Demographic Changes within 0.5 mile along the proposed BRT corridors

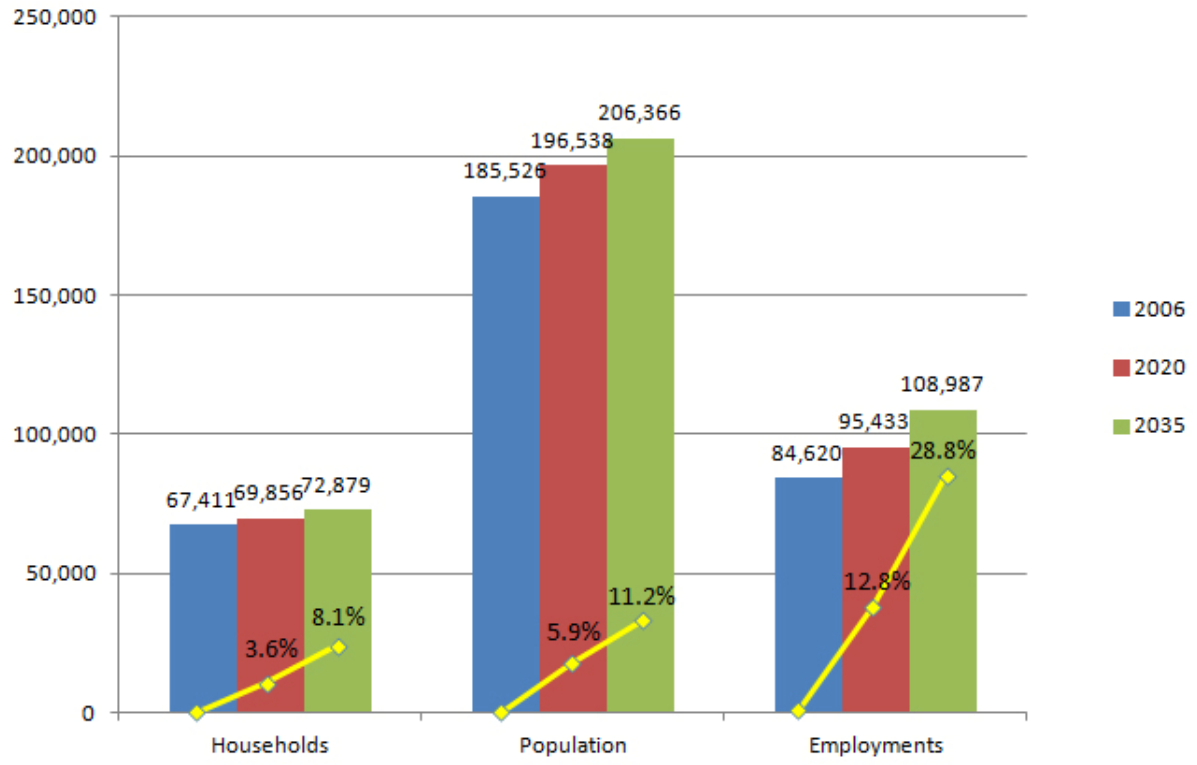


Table 4-10: Population Density within 0.5 mile along the proposed BRT corridors

Year	Population*	Population Density (DU/Acre)†	Population Density Guideline
2006	185,526	2.41	6~7 du/acre
2020	196,538	2.56	
2035	206,366	2.67	

* 2006 Kern COG Socio-demographic projections
† Dwelling unit per acre was estimated from 2.72 persons per housing unit (average for 2010 California, US Census Bureau)

Table 4-11: Employment Density within 0.5 mile along the proposed BRT corridors

Year	Employment*	Employment Density (Jobs/Acre)	Employment Density Guideline
2006	84,620	3.00	5~6 jobs/acre
2020	95,433	3.38	
2035	108,987	3.86	

* 2006 Kern COG Socio-demographic projections

4.2.2 LAND USE COMPATIBILITY

Transportation and land use together make possible the wide range of destination opportunities in the region. Transportation provides the connections, and, in turn, land use imposes demands on the transportation system, underscoring the need to plan both in close coordination as the region grows. High capacity transit, such as BRT, can improve regional mobility and the benefits that transit offers can be enhanced if land use patterns and development decisions support transit investment.

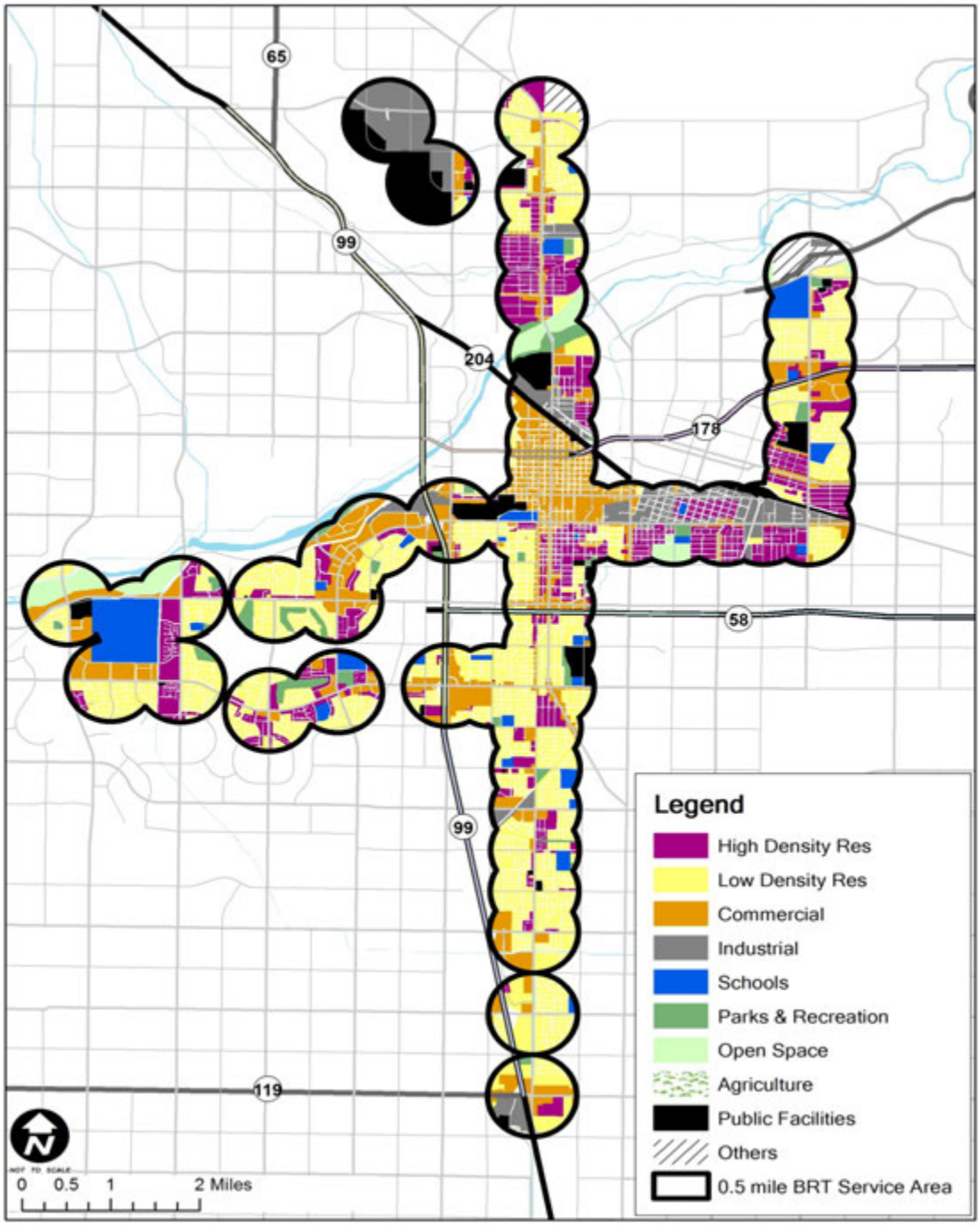
According to the land use analysis, the proposed BRT service covers the major residential, commercial, and industrial corridors within the metropolitan Bakersfield area. The proposed BRT Concept 1 connects two major educational facilities, Cal State Bakersfield and Bakersfield College while serving transit supportive areas with large offices, businesses, commercial centers, and transit hubs including downtown Bakersfield and Downtown Transit Center. BRT Concept 2 provides links to CSUB to three major transit centers in Bakersfield, including Meadows Field Airport, Southwest Transit Center, and Downtown Transit Center running a reversed L shape route. BRT Concept 3 is a north-south route connecting the Meadows Field Airport and Greenfield.

In order to understand the relationship between the future land use patterns and the proposed BRT Concepts, the latest metropolitan Bakersfield Land Use designations within 0.5 mile BRT service areas were summarized in Table 4-12 by land use types. As shown in the table, the proposed BRT routes would serve the transit supportive corridors, with 40~ 50 percent of the area comprised of high density residential, commercial, and educational uses. General Plan land use designations are also presented in Figure 4.6 to visualize the land use composition within the 0.5 mile BRT service areas.

Table 4-12: Land Use Composition within 0.5 mile BRT service area

Land Use	Route 1 Corridor		Route 2 Corridor		Route 3 Corridor		Metro Bakersfield	
	Acre	%	Acre	%	Acre	%	Acre	%
High Density Res	1,033	19%	1,187	17%	937	14%	7,920	3%
Low Density Res	1,467	27%	2,109	30%	2,517	38%	68,095	29%
Commercial	1,062	20%	1,275	18%	1,139	17%	8,500	4%
Industrial	444	8%	594	8%	700	11%	15,052	6%
Schools	571	11%	535	8%	178	3%	2,418	1%
Parks& Recreation	208	4%	267	4%	193	3%	3,603	2%
Open Space	213	4%	334	5%	138	2%	13,238	6%
Public Facilities	234	4%	699	10%	681	10%	10,442	4%
Agriculture/Others	163	3%	105	1%	123	2%	109,597	45%
Total	5,394	100%	7,105	100%	6,605	100%	238,865	100%

Figure 4.6: Proposed BRT Routes, Service Areas, and General Plan Land Use Designations



4.2.3 COST EFFECTIVENESS

The capital, operating and maintenance costs were estimated to assist in providing a basic comparison of the level of investment that may be required for implementing BRT in metropolitan Bakersfield. The costs are shown in total and unit costs per mile.

Capital Costs

The capital cost estimate took into account four components: required vehicle cost, station construction cost, systems cost (queue jump lanes and next bus system), and exclusive BRT lane construction cost. The required vehicle cost was based on the number of peak vehicles required to run each service based on the proposed frequency (15 minute headway). Unit cost information for the proposed capital elements was compiled from recent BRT planning, preliminary engineering, and design projects conducted by IBI Group.

It is assumed a scenario of a BRT lane within the existing roadway profile, at-grade typical stations, standard BRT vehicles, off-board fare collection, the availability of traffic signal priority, and other standard ITS, safety, and security systems. Lane construction costs include engineering and design costs but exclude right-of-way acquisition costs. Table 4-13 summarizes the capital cost assumptions. The estimated capital costs of the proposed BRT concepts are summarized in Table 4-14 and Table 4-15 with the quantities and unit costs. Detailed capital cost estimate worksheets are included in Appendix D.

Table 4-13: Capital Cost (Unit Cost) Assumptions

Capital Cost Assumptions	Value (million)	Notes/Units
BRT Lane within existing roadway profile	$0.5	per lane mile
Station with Ticket Vending Machine	$0.1	per Station
Vehicle (40ft low floor CNG BRT bus)	$0.75	per Vehicle
Signal Priority	$3.0	Lump Sum
Queue Jump Lanes	$0.25	per Lane

Table 4-14: Capital Cost Estimates – Mixed Flow (millions)

Concept	Route Length	Stations	Priority Treatments	Total Infrastructure	Vehicles	Total Costs	Cost per Mile
(1) Route 1	13.7	$4.2	$9.0	$28.9	$11.8	$40.7	$2.97
(2) Route 2	18.7	$4.8	$9.0	$31.0	$15.0	$46.0	$2.46
(3) Route 3	15	$4.4	$8.0	$28.0	$12.6	$40.6	$2.71
Total		**$13.4**	**$26.0**	**$87.9**	**$39.4**	**$127.3**	**$2.68**

Table 4-15: Capital Cost Estimates – Converting to Exclusive Lane (millions)

Concept	Exclusive Lane	Signal Modification	Total Costs	Cost per Mile
(1) Route 1	$13.7	$3.0	$27.1	$1.98
(2) Route 2	$18.7	$3.0	$35.3	$1.89
(3) Route 3	$15.0	$3.0	$29.3	$1.95
Total	$47.4	$9.0	$91.7	$1.93

Operating Costs

Operating costs were estimated based on the length and estimated operating speed of each corridor. For this study, BRT corridors were estimated to operate at 15 mph (including stops and intersections) in mixed flow and 20 mph in an exclusive right-of-way during weekdays between 6:00 am to 9:00 pm. The number of required vehicles was estimated based on the cycle time for a single trip and the proposed frequency of service (15 minute headway). It is assumed that each bus needs two (2) minutes at each stop to load/unload passengers and needs seven (7) minutes to turnaround. The cost per revenue hours was estimated based on operating and maintenance costs from similar studies and projects[5.] Table 4-16 summarizes the operating and maintenance costs by BRT routes.

Table 4-16: Operating Cost Estimates

Concept	Headways (minutes)	No. of Hours/ Day	No. of Days/ Year	Route Length (miles)	No. of Vehicles	Annual Revenue Hours	Cost/ Revenue Hours	Estimated Annual O&M Cost
(1) Route 1	15	15	255	13.7	15	104,805	$150	$15.7 mil
(2) Route 2				18.7	19	143,055		$21.5 mil
(3) Route 3				15	16	114,750		$17.2 mil
Annual Total						362,610		$54.4 mil

[5] Data Sources:
1. OCTA Central County Corridor Major Investment Study, 2010
2. Knoxville Area Transit (KAT) Transit Development Plan Corridor Analysis, 2009
4. Rushline Corridor Alternatives Analysis, 2009
5. Los Angeles Metro FY,07 Proposed Budget, 2007
6. Ann Arbor to Downtown Detroit Alternatives Analysis, 2006
7. TCRP Report 90 – Bus Rapid Transit, 2003

4.2.4 ENVIRONMENTAL CONSIDERATIONS

Traffic Impacts

The efficiency of traffic operations is commonly measured by traffic engineers and planners with a grading system called Level of Service, which is also referred to by its acronym, LOS. LOS ranges from "A", representing uncongested, free-flowing conditions, to "F", representing congested, over-capacity conditions. A level of service analysis was conducted under two operating scenarios to evaluate the traffic impacts of the proposed BRT concepts using the City of Bakersfield circulation element capacity criteria. The two operating scenarios are:

- Scenario 1: BRT in mixed flow traffic (lanes shared with general traffic) by year 2020. Mixed-flow BRT would add bus traffic on arterial streets along the 3 BRT routes being considered.
- Scenario 2: BRT along BRT-only exclusive lanes separate from other traffic by year 2035. For this analysis, it is assumed that existing traffic lanes would be converted to exclusive BRT lanes.

Both operating scenarios set forth that the proposed BRT facilities include the implementation of transit signal priority at major intersections along the proposed BRT corridors. In particular, transit signal priority is a low-cost improvement that could be implemented without any of the other improvements proposed by the project.

According to the level of service analysis, the implementation of a BRT service operating in a mixed flow condition along the proposed corridors would not have significant impacts on traffic flow. For 2020 with project conditions, most of roadway segments would operate with a level of service B or better. None of the roadway segments operate with a level of service lower than C. The LOS results indicated that the implementation of a BRT service in mixed flow along the proposed corridors would not degrade traffic conditions. Detailed level of service analysis results are presented in Appendix E.

The level of service analysis for the 2035 Exclusive Lane Concept shows that the impact of converting a travel lane to a BRT-only lane could be accommodated while maintaining similar levels of service to the conditions under 2020 Mixed Flow operating scenario. Most of roadway segments would operate with a level of service B or better. None of the roadway segments operate with a level of service lower than C. The only exception would be Ming Avenue between Ashe Road and New Stine Road where the level of service drops to D. The LOS results indicated that the proposed corridors have sufficient capacity to dedicate lanes to BRT without degrading traffic flow to unacceptable levels. Detailed level of service analysis results are presented in Appendix E.

Subsequent studies would be required to verify how the system would affect the level of service along local and State-controlled intersections.

Air Quality

Pollutant emissions increase when vehicles travel at a low average speed and when idling at intersections. According to vehicle miles traveled (VMT) estimation, there would be a slight (+/- 3%) reduction in VMT on expressways, arterials and collector roads, and a slight increase in VMT on freeways. The VMT data compiled also shows that there would be a slight increase in VMT at higher speeds in the 2035 with project scenario, which suggest that the project would result in an average increase in traffic speeds.

The VMT based Air Quality and Greenhouse Gas Emissions Analysis results shown in Table 4-8 summarizes potential changes in criteria air pollutants and greenhouse gas (GHG) emissions associated with the project. The result shows that the basin is in attainment for CO, and project-related increases are anticipated to be nominal. In 2020 the project would not result in a significant increase in air pollutant emissions that the SJVAB is designated as nonattainment.

In year 2035, the proposed improvements would result in a decrease in emissions of NOx, SOx, and PM10 and an increase in ROG, and CO emissions; PM2.5 emissions would not change. As the project would result in decrease in NOx and an increase ROG emissions, which are O3 precursors, the project could contribute to the nonattainment designation for O3 of the SJVAB. Therefore, the project would result in neither beneficial nor substantial negative effects to regional air quality because changes in criteria air pollutant emissions with the project would be nominal.

Table 4-17: Air Pollutants Annual Emissions (Tons/Year)

Pollutant	2020		Change (tons)	% change	2035		Change (tons)	% change
	Baseline	Project			Baseline	Project		
ROG	2,451	2,447	-4	-0.2%	2,522	2,530	9	0.4%
NOx	9,382	9,153	-229	-2.4%	8,310	8,245	-65	-0.8%
PM10	842	832	-10	-1.2%	1,147	1,145	-2	-0.2%
PM2.5	415	392	-23	-5.5%	562	562	0	0%
CO	20,233	20,298	65	0.3%	18,724	18,835	112	0.6%
SOx	30	29	-1	-3.3%	45	44	-1	-2.2%

In addition to the criteria pollutants, mobile source air toxics (MSATs) are another group of pollutants of concern in the SJVAB. Transportation projects with a high potential for MSAT effects are required to perform a project-level MSAT analysis.

Aesthetics/Visual Impacts & Noise Impacts

Proposed BRT routes would operate on existing roadways. BRT stops may feature canopies or bus shelters and electronic signs indicating the arrival time and destination of the next bus. In the 2035 scenario, BRT lanes may be converted to exclusive BRT lanes, causing some small changes in the

appearance of the affected roadways. Implementation of the BRT services would not substantially damage visual resources and would have no effect on scenic vistas.

According to the traffic study, noise from additional bus traffic along roadways would not cause a substantial increase in noise at sensitive receptors along the bus routes as daily traffic volumes of BRT buses would be relatively low compared to the total traffic volumes along roadways. There could be a marginal increase at the adjacent homes with the implementation of queue jump bus lanes on the northbound lanes on H Street. More importantly, substantial noise increases could occur at noise-sensitive receptors along BRT routes if dedicated bus lanes are implemented nearest to sensitive receptors, or if the loss of existing mixed-flow lanes would cause a redistribution of traffic to other streets.

The construction park and ride lots would also have the potential to place traffic closer to existing noise-sensitive receptors. Potentially significant effects may occur at the following park-and-ride sites, where park and ride facilities could be constructed adjacent to residential and school uses: Site 3 (7th Standard Road and Santa Fe Way), Site 4 (Weedpatch Highway & Smith Road), Site 7 (Stockdale Highway & Old River Road), Site 8 (Panama Lane & Gosford Road), and Site 9 (Taft Highway & H Street). Subsequent noise study would have to be provided to evaluate noise impacts with implementation of dedicated BRT lanes and park and ride lots.

For detailed information regarding environmental impact assessment including other environmental impacts, such as habitats, population growth, and housing please check the Appendix F - Initial Environmental Assessment Report and Appendix G – Kern COG Bus Rapid Transit Traffic Impact Analysis Report.

5.0 Preferred HOV/BRT Concept

The development of specific recommendations for the concepts identified in this study is a result of the evaluation process, travel demand modeling, and initial environmental assessment completed for this work, the results of which are summarized later in this report. Recommendations are organized into short-term (2020), mid-term (2035), and long-term (Post-2035) classifications.

As discussed earlier, the objective of this study effort is to identify projects and concepts that could feasibly help to reduce future forecast traffic congestion and vehicle miles traveled in Kern County. This is a high-level county-wide study, and it is beyond the scope of this effort to specifically define the cross section and function of each project at an individual corridor level. Additional study of the recommended concepts, including corridor-specific studies, is warranted to fully define these projects in terms of their benefits and impacts related to travel demand, traffic congestion, right-of-way, costs, and other factors, including reasonable funding availability.

5.1 SHORT-TERM (2020) CONCEPTS

The Short-Term concepts are intended to introduce improvements to bus operations within the metropolitan area, offer transit riders more frequent and faster bus services, and introduce traffic system management strategies in the region to address congestion hotspots along freeways. Recommendations are summarized below by category and illustrated in Figures 5.1a and 5.1b.

Rapid Bus

Rapid bus improvements would include traffic signal priority systems at all signalized intersections and potential intersection queue jumps at selected locations. These enhanced bus services would be offered on two to three routes (depending on proposed operation) and serve the following corridors:

- Chester Avenue – Round Mountain Road to Ming Avenue
- H Street – Ming Avenue to Taft Highway
- Stockdale Highway/California Avenue – Old River Road to Mount Vernon Avenue
- Ming Avenue – Old River Road to Chester Avenue
- Mount Vernon Avenue – California Avenue to Bakersfield College

Bus traffic signal priority (TSP) and queue jump lanes along three proposed BRT routes (local streets) are designed to reduce bus delays at intersections. TSP allows buses to communicate with the intersection control using wireless technology to request signal priority (green light) at a preset distance away from an intersection.

A queue jump is an additional lane on the approach to an intersection designated for high-capacity transit use, which gives a transit vehicle a “head start” at a traffic signal. A queue jump lane can essentially operate like a bus lane at the vicinity of an intersection and can avoid the queue uncertainties that limit the effectiveness of mixed-lane TSP, especially under congested conditions. When

implemented with TSP, a queue jump lane can potentially be more effective than a typical mixed-lane TSP. Fifteen intersections along Ming Avenue, S H Street, and Chester Avenue are recommended for potential implementation of queue jump lanes based on BRT traffic impact analysis (Appendix G):

- Ming Avenue at Ashe Road
- Ming Avenue at Westholme Boulevard
- Ming Avenue at New Stine Road
- Ming Avenue at Valhalla Drive
- Ming Avenue at Stine Road
- Ming Avenue at Real Road
- Ming Avenue at Wible Road
- S H Street at Taft Highway
- S H Street at McKee Road
- S H Street at Hosking Avenue
- S H Street at Berkshire Avenue
- Chester Avenue at Truxtun Avenue
- Chester Avenue at 23rd Street & SR-178
- Chester Avenue at 34th Street
- Chester Avenue at Columbus Street

Curbside queue jump lanes can conflict with on-street parking or driveway access in some cases. A balance must be achieved between providing on-street parking and ensuring reduced conflict potential with vehicles that may be entering/exiting on-street parking spaces. On-street parking maneuvers have the potential to significantly limit the benefit of queue jump lane in high parking turnover areas. It is suggested that on-street parking not be allowed adjacent to queue jump lanes, except where no other viable options exist. Usually the conflict between queue jump lanes and on-street parking is over a small area and could be resolved with proper design. Additional queue jump lane feasibility and design studies will be required to investigate the feasibility of bus queue-jump lane operations at the locations noted, particularly those in Downtown Bakersfield.

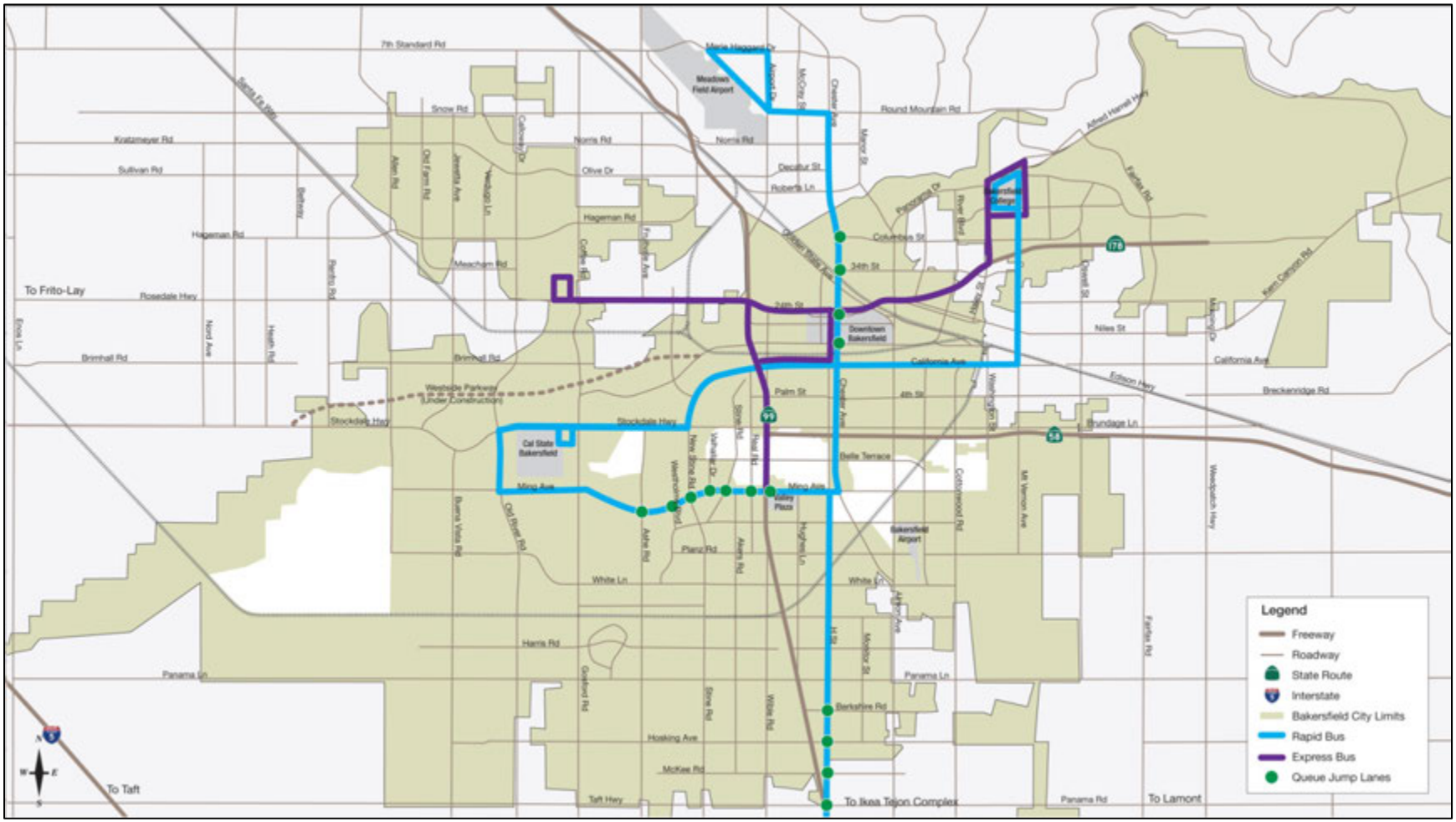
Express Bus

Express bus services would be introduced along SR-178/24th Street/Rosedale Highway and along SR-99. These express bus services would feature greater spacing between stops and use of freeway corridors to provide for faster travel times when compared to local bus services.

Truck Climbing Lanes

The proposed truck climbing lane along eastbound SR-58 is recommended for implementation by 2020.

Figure 5.1a: Short-Term Recommended Improvements (2020)


Legend
Freeway
Roadway
State Route
Interstate
Bakersfield City Limits
Rapid Bus
Express Bus
Queue Jump Lanes
To Frito-Lay
To Taft
To Ikea Tejon Complex
To Lamont
Meadows Field Airport
Downtown Bakersfield
Cal State Bakersfield
Bakersfield Airport
Valley Plaza
34th St
24th St
Columbus St
Chester Ave
California Ave
Brundage Ln
Belle Terrace
Mill Ave
Palm St
Stockdale Hwy
Westside Parkway (Under Construction)
Round Mountain Rd
Norris Rd
Olive Dr
Decatur St
Roberts Ln
Hageman Rd
Meacham Rd
Snow Rd
7th Standard Rd
Kratzmeyer Rd
Sullivan Rd
Rosedale Hwy
Brimhall Rd
Harris Rd
Panama Ln
White Ln
Planz Rd
Hosking Ave
McKee Rd
Taft Hwy
Berkshire Rd
Panama Rd
Niles St
Brackenridge Rd
Edison Hwy
Allen Rd
Old Farm Rd
Jewetta Ave
Heskin Ln
Coffee Rd
Fruitvale Ave
Buena Vista Rd
Old Dixie Rd
Ashe Rd
Alers Rd
Stine Rd
Wilde Rd
Hughes Ln
Mosbie St
Allen Ave
Cottonwood Rd
Mt Vernon Ave
Westchester Dr
Fairfax Rd
Westpoint Hwy
Kern Canyon Rd
Alfred Harrell Hwy
Panorama Dr
River Blvd
Oswell St
Manor St
Mario Haggard Dr
Airport Dr
McCrea St
Chester Ave
Stockdale Hwy
Vanderlip Dr
New Stine Rd
Westfrontage Rd
Mill Ave
Sierra Ex Wy
Railway
Perrin Rd
Nord Ave
Heath Rd
Enos Ln
Gosford Rd
Stine Rd
Wilde Rd
Mosbie St
Allen Ave
Fairfax Rd
Westpoint Hwy
Kern Canyon Rd
Brundage Ln
Belle Terrace
Mill Ave
Palm St
4th St
Stockdale Hwy
Brimhall Rd
Rosedale Hwy
Hageman Rd
Meacham Rd
Olive Dr
Norris Rd
Round Mountain Rd
Columbus St
34th St
24th St
Chester Ave
Manor St
Decatur St
Roberts Ln
Panorama Dr
River Blvd
Oswell St
Niles St
California Ave
Brundage Ln
Brackenridge Rd
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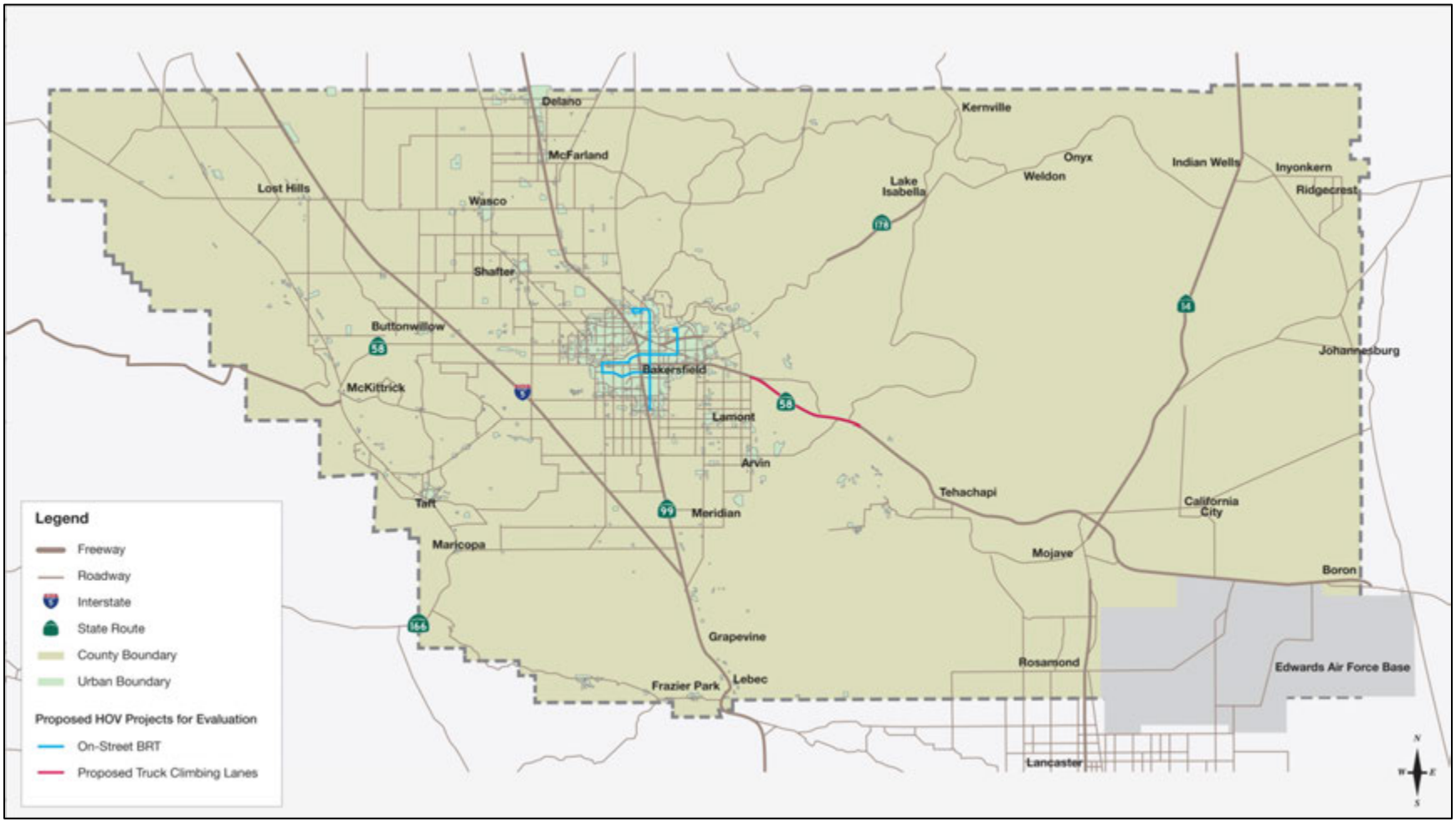
Kern Canyon Rd
Alfred Harrell Hwy
Fairfax Rd
Westpoint Hwy
Mt Vernon Ave
Cottonwood Rd
Allen Ave
Mosbie St
Hughes Ln
Wilde Rd
Stine Rd
Alers Rd
Ashe Rd
Planz Rd
Gosford Rd
Hosking Ave
McKee Rd
Taft Hwy
Berkshire Rd
Panama Rd
Panama Ln
Harris Rd
White Ln
Planz Rd
Mill Ave
Stockdale Hwy
Palm St
Belle Terrace
Brundage Ln
Niles St
California Ave

Figure 5.1b: Short-Term Recommended Improvements (2020)



5.2 MID-TERM (2035) CONCEPTS

The Mid-Term concepts begin to introduce further improvements to bus services, transiting from "rapid" services that would operate within regular street traffic lanes to a potential exclusive lane configuration. All recommended improvements from the Short-Term concepts would carry over into the Mid-Term time period. Proposed HOV improvements would introduce peak period freeway HOV lanes in selected corridors. The alignments and limits of these recommendations are shown in Figure 5.2a and 5.2b.

BRT (in Exclusive Lanes)

To further advance the operation and service of rapid bus lines proposed in this time frame, implementation of bus services in exclusive bus and HOV lanes should be considered. The proposed BRT corridors would build on the Short-Term recommendations, extending service to Bakersfield Airport from the Chester Avenue corridor.

BRT in exclusive lanes with traffic signal priority would increase speed and reduce travel time making BRT more competitive with car travel while providing excellent public perception of improved transit service which promotes ridership. Convenient, high capacity transit service would also improve access to jobs and amenities, especially transit dependent travelers. Improved local and regional mobility would increase economic activity and/or agglomeration of business in a region. Potential reduction in accidents and greenhouse gas emission are other direct benefits of implementing a BRT system.

To achieve exclusive BRT lanes along existing arterials where there is no sufficient ROW to accommodate additional travel lanes, it may require removal of an existing curbside or center travel lane and/or on-street parking to allow for a bus-only travel lane. These changes are likely to have impacts on the surrounding traffic environment. The analysis completed as part of this feasibility study suggests that forecast traffic congestion levels in the proposed BRT corridors would permit conversion of an existing traffic lane to a transit/HOV lane during peak periods. However, corridor-level specific studies should be conducted in the future to reassess forecast traffic growth and specific forecast traffic conditions in each proposed corridor.

Depending on whether a bus lane is located along the curb or in the median of a two-way street, conflicts are created with right- or left-turning vehicles. The need to allow general-purpose traffic to use a bus lane for turning interferes with bus operations, causing substantial increases in travel time and adding to the problems of enforcing the restriction of the lane to buses under all other circumstances. On-street parking by delivery and service vehicles and driveway access points also obstruct bus movement and is particularly problematic if the bus lane is restricted to only a single lane width. Therefore, driveway access points and on-street parking need to be limited through proper design and operations along BRT corridors.

Accommodation of bicycle lanes in conjunction with curbside running BRT lanes is another potential impact the exclusive BRT system may cause. In case of a median lane, another drawback is that passengers must walk across general-purpose traffic lanes to reach the BRT station. Therefore, it is

important to employ a systematic approach to understand all the issues arise under various scenarios before implementing exclusive BRT services.

Without the support of the residents and business owners along the proposed BRT corridors, exclusive BRT may not be implemented. Common concerns include impact on traffic flow, congestion, cost, increased traffic on neighborhood streets, and access to and from driveways and side streets. Extensive public outreach efforts need to be conducted to demonstrate the benefits of exclusive BRT in terms of mobility improvements, cost-effective advantages, safety improvements, and economic development opportunities along the corridors as well as in a region. A recent study indicated that when the agency took time to explain the minimal negative effects anticipated by implementation of the exclusive BRT system, as well as the benefits of the system, public opinion generally changed[6]. Once implemented, it is recommended to measure and document the performance of the system including before-and-after satisfaction surveys.

Express Bus

Additional express bus services are proposed beyond those identified in the Near-Term recommendations. These additional services would expand express bus connections from Central Bakersfield to Taft, West Rosedale, Wasco, and Lamont.

Ramp Metering

Ramp meters are proposed to be added to the on-ramps at interchanges shown in Figure 5.1a. The proposed locations along SR-99, SR-178, and SR-58 are consistent with those locations proposed in Caltrans 2011 Ramp Metering Development Plan. Ramp metering is typically a beneficial improvement for freeway operations as the measure helps to maintain and improve traffic flow in the freeway lanes by breaking up groups of vehicle merging onto the freeway in a short time period and allowing the freeway to absorb incoming traffic in an evenly spaced and limited fashion. As new ramps are built or reconstructed, these should include sufficient width to accommodate HOV lanes and ramp metering. The 2011 RTP has programmed fund for interchange improvements throughout Metro Bakersfield by 2032.

HOV Lanes

New peak period only HOV lanes are proposed along the following freeway segments:

- SR-178: M Street to Oswell Street

These new lanes would operate as HOV lanes only during the AM (6AM to 9AM) and PM (3PM to 7PM) peak periods. Usage would include vehicles traveling with two or more passengers. During off-peak times, the traffic lanes would be open to all traffic, including single occupancy vehicles. This freeway segment is recommended for the Mid-Term timeframe because of forecast traffic congestion levels (expressed as volume to capacity (v/c) ratios). This freeway segment is forecast to experience peak

[6] Research Results Digest 336, Transportation Research Board, June 2009

period v/c ratios greater than 0.90, defined as level of service “E”. The forecasted level of congestion on these freeway segments would create a condition where HOV lanes could provide reasonable benefits for travel speed and travel time, increasing the potential value and utilization of these facilities. The LOS analysis results showed that the proposed strategy also has capability to maintain good traveling conditions along the HOV lanes and at the same time is forecast to benefit traveling conditions in the general purpose lanes, improving LOS from “D” to “B” in 2020.

Implementation of HOV lanes along SR-178 would also have a major benefit for the planned KRT and GET bus routes that use this corridor. According to GET Long Range Transit Plan, GET plans to initiate Express Bus Route 101 between Taft, the downtown transit center, and Bakersfield College. This route would utilize the SR-178 HOV lane facility. The existing KRT route between Downtown Bakersfield and Lake Isabella also would utilize this HOV lane.

It should be noted that there is an existing constraint between M Street and Union Avenue with two existing bridges along SR-178. Detailed study of the corridor will be needed to look at the feasibility of bridge widening or perhaps a one-way couplet segment for the HOV lanes to close this gap.

The segment of SR-99 from SR-58 to Taft Highway also meets this threshold for level of service and congestion in the general purpose lanes in the Mid-Term time frame, but widening this section of freeway by 2035 would likely not be financially feasible

Figure 5.2a: Mid-Term Recommended Improvements (2035)

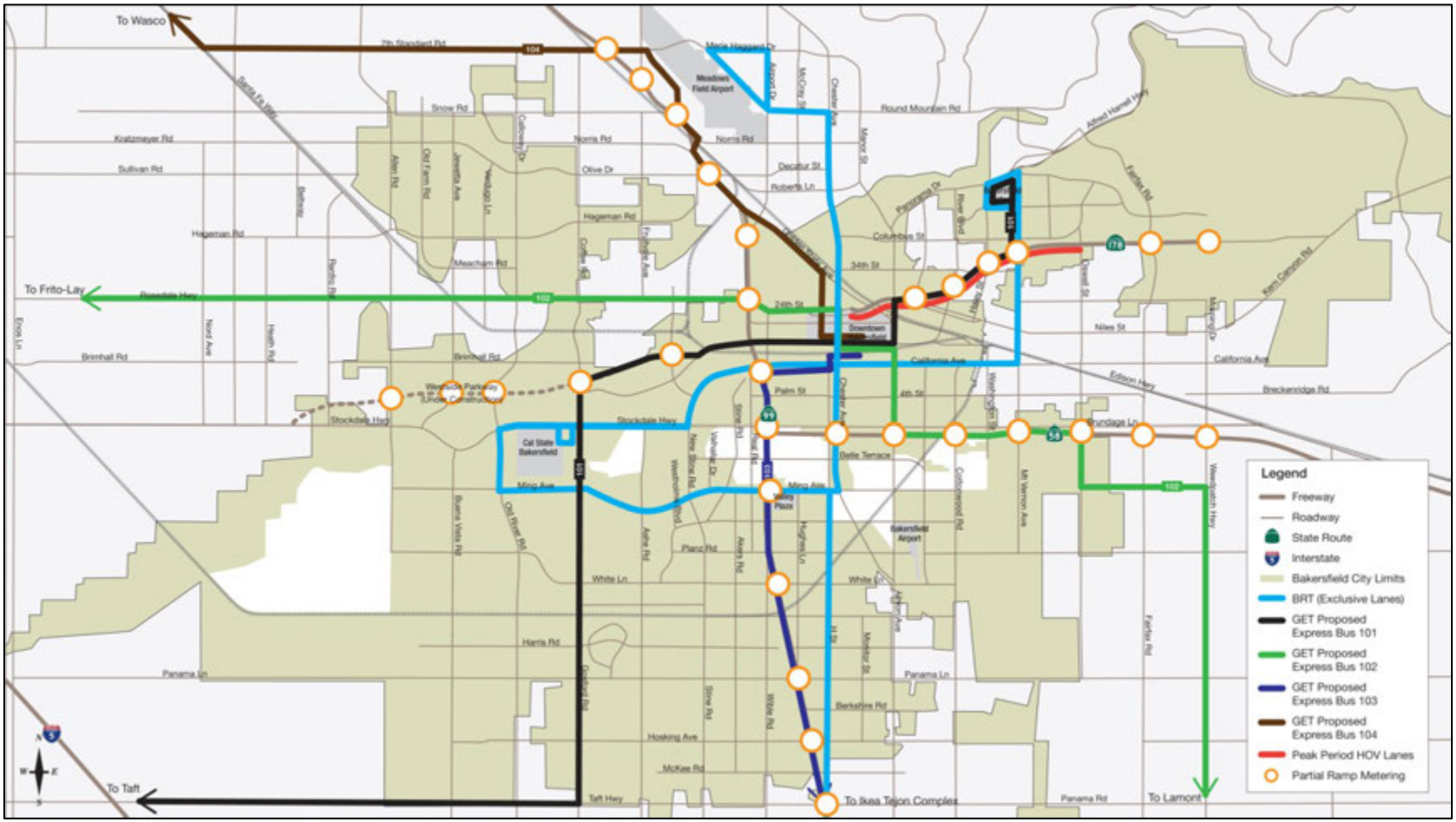
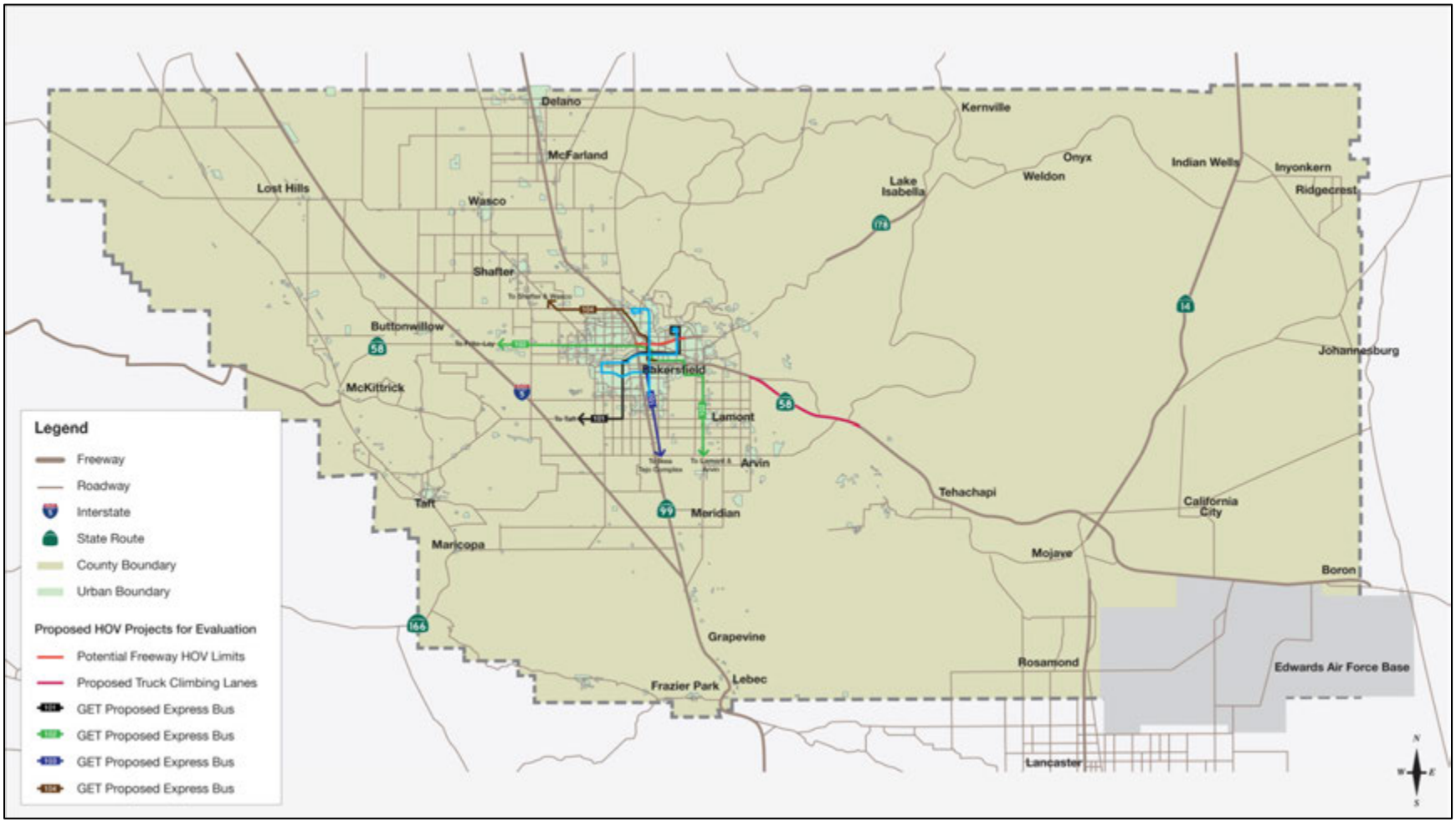


Figure 5.2b: Mid-Term Recommended Improvements (2035)



5.3 LONG-TERM (POST 2035) CONCEPTS

The Long-Term recommendations include the concepts that have not been identified for implementation in the Short-Term and Mid-Term timeframes. These projects have been included in this time period primarily because the anticipated level of benefit provided by the improvements by 2035 is not forecast to be sufficient given potential costs and/or other impacts and constraints.

Potential increases in traffic volumes and traffic congestion beyond 2035 and beyond the modeling horizon for this study may warrant consideration of these improvements for the Post-2035 condition. It is recommended that these concepts be revisited and studied further in future years to determine in Post 2035 implementation remains reasonable.

Projects included within the Long-Term concept are shown in Figure 5.3a and 5.3b.

BRT Corridors

Depending on growth in transit ridership along the BRT corridors identified in the Mid-Term concept, consideration may be given to converting the BRT services to light rail transit, which would provide higher capacity transit service in these corridors and potentially faster travel times.

HOV Lanes

Additional peak period HOV lanes would be constructed along additional freeway segments:

- SR-99: SR-58 to Taft Highway
- SR-99: 7th Standard Road to SR-58
- SR-58: SR-99 to Weedpatch Highway
- Westside Parkway: Stockdale Highway to SR-99

HOT lanes are not recommended at this time.

Truck Climbing Lanes

The proposed truck climbing lane on southbound SR-166 south of Maricopa is recommended for implementation in the Post-2035 condition.

Other Improvements

Based on forecast levels of traffic congestion and level of service along freeways in the study area, high occupancy toll (HOT) lanes are not recommended for the Near-Term and Mid-Term horizons. Future study of these lanes may be warranted for the Post-2035 condition, but traffic congestion levels do not suggest a need for these types of improvements prior to 2035.

The study also examined the potential direct access ramps (DARs) to serve proposed HOV lanes. Given the limited recommended implementation of HOV lanes through 2035, DARs are not recommended for consideration in the Near-Term and Mid-Term concepts. These improvements should be reassessed as part of any future study of the need for HOV lanes in the Post 2035 condition.

Figure 5.3a: Long-Term Recommended Improvements (Post 2035)

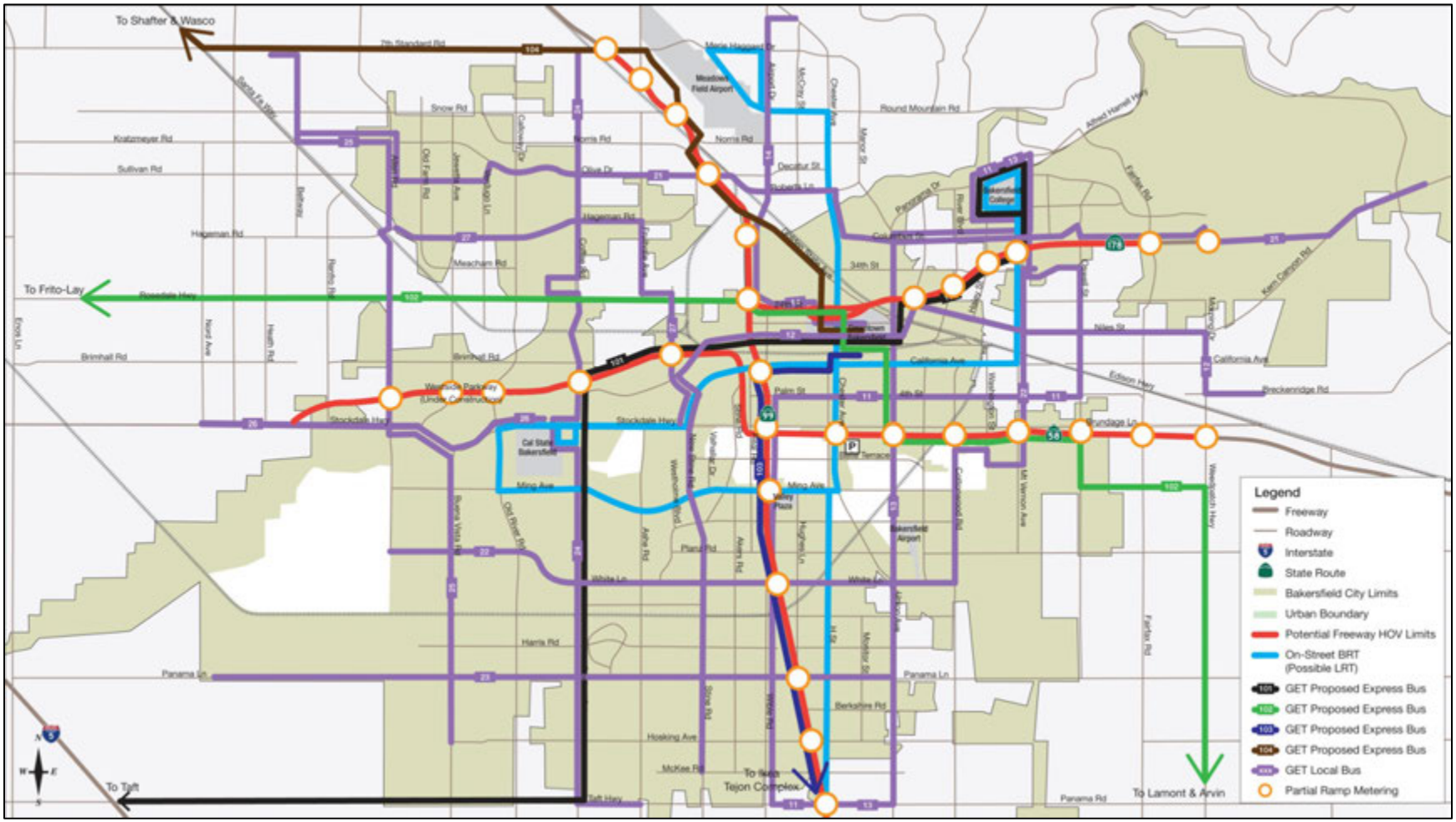
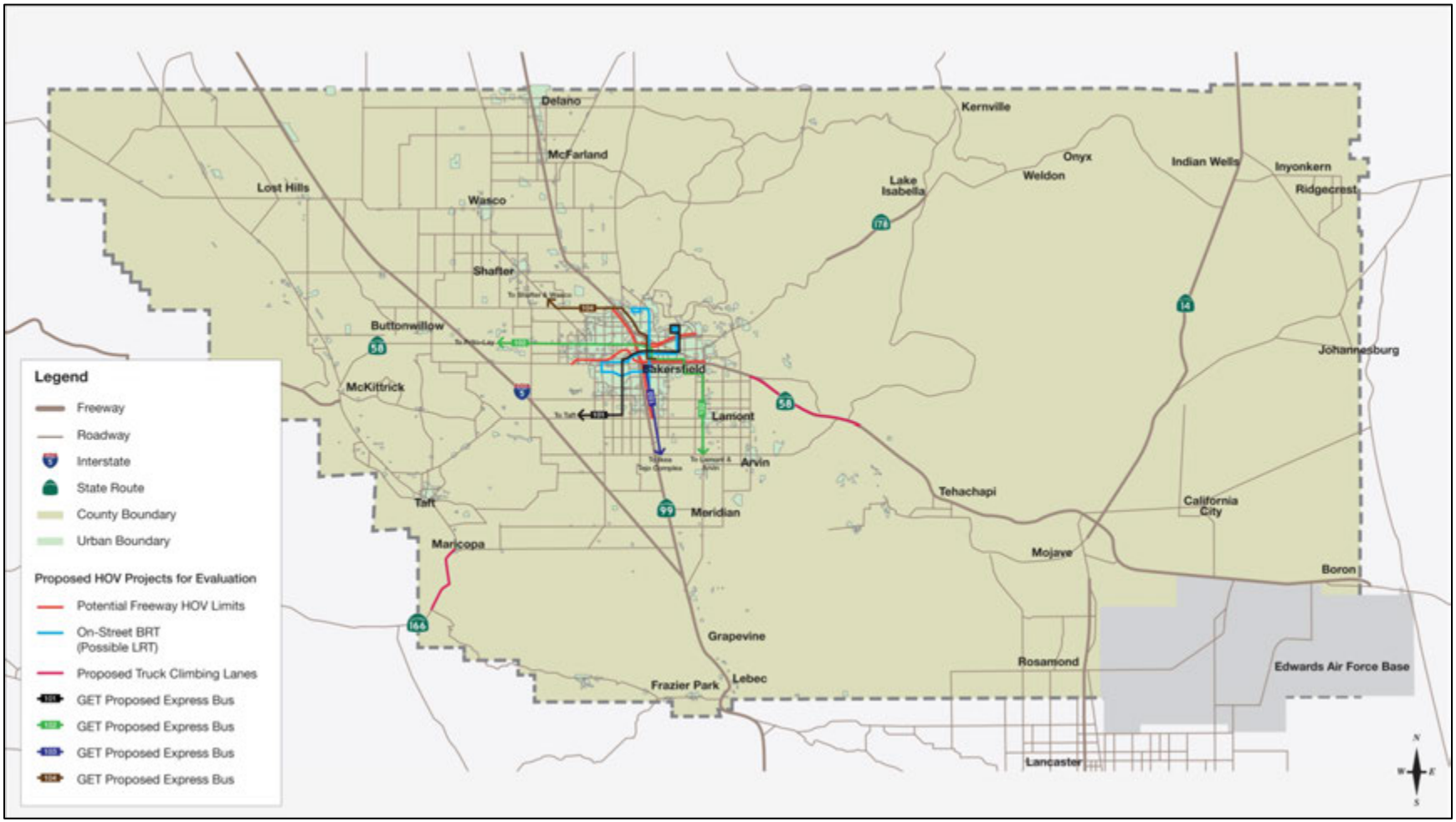


Figure 5.2b: Long-Term Recommended Improvements (Post 2035)



Appendix

Appendix A - Volume-to-Capacity Ratio Modeling Results

Appendix B - HOV/HOT Concept Cost Estimates

Appendix C - HOV/HOT Concept Level of Service Modeling Results

Appendix D - BRT Concept Capital Cost Estimates

Appendix E - LOS analysis for BRT systems along the proposed corridors

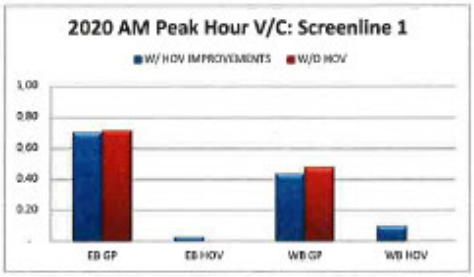
Appendix F – Initial Environmental Assessment Report

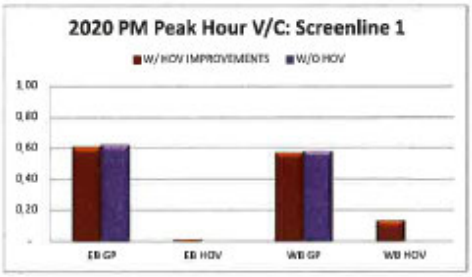
Appendix G –Kern COG Bus Rapid Transit Traffic Impact Analysis

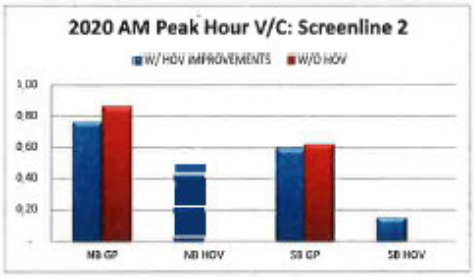
Appendix H –Land Use Recommendations

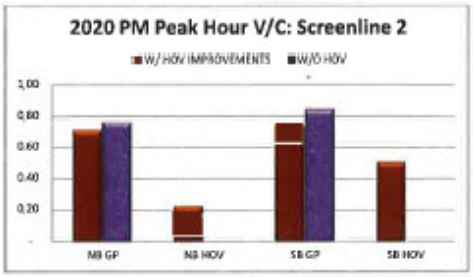
Appendix A - Volume-to-Capacity Ratio Modeling Results

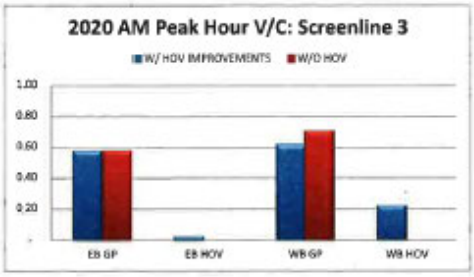
Volume-to-Capacity Ratio with and without HOV/HOT improvements (2020)

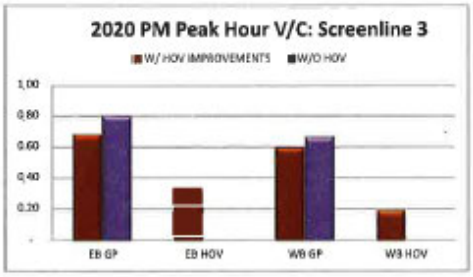


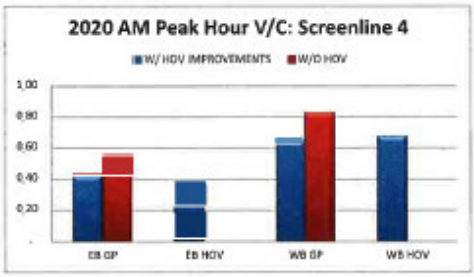


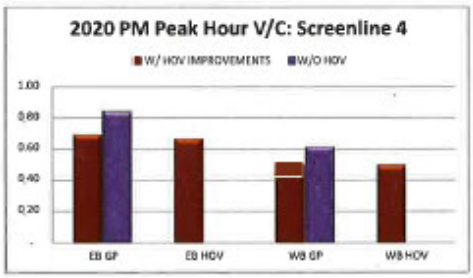


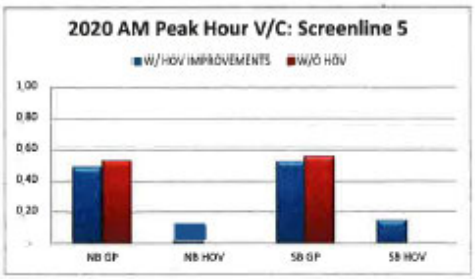


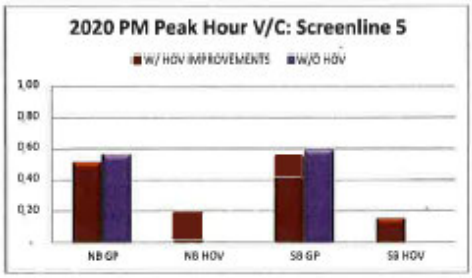






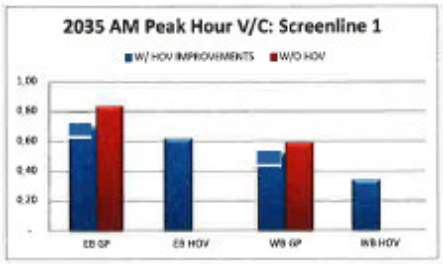


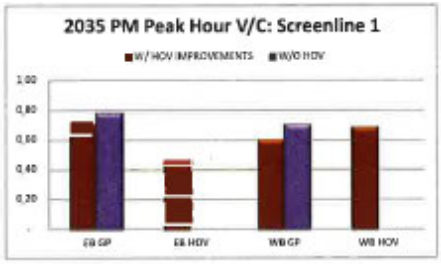


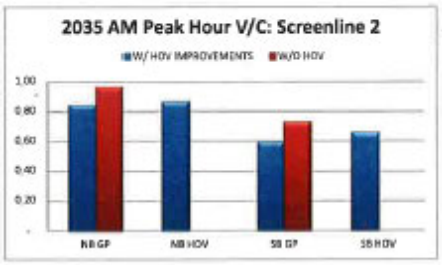


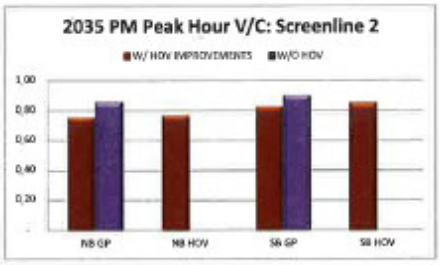
Appendix A - Volume-to-Capacity Ratio Modeling Results

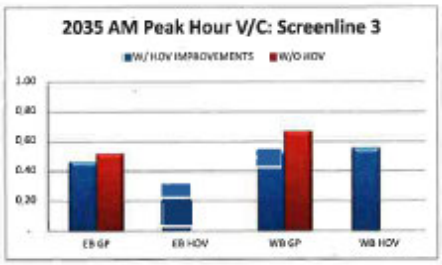
Volume-to-Capacity Ratio with and without HOV/HOT improvements (2035)

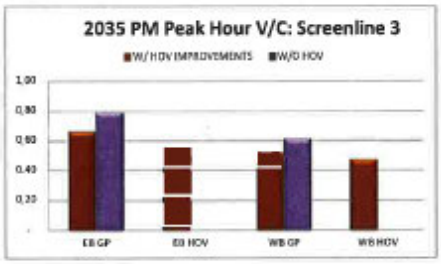


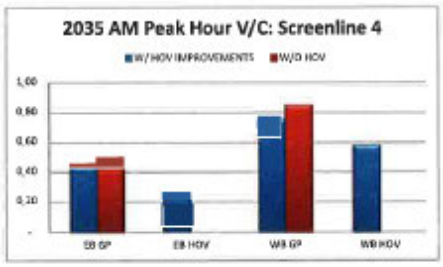


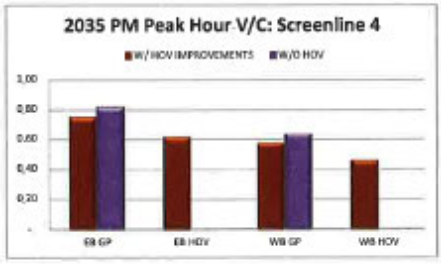


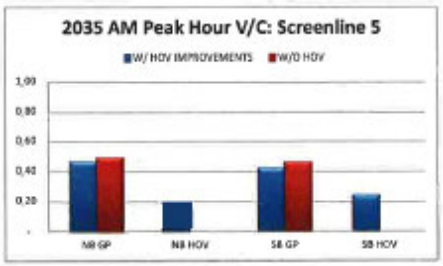


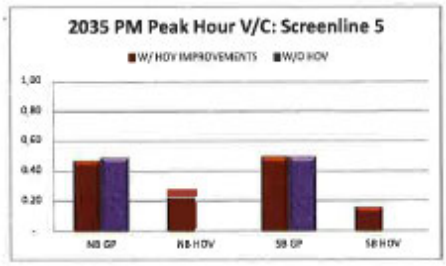












Appendix B - HOV/HOT Concept Cost Estimates

(1) HOV/HOT Construction Cost (2011 dollars)

Corridors	From	To	Length (mile)	No of HOV Lanes	Unit Cost (million)	Total Cost (million)
(1) SR-58	SR-99	Cottonwood Rd.	3.07	2	$16	$98.24
(2) SR-58	Cottonwood Rd.	Weedpatch Hwy	4.02			$128.64
(3) SR-99	7th Standard	SR-204	3.37			$107.84
(4) SR-99	SR-204	Wilson Rd.	5.06			$161.92
(5) SR-99	Wilson Rd.	SR-119	4.60			$147.20
(6) SR-178	M St.	Oswell St.	3.83			$122.56
(7) SR-178	Oswell St.	Fairfax Rd.	1.13			$36.16
(8) 24th Street	SR-99	M St.	2.70			$86.40
(9) Westside Pkwy	SR-99	Stockdale Hwy	7.82			$250.24
Total			35.60			$1,139.20

(2) Direct Access Ramp Cost (2011 dollars)

Corridors	From	No of DAR	Unit Cost (million)	Total Cost (million)
(1) SR-58	Chester Ave.	2	$46	$92
(2) SR-99	7th Standard Rd.	4		$184
(3) SR-178	Mt. Vernon Ave.	1		$46
(4) Westside Pkwy	Jewetta Ave.	1		$46
Total		8		$368

(3) Park & Ride Lot Cost (2011 dollars)

Corridors	No of Lots	Total Spaces	Cost per Space	Total Cost (million)
(1) SR-58	3	300	$12,885	$3.9
(2) SR-99	2	200		$2.6
(3) SR-178	1	100		$1.3
(4) Westside Pkwy	1	100		$1.3
(5) Other locations	2	200		$2.6
Total	9	900		$11.6

(4) Truck Climbing Lane Cost (2011 dollars)

Corridors	No of Lanes	Length (mile)	Cost per Lane Mile (million)	Total Cost (million)
(1) SR-58	1	12.4	$8	$99.2
(2) SR-166	1	7.6		$60.8
Total		20		$160

Appendix C - HOV/HOT Concept Level of Service Modeling Results

Level of Service (PM Peak - 2020)

Corridors	From	To	Baseline	With HOV/HOT*
SR-99 Southbound	7th Standard Rd	Snow Rd	A-C	A-C
	Snow Rd	Olive Dr	D-E	D
	Olive Dr	SR-204	A-C	A-C
	SR-204	SR-178	A-C	A-C
	SR-178	California Ave	E	D-E
	California Ave	SR-58	D	A-C
	SR-58	Ming Ave	F	F
	Ming Ave	White Ln	F	D-E
	White Ln	Panama Ln	A-C	A-C
	Panama Ln	Hosking Ave	A-C	A-C
	Hosking Ave	Taft Hwy	A-C	A-C
SR-99 Northbound	Taft Hwy	Hosting Ave	A-C	A-C
	Hosking Ave	Panama Ln	A-C	A-C
	Panama Ln	White Ln	A-C	A-C
	White Ln	Ming Ave	E	D-E
	Ming Ave	SR-58	F	E
	SR-58	California Ave	A-C	A-C
	California Ave	SR-178	D	A-D
	SR-178	SR-204	A-C	A-C
	SR 204	Olive Dr	A-C	A-C
	Olive Dr	Snow Rd	A-C	A-C
	Snow Rd	7th Standard Rd	A-C	A-C
SR-58 Eastbound	SR-99	Chester Ave	F	F
	Chester Ave	Union Ave	F	D-E
	Union Ave	Cottonwood Rd	E	D
	Cottonwood Rd	Mt. Vernon Ave	E	A-D
	Mt. Vernon Ave	Oswell St	A-C	A-C
	Oswell St	Fairfax Rd	A-C	A-C
	Fairfax Rd	Weedpatch Hwy	A-C	A-C
SR-58 Westbound	Weedpatch Hwy	Fairfax Rd	A-C	A-C
	Fairfax Rd	Oswell St	A-C	A-C
	Oswell St	Mt. Vernon Ave	A-C	A-C
	Mt. Vernon Ave	Cottonwood Rd	A-C	A-C
	Cottonwood Rd	Union Ave	D	A-C
	Union Ave	Chester Ave	E	D
	Chester Ave	SR-99	E	D
SR-178 Eastbound	SR-99	Oak St	E	F
	Oak St	B St	A-D	A-C
	B St	F St	A-E	A-C
	F St	Chester Ave	E-F	A-D
	Chester Ave	M St	F	E-F
	M St	Alta Vista Dr	C-E	A-C
	Alta Vista Dr	Beale Ave	F	D-E
	Beale Ave	Haley St	E-F	D
	Haley St	Mt. Vernon	C-E	D
	Mt. Vernon	Oswell St	D	A-C

Corridors	From	To	Baseline	With HOV/HOT*
	Oswell St	Fairfax Rd	F	E
SR-178 Westbound	Fairfax Rd	Oswell St	D	A-C
	Oswell St	Mt. Vernon	A-C	A-C
	Mt. Vernon	Haley	A-C	A-C
	Haley St	Beale Ave	A-C	A-C
	Beale Ave	Alta Vista Dr	D	A-C
	Alta Vista Dr	M St	A-C	A-C
	M St	Chester Ave	F	D-E
	Chester Ave	F St	E-F	A-D
	F St	B St	A-E	A-C
	B St	Oak St	A-D	A-C
	Oak St	SR-99	E	D
Westside Parkway Eastbound	Allen Rd	Jewetta Ave	D	A-C
	Jewetta Ave	Calloway Dr	D	A-C
	Calloway Dr	Coffee Rd	D	A-C
	Coffee Rd	Mohawk St	A-C	A-C
	Mohawk St	SR-99	A-C	A-C
Westside Parkway Westbound	SR-99	Mohawk St	A-C	A-C
	Mohawk St	Coffee Rd	A-C	A-C
	Coffee Rd	Calloway Dr	A-C	A-C
	Calloway Dr	Jewetta Ave	A-C	A-C
	Jewetta Ave	Allen Rd	A-C	A-C

*With HOV/HOT LOS represents the LOS of general purpose lanes

Level of Service (PM Peak - 2035)

Corridors	From	To	Baseline	With HOV/HOT*
SR-99 Southbound	7th Standard Rd	Snow Rd	A-C	A-C
	Snow Rd	Olive Dr	E	E
	Olive Dr	SR-204	D	A-C
	SR-204	SR-178	E	D
	SR-178	California Ave	F	F
	California Ave	SR-58	F	E
	SR-58	Ming Ave	F	F
	Ming Ave	White Ln	F	F
	White Ln	Panama Ln	E	E
	Panama Ln	Hosking Ave	D	A-C
	Hosking Ave	Taft Hwy	A-C	A-C
SR-99 Northbound	Taft Hwy	Hosting Ave	A-C	A-C
	Hosking Ave	Panama Ln	D	A-C
	Panama Ln	White Ln	E	D
	White Ln	Ming Ave	F	E
	Ming Ave	SR-58	F	F
	SR-58	California Ave	D	A-C
	California Ave	SR-178	F	E
	SR-178	SR-204	D	A-C
	SR 204	Olive Dr	A-C	A-C
	Olive Dr	Snow Rd	A-C	A-C

Corridors	From	To	Baseline	With HOV/HOT*
	Snow Rd	7th Standard Rd	A-C	A-C
SR-58 Eastbound	SR-99	Chester Ave	F	E
	Chester Ave	Union Ave	F	A-C
	Union Ave	Cottonwood Rd	E	A-C
	Cottonwood Rd	Mt. Vernon Ave	E	A-C
	Mt. Vernon Ave	Oswell St	A-C	A-C
	Oswell St	Fairfax Rd	A-C	A-C
	Fairfax Rd	Weedpatch Hwy	A-C	A-C
SR-58 Westbound	Weedpatch Hwy	Fairfax Rd	A-C	A-C
	Fairfax Rd	Oswell St	A-C	A-C
	Oswell St	Mt. Vernon Ave	A-C	A-C
	Mt. Vernon Ave	Cottonwood Rd	A-C	A-C
	Cottonwood Rd	Union Ave	A-C	A-C
	Union Ave	Chester Ave	D	A-C
	Chester Ave	SR-99	D	A-C
SR-178 Eastbound	SR-99	Oak St	D	F
	Oak St	B St	A-C	E
	B St	F St	F	E
	F St	Chester Ave	E	E
	Chester Ave	M St	F	E
	M St	Alta Vista Dr	A-C	F
	Alta Vista Dr	Beale Ave	E	E
	Beale Ave	Haley St	F	E
	Haley St	Mt. Vernon	E	D
	Mt. Vernon	Oswell St	E	D
	Oswell St	Fairfax Rd	D	A-C
SR-178 Westbound	Fairfax Rd	Oswell St	A-C	A-C
	Oswell St	Mt. Vernon	A-C	A-C
	Mt. Vernon	Haley	A-C	A-C
	Haley St	Beale Ave	D	A-C
	Beale Ave	Alta Vista Dr	A-C	A-C
	Alta Vista Dr	M St	A-C	A-C
	M St	Chester Ave	A-C	D
	Chester Ave	F St	E	A-C
	F St	B St	F	A-C
	B St	Oak St	A-C	A-C
	Oak St	SR-99	D	F
Westside Parkway Eastbound	Allen Rd	Jewetta Ave	A-C	A-C
	Jewetta Ave	Calloway Dr	F	F
	Calloway Dr	Coffee Rd	F	E
	Coffee Rd	Mohawk St	E	D
	Mohawk St	SR-99	D	A-C
Westside Parkway Westbound	SR-99	Mohawk St	A-C	A-C
	Mohawk St	Coffee Rd	D	D
	Coffee Rd	Calloway Dr	E	E
	Calloway Dr	Jewetta Ave	F	E
	Jewetta Ave	Allen Rd	A-C	A-C

*With HOV/HOT LOS represents the LOS of general purpose lanes

Appendix D - BRT Concept Capital Cost Estimates

Estimated Capital Costs: Mixed Flow

Concepts		(1) BRT Concept 1 (CSUB - Bakersfield College)			(2) BRT Concept 2 (CSUB - Meadows Field Airport)			(3) BRT Concept 3 (Meadows Field Airport - Taft Hwy.)		
Alignment Length	Mile	13.7			18.7			15		
Running Speed	mph	15			15			15		
Peak hour Headway	min	15			15			15		
Item	Unit	No. of Units	Unit Cost	Cost	No. of Units	Unit Cost	Cost	No. of Units	Unit Cost	Cost
Infrastructure										
Station Treatments	Each	42	$100,000	$4,200,000	48	$100,000	$4,800,000	44	$100,000	$4,400,000
Ticket Vending Machines	Each	42	$100,000	$4,200,000	48	$100,000	$4,800,000	44	$100,000	$4,400,000
Next Bus Display	Each	42	$5,000	$210,000	48	$5,000	$240,000	44	$5,000	$220,000
Traffic Signal Modification/New Traffic Signal	Lump Sum	1	$3,000,000	$3,000,000	1	$3,000,000	$3,000,000	1	$3,000,000	$3,000,000
Queue Jump Lanes	Per Mile	24	$250,000	$6,000,000	24	$250,000	$6,000,000	20	$250,000	$5,000,000
Subtotal				$17,610,000			$18,840,000			$17,020,000
Design 15%				$2,641,500			$2,826,000			$2,553,000
Construction Management 10%				$1,761,000			$1,884,000			$1,702,000
Subtotal with Design and Construction Management				$22,012,500			$23,550,000			$21,275,000
Contingency 30%				$6,603,750			$7,065,000			$6,382,500
Subtotal with Contingency				$28,616,250			$30,615,000			$27,657,500
Fareboxes	Each	15	$20,000	$300,000	19	$20,000	$380,000	16	$20,000	$320,000
Total Infrastructure & Vehicle Accessories				$28,916,250			$30,995,000			$27,977,500
Vehicles										
Vehicles	Each	15	$750,000	$11,250,000	19	$750,000	$14,250,000	16	$750,000	$12,000,000
Contingency 5%				$562,500			$712,500			$600,000
Vehicle Total				$11,812,500			$14,962,500			$12,600,000
Grand Total				$40,728,750			$45,957,500			$40,577,500

Assumptions

- No Right of Way Acquistion
- Queue Jump Lanes for all arterial intersections
- One ticket Vending Machine per each Station
- Two BRT stations per Stop location (one per each direction)
- Station include shelter, bench, next bus display, and bus pad
- 40 ft CNG BRT vehicles with low floor, wide doors on right side, 38 seats, interior and exterior styling

Appendix D - BRT Concept Capital Cost Estimates

Estimated Capital Costs: Converting to exclusive lane within an overall roadway right-of-way

Concepts		(1) BRT Concept 1 (CSUB - Bakersfield College)			(2) BRT Concept 2 (CSUB - Meadows Field Airport)			(3) BRT Concept 3 (Meadows Field Airport - Taft Hwy.)		
Item	Unit	No. of Units	Unit Cost	Cost	No. of Units	Unit Cost	Cost	No. of Units	Unit Cost	Cost
Infrastructure										
Traffic Signal Modification/New Traffic Signal	Lump Sum	1	$3,000,000	$3,000,000	1	$3,000,000	$3,000,000	1	$3,000,000	$3,000,000
Dedicated Right of Way	Per Mile	27.4	$500,000	$13,700,000	37.4	$500,000	$18,700,000	30	$500,000	$15,000,000
Subtotal				$16,700,000			$21,700,000			$18,000,000
Design 15%				$2,505,000			$3,255,000			$2,700,000
Construction Management 10%				$1,670,000			$2,170,000			$1,800,000
Subtotal with Design and Construction Management				$20,875,000			$27,125,000			$22,500,000
Contingency 30%				$6,262,500			$8,137,500			$6,750,000
Grand Total				$27,137,500			$35,262,500			$29,250,000

Appendix E - LOS analysis for BRT systems along the proposed corridors

Traffic Impact Analysis Results (2020 & 2035)

Street	Location	2020			2035		
		Volume	LOS	V/C	Volume	LOS	V/C
Chester Ave	Round Mountain Rd – Norris Rd	15,000	A	0.25	15,000	A	0.25
	Norris Rd – Roberts Lane	15,800	A	0.26	14,700	A	0.25
	Roberts Lane – Columbus Ave	21,500	B	0.36	20,400	B	0.34
	Columbus Ave – 34th St/Bernard St	24,400	B	0.41	20,200	B	0.34
	34th St – 24th St	15,100	A	0.25	26,300	A	0.44
	24th St – Truxtun Ave	18,000	B	0.30	19,000	B	0.32
	Truxtun Ave – California Ave	16,900	A	0.28	17,600	A	0.29
	California Ave – Brundage Ln	16,800	A	0.28	17,000	A	0.28
	Brundage Ln – Ming Ave	25,400	B	0.42	27,100	B	0.45
H Street	Ming Ave – Wilson Rd	19,600	B	0.33	22,700	B	0.38
	Wilson Rd – White Ln	22,700	B	0.38	24,800	B	0.41
	White Ln – Panama Lane	16,100	A	0.27	17,900	A	0.30
Mount Vernon Ave	University Ave – Bernard St	17,100	A	0.29	19,100	B	0.32
	Bernard St – College Ave	11,700	A	0.20	12,700	A	0.21
	College Ave – Niles St	14,655	A	0.24	15,800	A	0.26
	Niles St – California Ave	23,700	B	0.40	28,300	B	0.47
California Ave	Mount Vernon Ave – Washington St	8,400	A	0.14	9,600	A	0.16
	Washington St – Union Ave	14,700	A	0.25	14,200	A	0.24
	Union Ave – Chester Ave	14,000	A	0.23	16,600	A	0.28
	Chester Ave – Oak St	9,900	A	0.17	12,600	A	0.21
	Oak St – Brundage Ln	25,000	B	0.42	25,300	B	0.42
Brundage Ln	California Ave – Coffee Rd	24,700	B	0.41	27,700	B	0.46
	Coffee Rd – Old River Rd	14,800	B	0.25	19,600	B	0.33
Old Rider Rd	Brundage Ln – Ming Ave	29,400	B	0.49	37,400	C	0.62
Ming Ave	Old River Rd – Coffee Rd	12,700	A	0.21	15,700	A	0.26
	Coffee Rd – Ashe Rd	27,200	B	0.45	31,600	C	0.53
	Ashe Rd – New Stine Rd	37,300	C	0.62	42,600	D	0.71
	New Stine Rd – SR-99	34,800	C	0.58	34,700	C	0.58
	SR-99 – Chester Ave	20,100	B	0.34	21,300	B	0.36

Appendix F – Initial Environmental Assessment Report

INITIAL ENVIRONMENTAL ASSESSMENT FOR:

KERN COUNCIL OF GOVERNMENTS HOV-BRT SYSTEM

Draft

prepared for:

IBI GROUP

Contact:
Bill Delo

prepared by:

THE PLANNING CENTER|DC&E

Contact:
JoAnn Hadfield,
Principal,
Environmental Services

MAY 2012

INITIAL ENVIRONMENTAL ASSESSMENT FOR:

KERN COUNCIL OF GOVERNMENTS HOV-BRT SYSTEM

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MAY 2012

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AAQS	ambient air quality standards
AB	assembly bill
ADT	average daily trips
APN	Assessor's Parcel Number
AQMD	air quality management district
AQMP	air quality management plan
bgs	below ground surface
BMP	best management practice
CAA	Clean Air Act (federal)
CAFE	corporate average fuel economy
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCAA	California Clean Air Act
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CMP	congestion management program
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
Corps	US Army Corps of Engineers
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DTSC	Department of Toxic Substances Control
EPA	US Environmental Protection Agency
GHG	greenhouse gases
HCM	Highway Capacity Manual
ICU	intersection capacity utilization
IS	initial study
LCFS	low carbon fuel standard
LOS	level of service
LST	localized significance threshold
MND	mitigated negative declaration

MTons	metric tons
N_2O	nitrous oxide
NO_2	nitrogen dioxide
NO_X	nitrogen oxides
O_3	ozone
OSHA	Occupational Safety and Health Administration
Pb	lead
PM	particulate matter
PM_{10}	particulates less than 10 microns
$PM_{2.5}$	particulates less than 2.5 microns
ppm	parts per million
PPV	peak particle velocity
RCB	reinforced concrete box
RWQCB	Regional Water Quality Control Board
SO_2	sulfur dioxide
SO_X	sulfur oxides
SWPPP	storm water pollution prevention plan
SWQCB	State Water Quality Control Board
tpd	tons per day
USFWS	US Fish and Wildlife Service
V/C	volume to capacity ratio
VdB	vibration velocity
VOC	volatile organic chemicals
WQMP	water quality management plan

1. Introduction

1.1 PROJECT OVERVIEW

Infrastructure and urban services will be stretched to keep up with the predicted increase in population growth in Kern County over the next 24 years (Kern COG's 2011 Regional Transportation Plan). The County population is anticipated to increase from 845,600 in 2010 to 1 million in 2020, and reach 1,321,000 by 2035. Accommodating the growth will require additional urban infrastructure, including transportation facilities. Public transportation is expected to become an increasingly important commodity for retiring baby boomers (born between 1946 and 1964) and a growing student population without the personal income to afford a car.

The Kern Council of Governments (COG) is in the initial stages of developing a managed lane system plan for the County and the Metropolitan Bakersfield Area to evaluate high occupancy vehicle/bus rapid transit (HOV-BRT) (proposed project), congestion pricing, and other means to finance transportation and transit improvements.

A feasibility study is currently underway that will examine the long-range implementation of HOV lanes and/or BRT services (in the form of freeway-based express bus or arterial-based BRT) within the Bakersfield metropolitan areas and throughout Kern County. The analysis, results, and recommendations developed through this study will be used by Kern COG in the development of the 2014 Regional Transportation Plan (RTP) and the Sustainable Communities Strategy (SCS) for the Kern COG region. The study could be used to apply for a Federal Transit Administration (FTA) Small Starts Program grant funding.

A steering committee established for the feasibility study and the project includes representatives from the following agencies:

- Kern Council of Governments
- California Department of Transportation, District 6
- City of Bakersfield
- County of Kern
- Golden Empire Transit District (GET)
- Thomas Roads Improvement Program (TRIP)

The primary objective of the proposed study is to evaluate an integrated transportation system for the area and a list of reasonable alternatives that have the highest combined ranking related to:

- Total transportation service to the public
- Cost/benefit ratios
- Acceptance by the interested public and affected landowners
- Acceptance by elected officials and decision-making agencies
- Minimizing negative environmental impacts

Specific study limits along freeways will be determined following a review of existing and forecast travel volumes and congestion levels to be completed at a future date. Similar to the freeway segments,

specific study corridors and their limits of study will be determined through technical analysis and discussions with the Steering Committee as part of future tasks. The application of specific strategies (managed lanes, bus services, ramp metering, access ramps, etc.) within individual corridors will also be determined in later phases of the study effort. Because the HOB/BRT project is in the feasibility stage and the technical reports listed below are preliminary and draft, it is understood that this Initial Environmental Assessment is analyzing the project as it is defined at this time and that specific elements of the project may change in the future.

1.2 ENVIRONMENTAL ASSESSMENT

The scope and content of this Initial Environmental Assessment provides a preliminary overview of the broad scale project-related environmental effects and a summary of technical studies that would be required for future compliance with existing environmental regulations. This analysis is based on the project as identified in the following documents:

- Task 1 Report: Preliminary Report prepared for Kern COG by IBI Group (November 17, 2011)
- Task 2 Report: Transportation Data Technical Report prepared for Kern COG by IBI Group (November 17, 2011)
- Draft Kern COG Bus Rapid Transit Traffic Impact Analysis prepared for Kern COG by VRPA Technologies, Inc., in association with IBI Group (April 20, 2012)
- Kern Council of Government HOV-BRT Study – Alternatives Evaluation presentation slides (dated March 14, 2012)
- Vehicle Miles Traveled (VMT) modeling output provided by IBI Group (April 10, 2012)

This initial environmental assessment is supplemented by a technical memorandum that analyzes air quality and greenhouse gas (GHG) emissions inventories for 2020 and 2035, attached as Appendix A.

2. Project Location and Setting

2.1 PROJECT LOCATION

The transportation project would be implemented in Kern County, primarily in the City of Bakersfield, but it would also extend from the County's northern area near Kernville and Onyx, to the southwestern area near Maricopa, and along Route 58 between Bakersfield and Tehachapi.

Study Area

The study area is focused on the Metropolitan Bakersfield area and includes the freeway corridors listed below. Figure 1, *Proposed Regional HOV-BRT System,* shows the regional location of existing Kern Regional Transit (KRT) bus routes in the County along with proposed HOV-BRT components. Figure 2, *Proposed Bakersfield Metro HOV-BRT System,* shows the proposed HOV-BRT improvement locations.

Existing Freeways

- State Route 99 (SR-99) from Bear Mountain Boulevard to Lerdo Highway
- SR-178 from Chester Avenue to Morning Drive
- SR-58 from SR-99 to Tejon Highway

Future Freeways

- Westside Parkway from Truxtun Avenue to Stockdale Highway/Heath Road

The following corridors will be considered for inclusion in the list of study corridors.

North–South Roadways

- Calloway Drive/Old River Road
- Coffee Road/Gosford Road
- New Stine Road/California Avenue
- Chester Avenue
- Union Avenue
- Mount Vernon Avenue

East–West Roadways

- 7th Standard Road
- California Avenue
- Rosedale Highway/24th Street
- Stockdale Highway
- Ming Avenue
- White Avenue

2.2 TRANSPORTATION AND TRANSIT SETTING

The third largest county (in acreage) in California, Kern County, "The Golden Empire," is in the heart of Central California with an economic base of agriculture and oil. Infrastructure and urban services will be stretched to keep up with predicted increased population growth in Kern County over the next 24 years, according to preliminary findings in Kern COG's 2011 Regional Transportation Plan. Kern's population is anticipated to increase from 845,600 in 2010 to 1,321,000 in 2035, and to reach 1 million by 2020. Bakersfield is the 9th largest city in California and one of the fastest growing regions in the nation (City of Bakersfield 2012). According to the 2010 census, the population was approximately 350,000 in 2010.

2.2.1 *Infrastructure*

Regional Circulation

Kern County serves as a major transportation corridor, and all types of vehicles use the county's roadway system to reach their destinations. The county is served by a well-developed highway and road network, and its backbone is composed by Interstate 5 (I-5) and SR-99 in the north–south direction, and State Routes 46 and 58, which run in the east–west direction. Other roadways of high significance to the county system are State Routes 14, 65, 155, 166, and 178, and US-395.

Interstate 5 is the major north–south freeway connecting California, Oregon, and Washington to the Canadian and Mexican borders. I-5 is an eight-lane divided facility south of the interchange with SR-99, and continues as a four-lane divided facility from SR-99 to the northern end of the county.

SR-99 branches off the I-5 south of Bakersfield and runs north toward Sacramento. It is primarily a six-lane facility from the interchange to Delano, with some segments in Bakersfield widened to eight lanes, and a four-lane divided facility from Delano to the northern border of the county.

SR-46 begins at SR-99 and runs west, providing a connection into San Luis Obispo County to US-101 and ending at SR-1. This road is two lanes, undivided.

SR-58 begins in San Luis Obispo County and runs east through Bakersfield and Mojave, leaves Kern County east of Boron, connecting to I-15 in San Bernardino County near Barstow. SR-58 configuration varies between two lanes and four lanes.

SR-14 begins in Los Angeles County, north of San Fernando, branching off from I-5. It continues north, passes through Palmdale and Lancaster and enters Kern County south of Rosamond. SR-14 exits Kern County north of Inyokern after joining US-395. This road varies in width from two to four lanes.

SR-65 is a two-lane highway. It starts at SR-99, at the northern area of Bakersfield, and runs north–south, connecting Kern County to Tulare County.

SR-155 runs east–west close to the border with Tulare County. It begins near Delano, and runs east from SR-99 to SR-178, ending in the vicinity of Lake Isabella.

SR-166 is a two-way highway. It begins at I-5, south of Metter, and runs west, joins SR-33 in Maricopa for approximately 14 miles, continuing west once in Santa Barbara County, and connects to US-101 and Santa Maria. SR-166 is typically used when the nearby Interstate 5 segment through the Grapevine is closed.

SR-178 begins in Bakersfield, at SR-99 and travels northeast, crossing the San Bernardino County border near Ridgecrest. In Bakersfield it begins as an arterial street, and is a four- to six-lane freeway east of Golden State Avenue. This geometry transitions to a two-lane undivided highway before reaching SR-184, a configuration that is maintained until entering San Bernardino County.

US Highway 395 runs north–south, close to the border with San Bernardino County. It enters Kern County from San Bernardino County close to Johannesburg, runs close to Inyokern, and exits Kern County north of Inyokern, entering Inyo County, and continuing north to the states of Nevada, Oregon, and Washington to Canada.

Major roadways within the City of Bakersfield include the following:

North–South Roadways

- Calloway Drive/Old River Road runs north–south and connects to 7th Standard Road in the vicinity of Saco to SR-166. This roadway also connects to I-5 in the south in the vicinity of Conner. The roadway begins in the north as a two-way undivided roadway and widens gradually to a six-lane divided roadway south of Olive Drive. This configuration continues until the intersection with SR-58, where Calloway Drive continues as a four- to six-lane divided roadway until Stockdale Highway. Old River Road continues as a six-lane divided roadway until the railroad corridor south of Shoreham Court, where it transitions to a two-lane undivided road, a configuration that is maintained until the interchange with I-5. Calloway Drive is used by GET bus routes (Route 14 and Route 18), but ridership for these routes is among the lowest in the GET system. Old River Road is served by GET Bus Route 11 between Stockdale Highway and Camino Media.

- Coffee Road/Gosford Road provides a north–south corridor between 7th Standard Road and Bear Mountain Boulevard. The roadway begins in the north as a two-lane undivided roadway, transitioning into a six-lane divided roadway in the vicinity of Olive Drive. From Olive Drive to Panama Lane, the roadway is a five- to six-lane divided roadway. South of Panama Lane, the roadway returns to a two-lane undivided configuration. Coffee Road is serviced by GET Bus Route 18, north of Rosedale Highway. Gosford Road is served by a branch of GET Bus Route 7.

- New Stine Road provides a north–south connection from the southern area of Bakersfield to Stockdale Highway. This roadway then turns and continues to the east as California Avenue. New Stine Road is a six-lane divided roadway between Panama Lane and Stockdale Avenue, and south of Panama Lane, it transitions to a two-way undivided roadway, ending at Bear Mountain Boulevard. New Stine Road is served by GET Bus Route 9, and Route 15.

- Chester Avenue begins in the northern portion of Bakersfield, at Granite Road. It runs south into the city and downtown, and ends at Union Avenue in the vicinity of White Lane. Chester Avenue is a two-lane undivided road at the northern terminus. At James Road, it changes to a four-lane divided roadway, a configuration that continues until the southern terminus. There is a roundabout at the intersection of Chester Avenue and 30th Street. GET Bus Route 2, the bus route with the second highest ridership in Bakersfield, runs along Chester Avenue for most of its length.

- Union Avenue runs north–south, east of SR-99. Its northern terminus is at Panorama Drive. This street then runs to the south, connecting to Golden State Avenue south of SR-178. It is a six-lane divided roadway from its northern terminus until the vicinity of Ming Avenue, where it transitions

to a four-lane divided roadway. This four-lane configuration continues until SR-99, the southern terminus of this street. South of the connection with Golden State Avenue, the roadway is designated SR-204. Portions of Union Avenue are used by GET Bus Route 8 and Route 11.

- Mount Vernon Avenue provides a north–south connection east of downtown Bakersfield. It connects from Panorama Drive in the north to south of SR-58, and is a four-lane divided roadway in the majority of its alignment. The roadway narrows to a two-lane undivided road south of Belle Terrace. Mount Vernon is utilized by GET Bus Route 5 and Route 7 at the northern portion of the corridor.

East–West Roadways

- 7th Standard Road provides east–west connection in the northern portion of the county from Shafter to SR-65. The connection continues to the east as Merle Haggard Drive, connecting to the northern section of Union Avenue. The roadway is a two-lane undivided road east of Zachary Avenue, and a four-lane divided roadway from Zachary Avenue to SR-65. This road also provides access to I-5 to the west.

- Rosedale Highway is the western extension of SR-58, one of the most important east–west connections in Bakersfield and Kern County. This corridor has an eastern terminus at SR-99. The corridor continues east of SR-99, via 24th Street, which overlaps with SR-178, ending in the vicinity of Golden State Avenue (SR-204). GET Bus Route 14 runs on Rosedale Highway, east of Calloway Drive.

- Stockdale Highway is an east–west roadway that begins in the vicinity of Wasco Way, running east into Bakersfield until Oak Street. It is a two-lane undivided road from its western terminus until Renfro Road, transitioning into a six-lane divided roadway, a configuration that continues until the eastern terminus. Brundage Lane continues the connection to the east, initially as a four-lane roadway that transitions into a two-lane roadway in the vicinity of Martin Luther King Jr. Boulevard. GET Bus Route 11 operates on Stockdale Highway from east of California Avenue/New Stine Road to Calloway Drive/Old River Road.

- California Avenue is an east–west arterial street, from Stockdale Highway to Edison Highway. It is a five- to six-lane divided roadway from Stockdale Highway to William Street, narrowing to four lanes east of William Street. California Avenue is used by three GET bus routes. According to the 2011 statistics, Route 5 is the route with the highest ridership in the system, and Route 9 is the fourth line in ridership. Ridership on Route 15 is among the lowest in the system.

- Ming Avenue also provides an east–west connection, running south of Stockdale Highway/SR-58. Its western terminus is at Allen Road, and it crosses the City of Bakersfield, ending at Shields Drive. It is a four-lane divided roadway from Allen Road to Buena Vista Road, a six-lane divided roadway from Buena Vista Road to Hughes Lane, and a four-lane undivided roadway east of Hughes Lane. Ming Avenue is utilized by GET Bus Route 9 and Route 11, which are among the top five highest ridership bus routes in Bakersfield.

- Olive Drive provides an east–west connection in the northern area of Bakersfield. It begins at Allen Road as a continuation of Kratzmeyer Road and runs east as a four-lane divided roadway until it ends at Airport Drive. Further connection to the east is provided by Decatur Street, a two-lane undivided roadway until Chester Avenue. Olive Drive is used by GET Bus Route 1.

2.2.2 *Transit Services Setting*

Existing public transportation services within Kern County encompass local and regional services and include demand-responsive services, fixed-route bus service (intra- and intercity), as well as services operated by private carriers such as Amtrak (rail) and Greyhound (bus). Service for the greater Bakersfield area is provided by GET, while the County of Kern provides service to other areas of the county through the Kern Regional Transit system, including the unincorporated communities of Buttonwillow, Lamont, Kern River Valley, Frazier Park, Rosamond, and Mojave. The county also has agreements with several small cities to share the cost of providing transit service to county areas surrounding incorporated places, and Kern Regional Transit also provides intercity service between the cities of Lamont, Taft, Lake Isabella, and Frazier Park to Bakersfield; and between the cities of California City, Mojave, Rosamond, Lancaster, and Palmdale. More detailed summaries are provided below.

Golden Empire Transit District

Golden Empire Transit provides public transit service for the metropolitan Bakersfield area and currently operates 18 bus routes (including 2 express routes) on weekdays and 14 routes on weekend days. Transit services are mainly located in Bakersfield and include approximately 1,500 bus stops and two transit centers. The Downtown Transit Center is on Chester Avenue, north of 21st Street, and the Southwest Transit Center is next to the Valley Plaza Mall.

The GET Short-Range Transit Plan (SRTP) identifies several major arterial streets that serve as transit corridors in Bakersfield. These corridors are located in the northeastern portion of the City, and have bus routes with attractive headways as well as bus stops closely spaced, aside from being adjacent to high trip generators (high residential densities and commercial activity). These corridors connect the two transit centers as well as the Amtrak station, and are:

- Route 2: Chester Avenue (China Grade Loop to Ming Avenue), serving the North High and the Rathbun Library, and passing by the Downtown Transit Center.
- Route 1: Roberts Lane (Airport Drive to North Chester Avenue), serving the Good Samaritan Hospital.
- Routes 5 and 9: California Avenue (Stockdale Highway to Mount Vernon Avenue), serving Stockdale Village, Bakersfield High, a commercial plaza east of the SR-99, and other destinations such as the Amtrak station.
- Route 8: Niles and Monterey Streets (Union Avenue to Fairfax Road), couplet from Union Avenue to Haley Street, and Nile Street continues east to Fairfax Road. Kern Medical Center and East Bakersfield High School are located to the north.
- Route 4: 34th Street and Bernard Street (Q Street to River Boulevard); this connection allows access to the Memorial Hospital and Jefferson Park.
- Route 11: Ming Avenue (New Stine Road to Union Avenue), provides access to the Fairgrounds and runs close to the Southwest Transit Center and Valley Plaza.
- Route 5: Mt. Vernon Avenue (E. California to Columbus Street) runs by E. Bakersfield High, Kern Medical Center, and Heritage Park. It also is the north–south access route to East Hills Mall and College Center.

Kern Regional Transit

The County of Kern, though its Transit Division, plans, coordinates, and administers Kern Regional Transit, the public transit system for the county's unincorporated areas, and provides a full range of transit services, including demand-response, fixed-route, and intercity services. KRT contracts with the

cities of Delano, Shafter, Taft, and Ridgecrest to provide service for county residents in the surrounding area. The agency also contracts with Tehachapi to provide demand-responsive services to its residents. This regional transit system connects to local systems such as the Golden Empire Transit (greater Bakersfield), Delano Area Rapid Transit, Antelope Valley Transit, Eastern Sierra Transit Authority, and all local community dial-a-rides.

Delano Area Rapid Transit

The Delano Area Rapid Transit (DART) provides fixed-route bus service and demand-response service to the citizens of Delano and citizens residing in the immediate county area surrounding the city, within the boundaries of SR-43 (west), County Line Road (north), Pond Road (south), and Kyte Avenue (east). DART operates four fixed bus routes within the City. There is no Sunday service.

Eastern Sierra Transit Authority

The Eastern Sierra Transit Authority provides bus services for Inyo and Mono counties and interregional transportation for the Eastern Sierra Region. Service in Kern County consists of one route, from Mammoth and Lancaster, with stops at Inyokern Airport and in Mojave.

Dial-A-Ride

Local community dial-a-ride service provided by other transit providers:

- Arvin
- Buttonwillow
- California City
- Consolidated Transportation Service Agency
- Frazier Park
- McFarland
- North Bakersfield Recreation and Park District
- Ridgecrest
- Rosamond
- Shafter
- Taft
- Tehachapi
- Tulare County Transit
- Wasco

Amtrak

Amtrak provides passenger rail and bus service to Kern County through the San Joaquin Line, with six round trip trains daily stopping at the Bakersfield station, connecting to the north. Stops in the Bakersfield station were the second highest on the San Joaquin Line for Fiscal Year 2008/09, with approximately 395,000 passengers. There are also connecting bus services from Bakersfield to the Los Angeles area, Long Beach and San Pedro, as well as to Oxnard, Santa Barbara, Merced, Yosemite National Park, Fresno, Palm Springs, Indio, Hemet, Las Vegas and Victorville.

Greyhound Bus Service

Greyhound bus service is provided at the Bakersfield Greyhound Station, close to Downtown

Bakersfield. Station hours are Monday to Sunday from 7:00AM to 11:00PM. Service is provided to major destinations within the state of California, as well as to other destinations.

Carpool and Vanpool Service

Kern COG maintains the Kern Commuter Connection Program, which provides means for riders to register and find a carpool match. Users of the program register and provide basic profile information, as well as the commute information. The program then connects matches for a specific commute. The service does not set up vanpools, but serves as a resource for people or companies to manage their vanpools.

2.2.3 *Transportation Planning and Programs*

The following agencies have plans and policies that govern the transportation and circulation system in Kern County.

California Department of Transportation

In October 2005, Caltrans analyzed the congested portions of State Routes 58 and 99 in Metropolitan Bakersfield. The findings indicated that, for the most part, HOV lanes would not provide significant congestion relief over mixed flow lanes. However, the incorporation of an Express Bus or BRT service that uses the HOV lanes could greatly improve the competitiveness of transit along congested corridors. The northbound Route 99 through Bakersfield was identified as feasible for implementing a HOV lane. No funding was identified for financing the HOV lanes; however, the project could use Federal Congestion Management and Air Quality (CMAQ) funds and/or the San Joaquin Valley Unified Air Pollution District (SJUAPD) new Indirect Source Review (ISR) Fees. FTA Small Starts program for a BRT may also be used to fund this mobility project.

Kern Council of Governments

Regional Blueprint Program

The Kern Regional Blueprint Program, led by Kern COG, is part of a larger, eight-county valleywide process. At both the County and Valley levels, the Blueprint process will result in a preferred regional transportation, land use, and environmental vision responding to the many challenges associated with anticipated population growth over the next 40 years. With funding from the California Regional Blueprint Planning Program, the process included three phases (1) Value and Vision, (2) Goals and Objectives, and Performance Measures, and (3) Evaluation of Alternative Growth Scenarios. The Kern Blueprint Final Report was completed in December 2008. Subsequently, the San Joaquin Valley Regional Policy Council, the decision-making body for the valleywide process, concluded the San Joaquin Valley Blueprint planning process in 2009.

Alternative Growth Scenario

The starting point for the Blueprint was a base case scenario (no change scenario), a projection of how the Kern COG region would grow if recent development trends continued through year 2050. One of the most interesting figures to arise from the study is that the population of the Kern COG region would nearly triple by 2050 from approximately 800,000 to 2.1 million residents. Other base case findings were:

- Vehicle miles traveled would nearly triple by the year 2050
- Households would nearly triple by the year 2050
- Over 90 percent of Kern's land would be built out

Realizing that existing development pattern could not be sustained, three alternative growth scenarios were identified; (1) some change, (2) moderate change, and (3) major change scenario. The four growth alternatives, including no change, were proposed to the public to collect inputs through town hall meetings, workshops, and surveys. The results were incorporated into the preferred alternative, which is a combination of four growth scenarios. The preferred growth alternative proposes more compact centers with walkable cores and coordinated access to transit and other services.

While the blueprint does not mandate policies for the local and regional levels, the preferred Blueprint scenario depicts a way for the region to grow through year 2050. Moreover, the preferred Blueprint scenario was used as the baseline for land use and growth projections for the RTP.

Managed Lane System Plan and Commuter Rail Services

Kern COG is in the initial stages of developing a managed lane system plan, as described in this document. This effort builds on other work initiated by Kern COG, Golden Empire Transit, and other local agencies that are examining opportunities for long-range transportation improvements within Kern County. Additionally, Kern COG is preparing a feasibility study for implementing commuter rail services in Kern County that could connect to the planned high speed rail station in Bakersfield.

County of Kern

General Plan

The current Kern County General Plan was adopted in 2004 to provide decision makers with a policy framework to guide specific, incremental decisions to achieve the goals set forth in the plan for the unincorporated portions of Kern County. The County General Plan consists of six elements, including the Circulation Element. According to the plan, County population increased by 22 percent from 1990 to 2002. However, the growth is occurring predominantly in the incorporated cities rather than in the unincorporated County areas. During the same time period, the population of the unincorporated areas increased by approximately 2 percent.

Early 2010 United State Census Data continue to show strong population growth within the county. Between 2000 and 2010, the US Census data reports a 26.9 percent growth in County population to nearly 840,000 residents.

Circulation Element

The Circulation Element is organized into five major sections: (1) Introduction, (2) Circulation Overview, (3) Highways, (4) Priority Focus Area Topic – Highways, and (5) Other Modes. As evidenced from this composition, the highways were the major concern in circulation planning. The objectives of the Kern County General Plan Circulation Element are:

- To make certain that transportation facilities needed to support development are available. To ensure that these facilities occur in a timely manner so as to avoid traffic degradation.
- Kern County intends to provide plans for circulation infrastructure in support of the Land Use,
- Open Space and Conservation Element.
- To plan for transportation modes available to all segments of the population, including people with restricted mobility.
- Kern County will plan for a reduction of environmental effects without accepting a lower quality of life in the process.
- Maintain a minimum Level of Service (LOS) of LOS D for all roads throughout the County.

- Coordinate with the California Department of Transportation regarding various transportation developments within the County.
- Kern County through its representatives on the Kern COG Board of Directors shall coordinate with Kern County cities and Caltrans to develop more effective transportation planning and congestion management programs.

Regional Transit Service

The County of Kern Regional Transit Division plans, coordinates, and administers the public transit system within the County's unincorporated areas. Kern Regional Transit provides a combination of demand-response, fixed-route, and intercity transit services throughout the County (Tehachapi, Taft, Wasco, Weedpatch, Boron, etc.) (Kern Regional Transit 2012).

Additionally, as part of the San Joaquin Valley Model Improvement Program, the County is adding enhancements to the Kern COG Transportation Model that include transit, congestion pricing, and fuel pricing forecasting features.

Golden Empire Transit District

Long-Range Transit Plan

GET is currently preparing a LRTP for the metropolitan Bakersfield area for a 25 year period. The recommendations will result in a complete change to the existing bus service network. The LRTP also includes a proposal for two new BRT services within the Metro Bakersfield area for early implementation. Development of the bus system is currently being considered as part GET LRTP transit network. Kern COG has also incorporated it into their proposed future HOV-BRT network to ensure consistency with local plans.

Short-Range Transit Plan

GET is also preparing a SRTP which is the primary planning document used to guide routine decisions associated with operating a public transit system. This document covers a five-year horizon and is updated annually.

The 2010/2011 GET SRTP is the most current. The main focus areas of this document are to support the Kern Regional Blueprint Program and SB375 target emission and VMT reductions, and continue to provide a sustainable transportation system. The recommendations in the SRTP include:

- **Completion of Long-Range Transit Plan.** The Golden Empire Transit District in partnership with the Kern Council of Governments initiated the Metropolitan Bakersfield Transit System Long Range Plan.
- **Relocation of Southwest Transit Center.** Currently, there is limited space and no room for expansion of services to this transit center. A larger site would allow for expansion and improve operation of buses, but would require the revision of some route alignments.
- **Service Changes for Bakersfield College**. The future relocation of the campus stop to Panorama Drive will require the realignment of some routes.
- Service to Employment Clusters. Partnerships with major employment clusters will be pursued.
- **Coordinate With Local Transit Operators.** GET will work with area transit operators so that service is coordinated among transit operators.

- **Implementation of Bus Lanes.** Currently, GET has no designated bus-only lanes. The potential exists for bus lanes to be planned in future highway projects, which will create the opportunity for future BRT service.
- **Construction of Park and Ride Lots.** The region currently has only one official Park and Ride lot at the Bakersfield Auto Mall. A need has been identified for additional park-and-ride lots before new express bus service is implemented.

City of Bakersfield

General Plan

The City of Bakersfield General Plan is the guide for growth and development within the city. The Bakersfield General Plan was adopted in December 2002. The General Plan area covers approximately 408 square miles and coincides with the Bakersfield Metropolitan Priority Area of the Kern County General Plan.

The Circulation Element provides the framework for policy decisions regarding metropolitan Bakersfield's transportation system, which includes various transportation modes and related facilities. It also provides for coordination with other cities and the County, with the RTP and SRTP, and with state and federal agencies that fund and manage transportation facilities within the study area.

The main theme of the Circulation Element is to improve its street system, since over 90 percent of all travel in the city occurs by automobile. The General Plan indicates that major circulation issue in the Bakersfield metropolitan area is traffic congestion along freeways and major arterials, caused by increasing travel demands and deficient right-of-way widths on many arterials. To address these issues, the General Plan includes goals to address congestion that would result from buildout of the land use plan. The following are the some of the goals that apply to the metropolitan Bakersfield street system improvements.

- Provide a safe and efficient street system that links all parts of the area for movement of people and goods.
- Provide a street system that creates a positive image of Bakersfield and contributes to residents' quality of life.
- Provide a system of freeways which maintains adequate travel times in and around the metropolitan area.
- Develop and maintain a circulation system that supports the land use plan shown in the general plan.

Although the General Plan focuses on improving the city's street system, the plan also recognizes the importance of alternative travel modes, such as transit, bicycles, and walking in serving diverse needs of Bakersfield residents. The following are the goals that apply to the metropolitan Bakersfield transit improvements.

- Provide planning area residents with a choice of travel modes.
- Provide a street system and land development policies that support public transportation.
- Provide cost-effective public transportation services.
- Reduce traffic congestion and parking requirements and improve air quality through improved transportation services.
- Enhance rail service capacities and usage in the planning area.

Currently, the City of Bakersfield is updating its General Plan to provide the policy framework for new growth, housing needs, environmental protection and infrastructure improvement for the next 20 to 30

years. The General Plan Update process began in May 2007 and the City and Kern COG have conducted town hall meetings and public workshops through spring 2010. The new General Plan is scheduled to be adopted in 2012.

Local Organization: Greater Bakersfield Vision 2020

In 1999, a group of citizens formed a nonprofit organization, Greater Bakersfield Vision 2020, to develop and facilitate an open and inclusive process for the community to create a vision for the future and an implementable action plan. The Greater Bakersfield Vision 2020 was developed through an 18-month planning process in coordination with Kern County and the City of Bakersfield.

Transportation Vision

The vision emphasizes the implementation of an efficient and environmentally friendly transportation system that serves all areas of the community. To achieve this vision, the plan calls for more compact and higher density development, especially around transit facilities in downtown Bakersfield. Transportation strategies include:

- Create additional revenue sources to increase priority for state and federal transportation funding.
- Increase pedestrian pathway and bike routes.
- Encourage completion of Route 58.
- Recognize the link between land use and transportation.
- Encourage joint metropolitan transit policies, goals, and consensus between City, County, and the public.
- Expand the public transportation system.
- Obtain community consensus on the location for the high-speed rail station in the Greater Bakersfield area.

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3. Project Description

This Initial Environmental Assessment for the proposed Kern HOV-BRT project is a preliminary overview of the broad-scale, project-related environmental effects and technical studies that would be required. This analysis is based on the project as identified in the current technical studies and project information listed in Section 1.2 above.

The HOV-BRT project consists of three components: HOV improvements, BRT and express bus improvements, and Mobility Support Facilities and Services. The following section includes a detailed description of the three project components.

3.1 HOV IMPROVEMENTS

HOV lanes provide separate travel lanes for cars with two or more people. The local HOV or "managed" lane system is shown in Figure 3, *Proposed Bakersfield Metro HOV Improvements*, HOV improvements would include weekday peak period freeway HOV lanes in each direction of four freeway facilities. HOV lanes would be newly built lanes, not existing mixed traffic lanes restriped as HOV lanes. The total length of the freeway HOV lanes would be approximately 35.6 miles. The following locations have been identified for HOV lanes.

- SR-99
  - One new lane in each direction between 7th Standard Road and Taft Highway (13.0 miles)
- SR-58
  - One new lane in each direction between SR-99 and Weedpatch Highway (7.1 miles)
- SR-178
  - One new lane in each direction between Fairfax Road and SR-99 (a portion of this corridor would be on surface streets, 23rd Street and 24th Street) (6.8 miles)
- Westside Parkway
  - One new lane in each direction between SR-99 and Stockdale Highway (8.8 miles)

The two alternatives for HOV lane operation include:

- Exclusive Peak Period Freeway HOV Lane
- Exclusive Peak Period Peak Direction HOV Lane

3.1.1 *Direct Access Ramps*

Direct Access Ramps (DARs) are also proposed as part of the HOV improvements. DARs are ramps that allow buses, carpools, vanpools, and motorcycles to directly access freeway HOV lanes from the local street system. The eight proposed HOV DAR locations are shown in Figure 3, and the existing land uses surrounding each are shown in Table 1.

Table 1
HOV DAR and Surrounding Land Uses

Designation	Highway	Location	Surrounding Land Uses
A	SR-99	at 7th Standard Rd	Vacant, industrial
B	SR-99	at Airport Drive	Industrial, vacant
C	SR-99	at California Avenue	Commercial
D	SR-99	at Taft Hwy	Commercial, vacant
E	SR-58	at Weedpatch Hwy	Commercial/Industrial
F	SR-58	at Chester Ave.	Residential, commercial
G	SR-178	At Mt. Vernon Ave	Commercial, detention basin
H	Westside Parkway	At Jewetta Avenue	Residential

3.1.2 *Truck Climbing Lanes*

Truck climbing lanes would provide dedicated travel lanes for slower large trucks up steep grades.

- **SR-58.** Truck climbing lane eastbound between Tejon Highway and approximately two miles east of Bealville Road.
- **SR-166.** Truck climbing lane southbound between the southern limits of Maricopa and Cerro Noroeste Road.

3.2 BRT AND GET EXPRESS BUS IMPROVEMENTS

The proposed system wide improvements build on the Bakersfield Metro on-street BRT and express bus services identified in the Year 2020 and 2035 GET LRTP. Although the development of the bus system is currently being considered as part of GET LRTP transit networks, because they play an essential role in the Kern COG transportation system improvements, they are also included in this project. The bus component of the GET LRTP is part of a separate study; however, Kern COG has incorporated it into their proposed future HOV-BRT network to ensure consistency with local plans. The Kern COG project focuses on physical and operational improvements that would allow the service to operate more efficiently and potentially provide better travel times.

BRT and GET Express Bus improvements include:

- Exclusive lanes separate from other traffic
- Transit signal priority
- Queue jump lanes
- Mixed flow lanes on arterial roadways: buses traveling along mixed flow lanes with other traffic
- Special ramp metering: on-/off-ramp bus priority lanes
- Direct Access Ramps (described under HOV Improvements)
- Exclusive bus lanes on freeways
- New stations along BRT Routes 1, 2, and 3, and GET Express Bus Routes 101, 102, 103, and 104

The proposed project includes two BRT corridors through the Bakersfield Metro Area, as shown on Figure 4, *Proposed Bakersfield Metro BRT Improvements*. The first BRT corridor is proposed to begin from Meadows Field Airport and travel along Chester Avenue/H Street south direction all the way to Taft Highway (SR-119)/Panama Road. The second BRT corridor is proposed to begin at the Bakersfield

College Area and travel in a loop along Mt. Vernon Road/California Avenue/Ming Avenue/Chester Ave and return to Bakersfield College Area. Within each corridor two BRT alternatives are proposed:

- Year 2020 Mixed Flow: This alternative would allow buses to travel along mixed flow lanes
- Year 2035 Exclusive Lanes: This alternative would allow buses to travel along transit-only exclusive lanes separate from other traffic

3.2.1 *Station Locations*

As shown in Figure 5, *BRT Route General Plan Land Use Map*, the majority of land uses adjacent to the BRT route consists of residential and commercial uses. The station locations would serve the largest populations. Tables 2, 3, and 4 summarize the proposed station locations and spacing for the three GET BRT routes proposed in the LRTP. The BRT is a 15-minute service between 6:00 am and 9:00 pm, and stations are generally spaced 0.5 to 1 mile apart and located on the far side of intersections. Route 1 would have 20 stations, Route 2 would have 24, and Route 3 would have 23 stations; some stations are the same for each route (see Figure 6, *Proposed BRT Station Locations*).

Table 2
BRT Route 1 Stations

Terminal/Street	*Intersection/Stop*	*Distance between Stations (miles)*
CSU Bakersfield Transit Center		–
Stockdale Highway		–
	Gosford/ Coffee	0.9
	Ashe	1.0
	New Stine	0.7
California Ave		
	Mohawk St	0.5
	Easton Dr	0.5
	Oak St	0.9
	F St.	0.9
	Chester Ave	0.3
	P St.	0.4
	Union Ave	0.5
	South King St	
	Haley St	
	Washington St	
	Mt Vernon	2.0
Mt. Vernon		
	Niles	0.6
	Flower	
	Bernard St	
	Columbus	1.0
	University	0.5
Bakersfield College	Bakersfield College Transit Center	1.0

Source: VRPA Technologies 2012.

Table 3
BRT Route 2 Stations

Terminal/Street	Intersection/Stop	Distance between Stations (miles)
CSU Bakersfield	CSU Bakersfield Transit Center	–
Old River		–
	Mercy Southwest Hospital/State Farm	1.0
Ming		
	Scarlet Oak Ave	1.0
	Gosford	0.8
	Ashe	1.1
	New Stine	0.8
	Southwest Transit Center (Woble Rd)	1.6
	Hughes Lane	
	Chester Ave	1.4
Chester		
	Bell Terrace	0.6
	Brundage	0.5
	4th	0.5
	California	0.5
	Truxtun Ave	0.3
	Downtown Transit Center	0.4
	26th	0.3
	34th	0.6
	Columbus	0.5
	Roberts	
	Wilson Avenue	
	China Grade Loop	0.5
	Merle Haggard	0.9
Merle Haggard	Int'l Terminal	2.2
Meadows Field	Domestic Terminal	1.2

Source: VRPA Technologies 2012.

Table 4
BRT Route 3 Stations

Terminal/Street	Intersection/Stop	Distance between Stations (miles)
Meadows Field		–
Merle Haggard	Domestic Terminal	–
	Int'l Terminal	1.2
	Chester	2.2
Chester	China Grade Loop	0.5
	Norris	1.5
	Columbus	0.5
	34th	0.6
	26th	0.3
	Downtown Transit Center	0.4
	Truxtun	0.3
	California	0.5
	4th	0.5
	Brundage	0.5
	Bell Terrace	0.6
H St	Ming	0.6
	Wilson	0.5
	Planz	0.5
	White	0.5
	Pacheco	0.5
	Fairview	0.5
	Panama Ln.	0.5
	Hosking	0.5
	Taft Hwy	1.0

Source: VRPA Technologies 2012.

3.3 MOBILITY SUPPORT FACILITIES AND SERVICES

Other HOV-BRT support improvements include facilities such as ramp metering, traffic signal priority, parking costs, Transit Centers, and other techniques that promote more efficient BRT and HOV travel modes area. Other alternatives include some combination of BRT and HOV lanes, High Occupancy Toll (HOT) lanes, Low Emissions Vehicle (LEV) lanes, or a mix of these plus other methods on freeways, ramps and major streets to improve mobility.

3.3.1 *Bus Signal Priority and Queue Jump Lanes*

Bus signal priority and queue jump lanes along three proposed GET BRT routes (local streets) are designed to reduce bus delays at intersections. Bus signal priority allows buses to communicate with the intersection control using wireless technology to request signal priority (green light) at a preset distance away from an intersection. Queue jump lanes consist of an additional travel lane on the approach to a signalized intersection that would allow buses to bypass vehicle queues at intersections. Tables 5, 6, and 7 shows proposed locations for bus signal priority and/or queue jump lanes along the three proposed GET BRT routes.

Table 5
BRT Route 1 Signal Priority and Queue Jump Lanes

Street	Cross-Street	Direction	Proposed Modifications
Mt Vernon Ave	University Ave	NB	Signal Priority
Haley St	Panorama Dr	NB	Signal Priority
Panorama Dr	Mt Vernon Ave	EB	Signal Priority
Mt Vernon Ave	University Ave	SB	Signal Priority
	Columbus St	SB	Signal Priority
	Height St	SB	Signal Priority
	Hwy 178 Ramps	SB	Signal Priority
	Mall View Rd	SB	Signal Priority
	Bernard St	SB	Signal Priority
	College Ave	SB	Signal Priority
	Flower St	SB	Signal Priority
	Qiomcy St	SB	Signal Priority
	Niles St.	SB	Signal Priority
	California Ave	SB	Signal Priority
California Ave	Chamberlain Ave	WB	Signal Priority
	Washington St	WB	Signal Priority
	Dr. Martin Luther King Jr Blvd	WB	Signal Priority
	Owens St	WB	Signal Priority
	King St	WB	Signal Priority
	Baker St	WB	Signal Priority
	Union Ave	WB	Signal Priority
	P St	WB	Signal Priority
	N St.	WB	Signal Priority
	L St.	WB	Signal Priority
	Chester Ave	WB	Signal Priority
	H St.	WB	Signal Priority
	G St.	WB	Signal Priority
	Oleander Ave	WB	Signal Priority
	A St.	WB	Signal Priority
	Oak St	WB	Signal Priority
	SR-99 NB Off Ramp	WB	Signal Priority
	SR-99 SB Off Ramp	WB	Signal Priority
	Chester Ln	WB	Signal Priority
	Mervyns Pl	WB	Signal Priority
	Easton Ave	WB	Signal Priority
	Marella Way	WB	Signal Priority
	Mohawk St	WB	Signal Priority
	Lennox Ave	SB	Signal Priority
	Buisness Center Dr.	SB	Signal Priority
	Stockdale Hwy	SB	Signal Priority
Stockdale Hwy	Office Depot Entrance	WB	Signal Priority
	Rio Bravo Dr	WB	Signal Priority
	Ashe Dr	WB	Signal Priority
	Fairway Dr	WB	Signal Priority
	El Rio Dr.	WB	Signal Priority
	Coffee Rd	WB	Signal Priority

Table 6
BRT Route 2 Signal Priority and Queue Jump Lanes

Street	Cross-Street	Direction	Proposed Modifications
Stockdale Hwy	Starbucks way	WB	Signal Priority
	Don Hart Dr	WB	Signal Priority
	Unnamed Intersection	WB	Signal Priority
	Old River Rd	WB	Signal Priority
Old River Rd	Mercy SW Hospital	SB	Signal Priority
	Howell Dr	SB	Signal Priority
	State Farm Pl	SB	Signal Priority
	Camino Media	SB	Signal Priority
	Ming Ave	EB	Signal Priority
Ming Ave	Scarlet Oak Blvd	EB	Signal Priority
	The Marketplace	EB	Signal Priority
	Haggin Oak St	EB	Signal Priority
	Gosford Rd	EB	Signal Priority
	El Portal Dr	EB	Signal Priority
	Manning St	EB	Signal Priority
	Ashe Rd	EB	Signal Priority
	Westholme Blvd	EB	Signal Priority
	New Stine	EB	Signal Priority
	Valhalla Dr	EB	Signal Priority
	Stine Rd	EB	Signal Priority
	Real Rd	EB	Signal Priority
	Valley Plaza	EB	Signal Priority
	Castro Ln	EB	Signal Priority
	Hughes Ln	EB	Signal Priority
	S H St	EB	Signal Priority
	Chester Ave	EB	Signal Priority
Chester Ave	Continues on BRT Route 3		

Table 7
BRT Route 3 Signal Priority and Queue Jump Lanes

Street	Cross-Street	Direction	Proposed Modifications
S H Street	Taft Hwy	NB	Signal Priority, Queue Jump in Right hand turn lane for buses only
	Between Taft and McKee Rd	NB	Additional Bus Lane
	McKee Rd	NB	Queue Jump for Stop sign intersection
	Between McKee and Hosking Ave	NB	None – Bus rides with other vehicle traffic
	Hosking Ave	NB	Queue Jump in Right Turn lane
	Between Hosking Ave and Berkshire Rd	NB	None – Bus rides with other vehicle traffic
	Berkshire Rd	NB	Possible room for Queue jump lane at 4 way intersection
	Between Berkshire Rd and Panama Ln	NB	None – Bus rides with other vehicle traffic
	Panama Ln	NB	Signal Priority
	Fairview Rd	NB	Signal Priority
	Pacheco Rd	NB	Signal Priority
	Between Calcutta Dr and White Ln	NB	Bus stop near retail
	White Ln	NB	Signal Priority
	Planz Rd	NB	Signal Priority
	Wilson Rd	NB	Signal Priority
	Ming Ave	NB	Dedicated Right turn lane
Ming Ave	Chester Ave	EB	Signal Priority for left turn lane
Chester Ave	Between El Sereno Dr and La France Dr	NB	Bus stop in Right hand side median
	Belle Terrace	NB	Signal Priority
	Loustalot Ln	NB	Signal Priority
	Richland St	NB	Signal Priority
	Brundage Ln	NB	Signal Priority
	4th Street	NB	Signal Priority
	8th Street	NB	Signal Priority
	California Ave	NB	Signal Priority
	Truxtun Ave	NB	Signal Priority, Queue Jump Lane
	17th Ave	NB	Signal Priority
	18th St	NB	Signal Priority
	19th Ave	NB	Signal Priority
	20th St	NB	Signal Priority
	21st St	NB	Signal Priority
	23rd St/ Hwy 178	NB	Signal Priority, Bike/bus Queue jump lane
	24th Street	NB	Signal Priority
	34th St	NB	Signal Priority, Bike/bus Queue jump lane
	Columbus St	NB	Signal Priority
	Beardsley Ave	NB	Signal Priority
	Roberts Ln	NB	Signal Priority
	Decatur St	NB	Signal Priority
	Ferguson Ave/Washington	NB	Signal Priority

Table 7
BRT Route 3 Signal Priority and Queue Jump Lanes

Street	Cross-Street	Direction	Proposed Modifications
	Ave		
	Norris Rd	NB	Signal Priority
	Arvin St	NB	Signal Priority
	China Grade Loop	NB	Signal Priority for left turn lane
China Grade Loop	McCray St	WB	Signal Priority
	Airport Dr	WB	Signal Priority
W China Grade Loop	Airport Dr.	SB	Signal Priority
	Chester Ave	SB	Signal Priority
Chester Ave	Arvin St	SB	Signal Priority
	Norris Rd	SB	Signal Priority
	Decatur St	SB	Signal Priority
	Roberts Ln	SB	Signal Priority
	Beardsley Ave	SB	Signal Priority
	Columbus St	SB	Signal Priority, Queue Jump for buses
	24th St	SB	Signal Priority
	23rd St/ Hwy 178	SB	Signal Priority
	21st St	SB	Signal Priority
	20th St	SB	Signal Priority
	19th St	SB	Signal Priority
	18th St	SB	Signal Priority
	17th St	SB	Signal Priority
	Truxtun Ave	SB	Signal Priority, Possibly Bike/Motorcycle/ Bus shared Queue Jump Lane
	California Ave	SB	Signal Priority
	8th Street	SB	Signal Priority
	4th Street	SB	Signal Priority
	Brundage Ln	SB	Signal Priority
	Richland St	SB	Signal Priority
	Loustalot Ln	SB	Signal Priority
	Belle Terrace	SB	Signal Priority
	Ming Ave	SB	Signal Priority
Ming Ave	S H St	WB	Signal Priority for Left turn lane
S H St.	Wilson Rd	SB	Signal Priority
	Planz Rd	SB	Signal Priority
	White Ln	SB	Signal Priority
	Pacheco Rd	SB	Signal Priority
	Fairview Rd	SB	Signal Priority
	Panama Ln	SB	Signal Priority
	Berkshire Rd	SB	Queue Jump
	Hosking Ave	SB	Queue Jump
	McKee Rd	SB	Queue Jump
	Taft Hwy	SB	Signal Priority

3.3.2 *Park-and-Ride Facilities*

Proposed park-and-ride facilities would support mobility improvements throughout the metro Bakersfield area (see Figure 7a, *Proposed Bakersfield Metro Park and Ride Locations*). Park-and-ride facilities have been identified at nine preliminary locations:

- 7th Standards Road and Santa Fe Way
- 7th Standards Road and Golden State Highway
- Mount Vernon Avenue and Bernard Street
- Weedpatch Highway and Smith Road
- Barstow Bakersfield Highway and Oswell Street
- Chester Avenue and 1st Street
- Stockdale Highway and Old River Road
- Panama Lane and Gosford Road
- Taft Highway and H Street

The park-and-ride facilities would support the proposed HOV lanes, BRT routes, and GET express bus routes as shown in Table 8. Each park-and-ride facility is shown in aerial view on Figures 7b through 7j, *Proposed Bakersfield Metro Park and Ride Locations*.

Table 8
Transit Service near Park-and-Ride Facilities

Park-and-Ride Facility				
Number	**Location**	**HOV**	**BRT**	**GET Express Bus**
1	7th Standard Rd & Santa Fe Way	None	None	104
2	7th Standard Rd & Golden State Hwy	SR-99	None	104
3	Mt. Vernon Ave & Bernard St	SR-178	Mt. Vernon Ave	101
4	Weedpatch Hwy & Smith Rd	SR-58	None	none
5	Barstow Bakersfield Hwy & Oswell St	SR-58	None	102
6	Chester & 1st	SR-58	Chester Ave.	none
7	Stockdale Hwy & Old River Rd	None	Stockdale Hwy & Old River Rd	None
8	Panama Ln & Gosford Rd	None	None	None
9	Taft Hwy & H St	SR-99	H Street	103

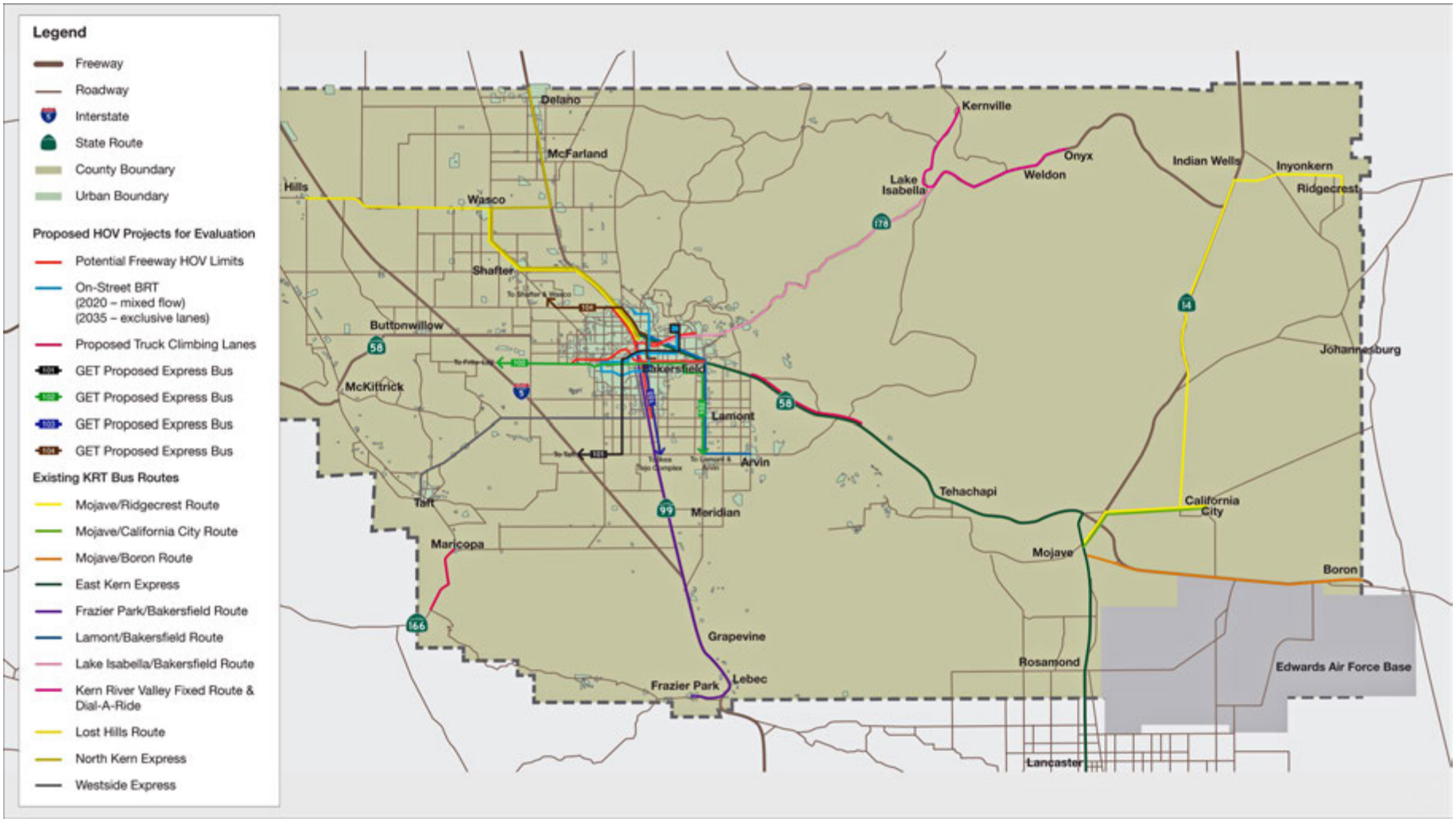
Surrounding land uses on near the nine potential park-and-ride sites are shown in Table 9.

Table 9
Park-and-Ride Surrounding Land Uses

Number	Location	Existing Land Uses	Surrounding Land Uses
1	7th Standard Rd & Santa Fe Way	Orchard	Orchards/farmland; food processing facility
2	7th Standard Rd & Golden State Hwy	Irrigated Land	Farmland, commercial/industrial
3	Mt. Vernon Ave & Bernard St	Vacant	Commercial, residential, vacant
4	Weedpatch Hwy & Smith Rd	Vacant	Vacant, farmland, Commercial, residential,
5	Barstow Bakersfield Hwy & Oswell St	Vacant	Residential, commercial, vacant
6	Chester & 1st	Vacant	Commercial, vacant
7	Stockdale Hwy & Old River Rd	Vacant and Office Buildings	Vacant, commercial, residential, hospital
8	Panama Ln & Gosford Rd	Vacant and Irrigated Land	Residential, vacant, farmland, industrial
9	Taft Hwy & H St	Vacant	Residential, commercial, vacant, farmland

Note: Linear narrow land uses such as roadways, railroad tracks, and canals are not shown.

Proposed Regional HOV-BRT System



Source: IBI Group 2012

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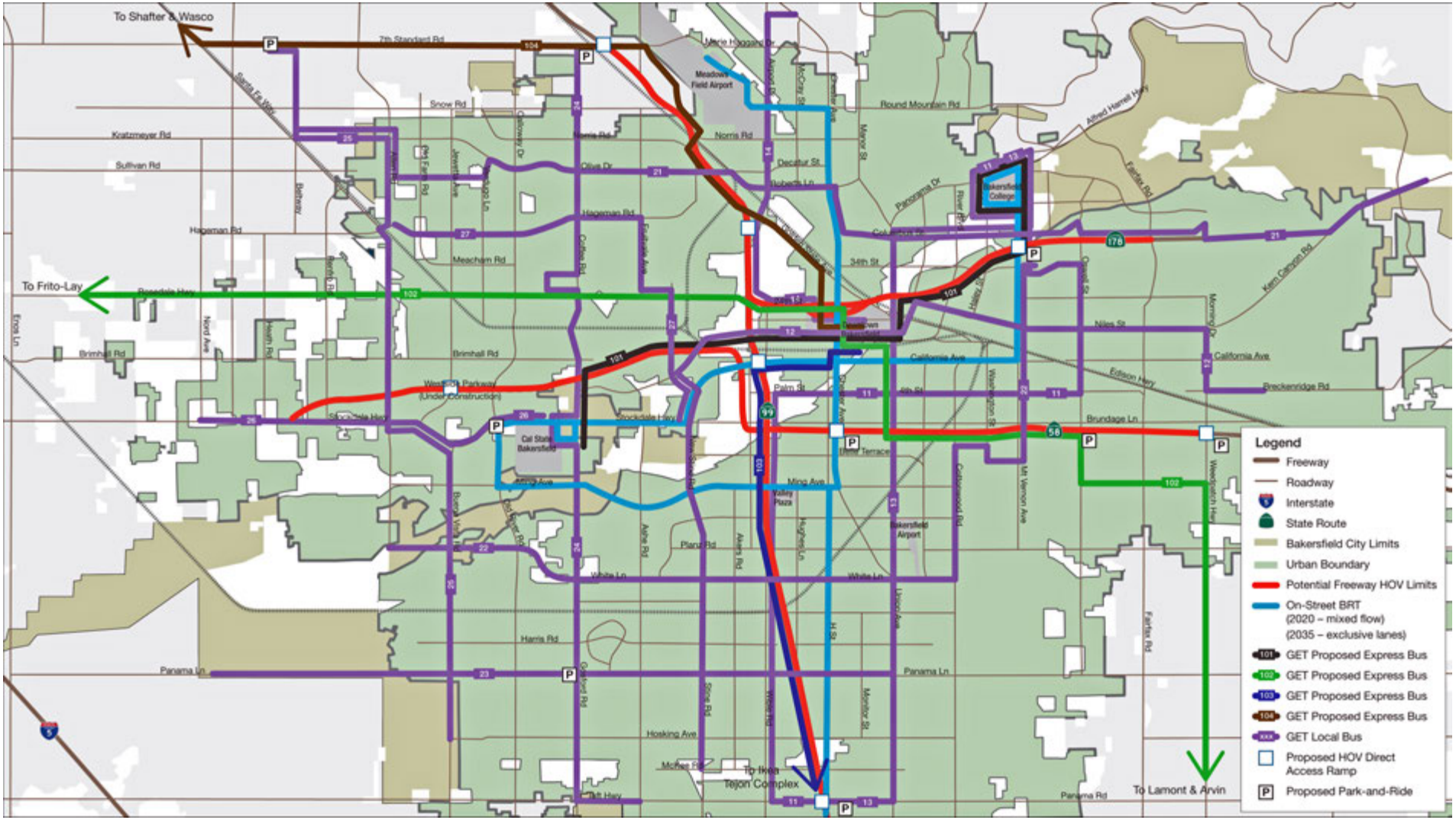
Proposed Bakersfield Metro HOV-BRT System



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Source: IBI Group 2012

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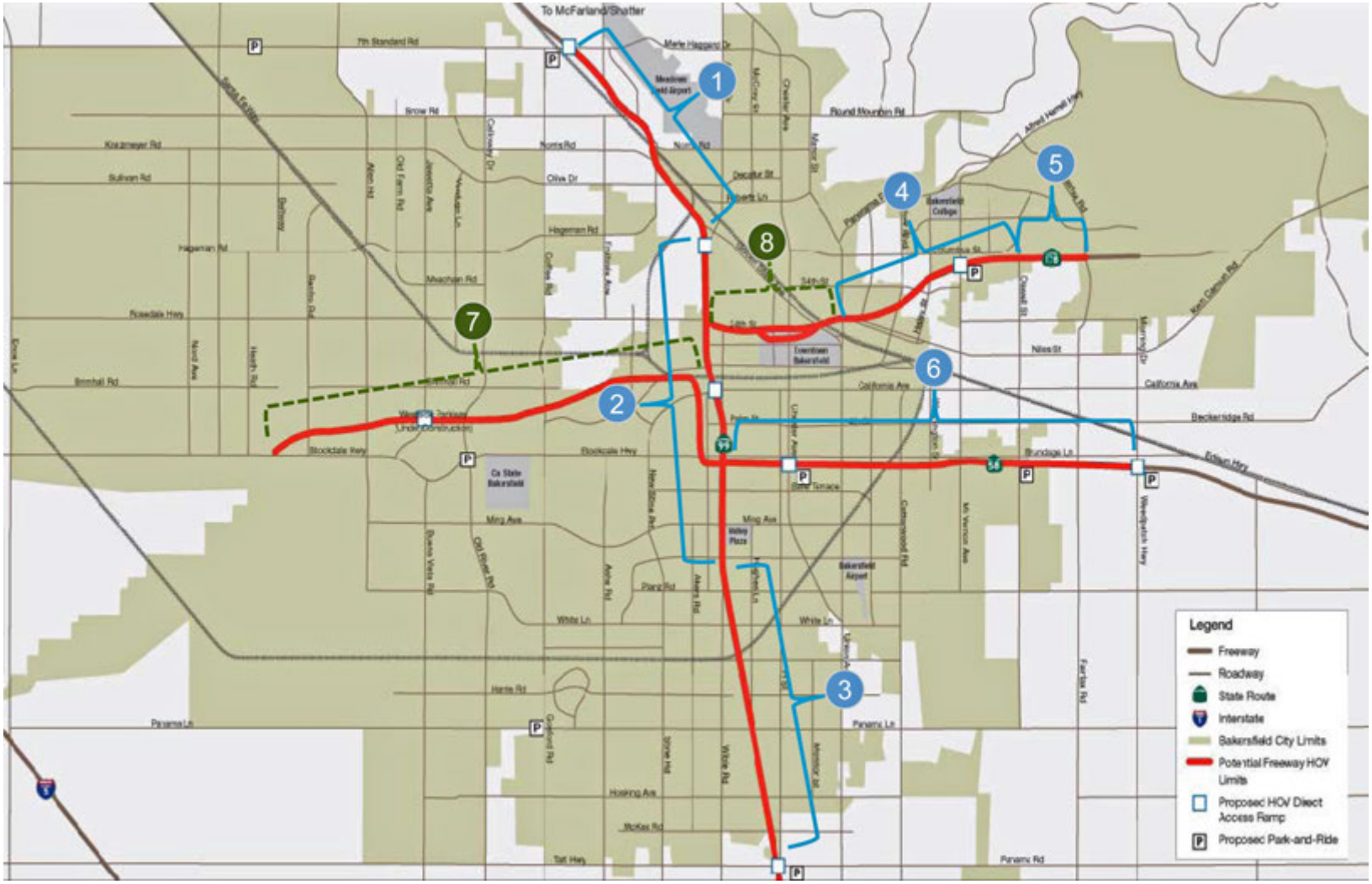
Proposed Bakersfield Metro HOV Improvements



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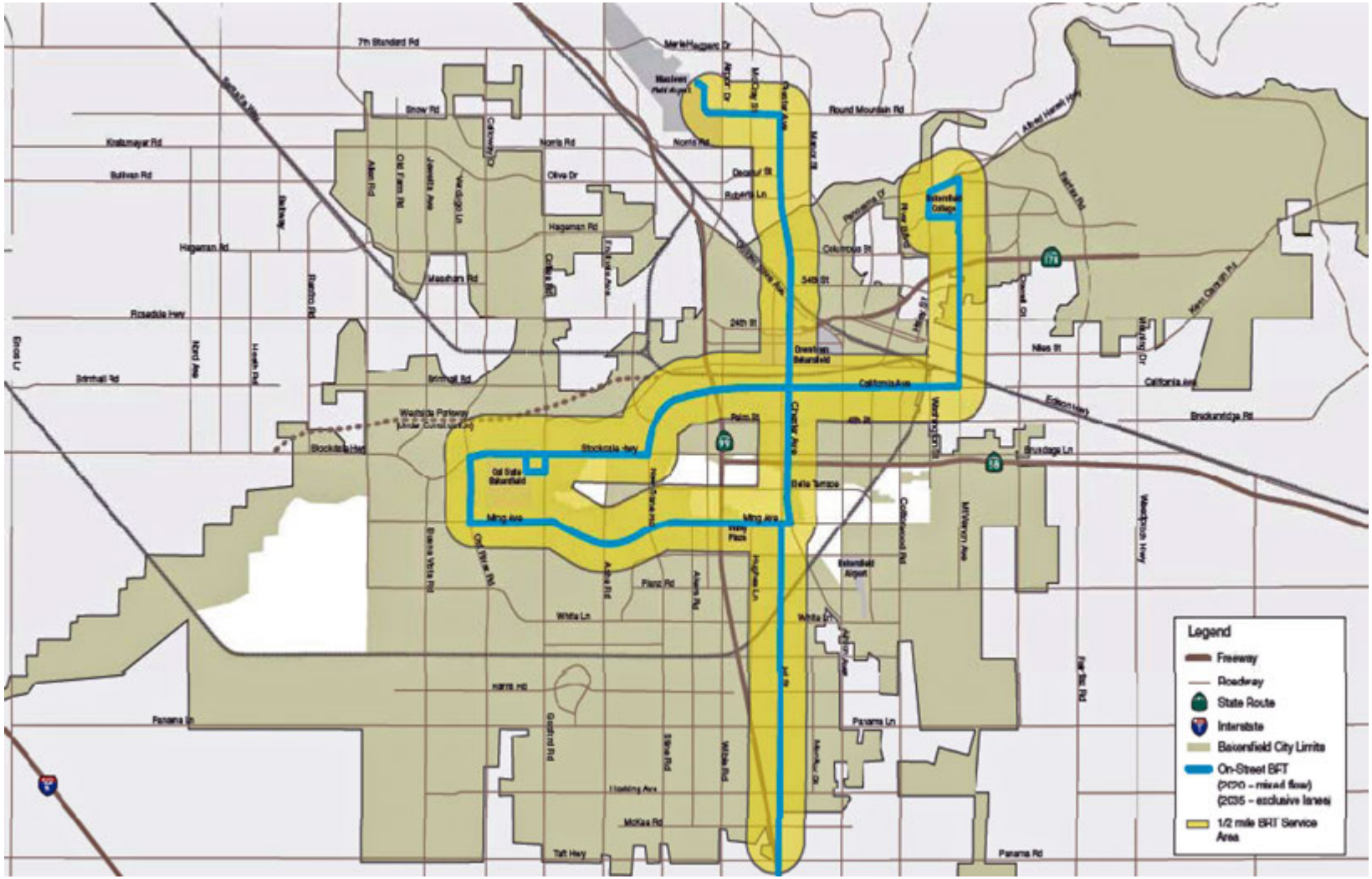
Proposed Bakersfield Metro BRT Improvements



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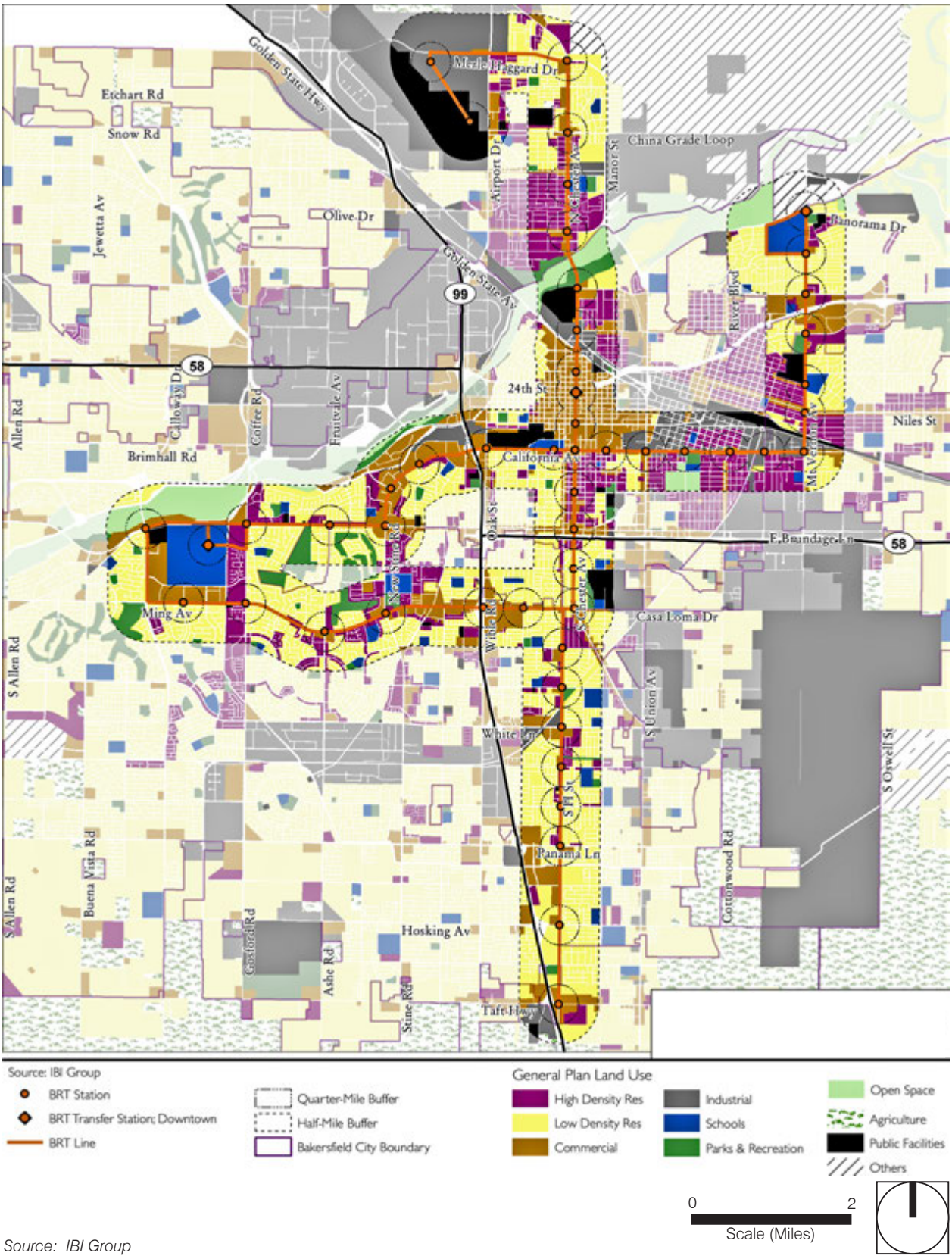
BRT Route General Plan Land Use Map



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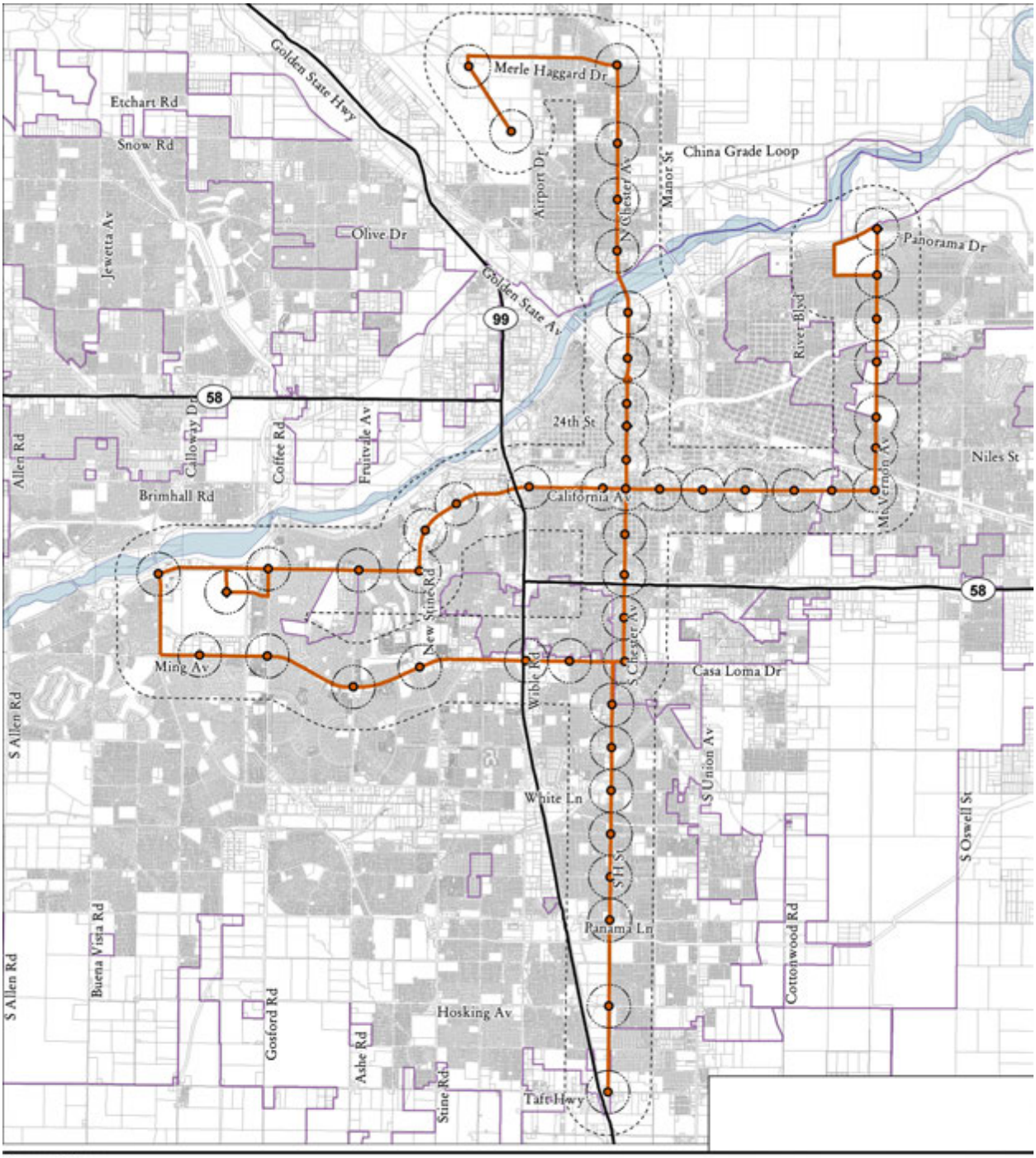
Proposed BRT Station Locations



Source: IBI Group

- BRT Station
- BRT Transfer Station; Downtown
- BRT Line
- Quarter-Mile Buffer
- Half-Mile Buffer
- Bakersfield City Boundary

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Scale (Miles)

Source: IBI Group

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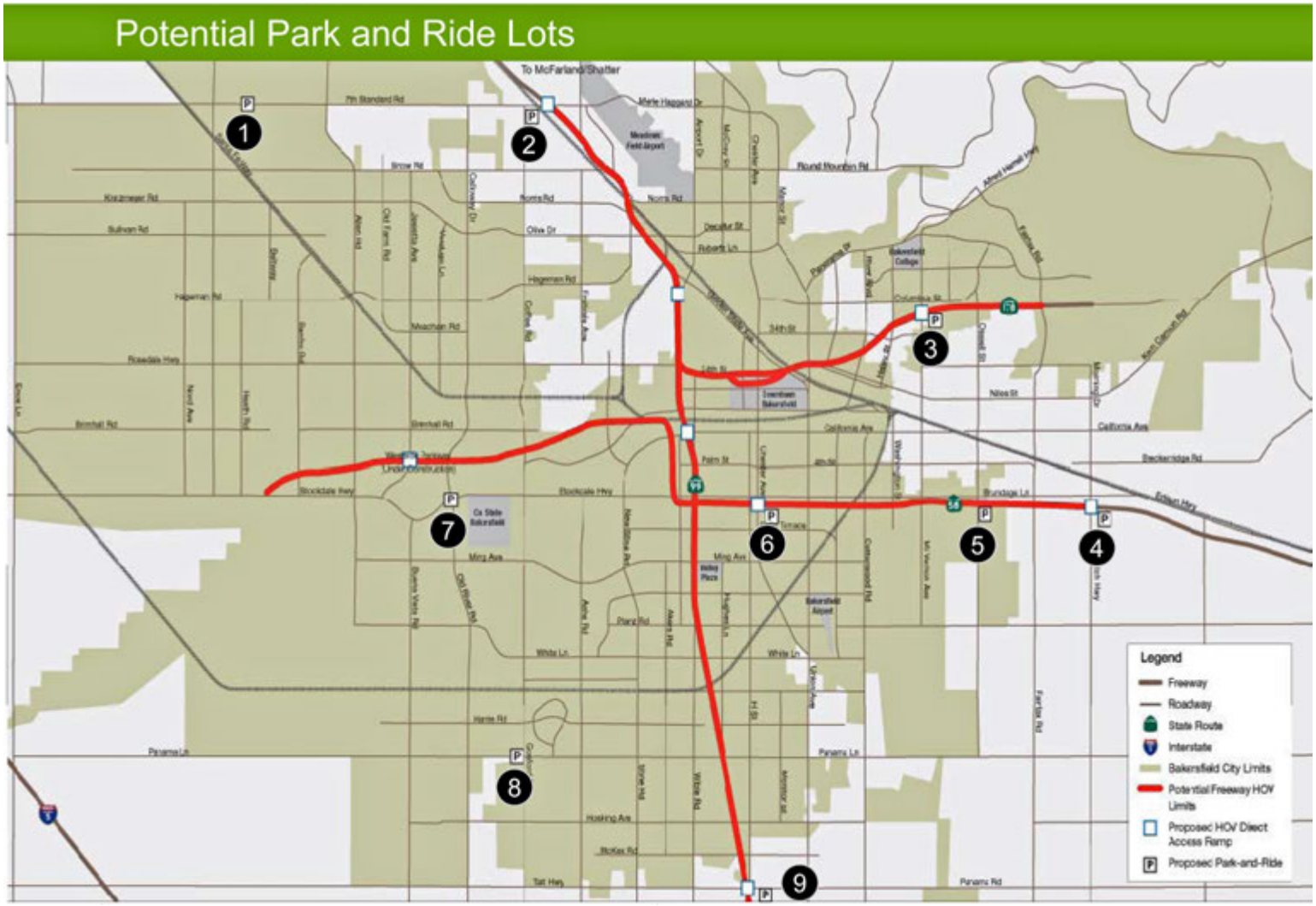
Proposed Bakersfield Metro Park and Ride Locations



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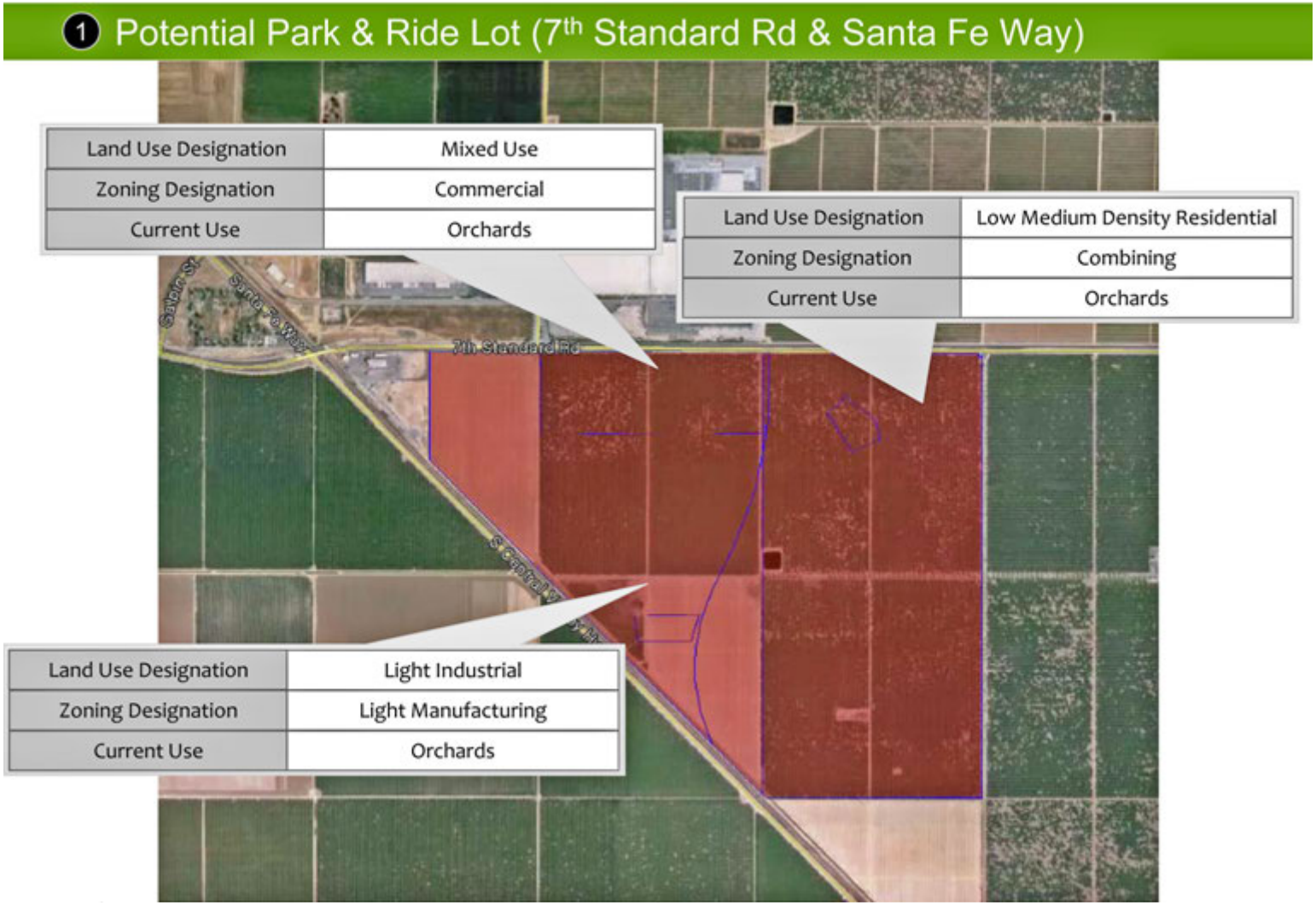
Proposed Bakersfield Metro Park and Ride Locations



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Source: IBI Group 2012

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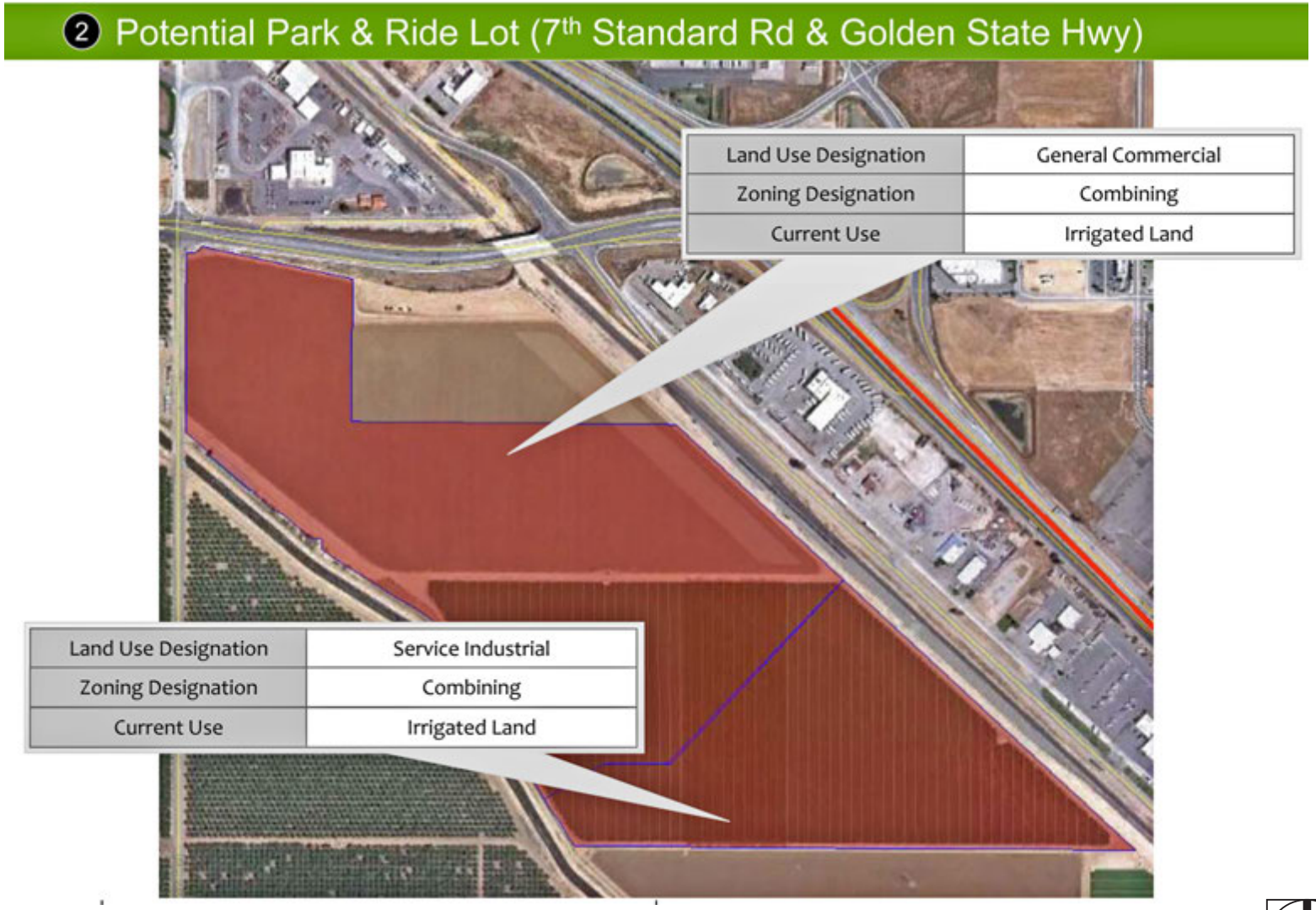
Proposed Bakersfield Metro Park and Ride Locations



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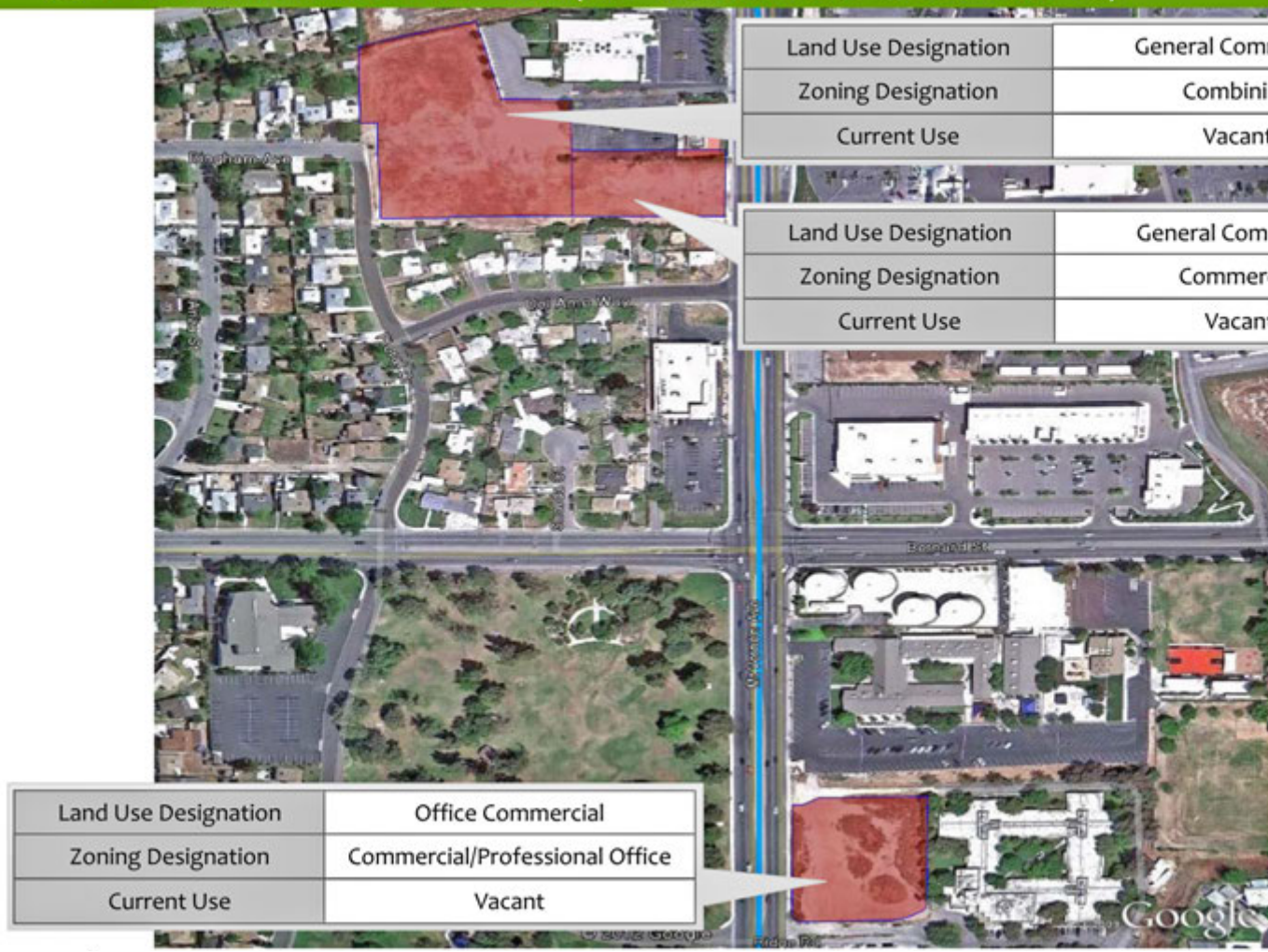
Proposed Bakersfield Metro Park and Ride Locations

❸ Potential Park & Ride Lot (Mt. Vernon Ave & Bernard St)



Land Use Designation	General Commercial
Zoning Designation	Combining
Current Use	Vacant

Land Use Designation	General Commercial
Zoning Designation	Commercial
Current Use	Vacant

Land Use Designation	Office Commercial
Zoning Designation	Commercial/Professional Office
Current Use	Vacant

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Scale (Feet)

Source: IBI Group 2012

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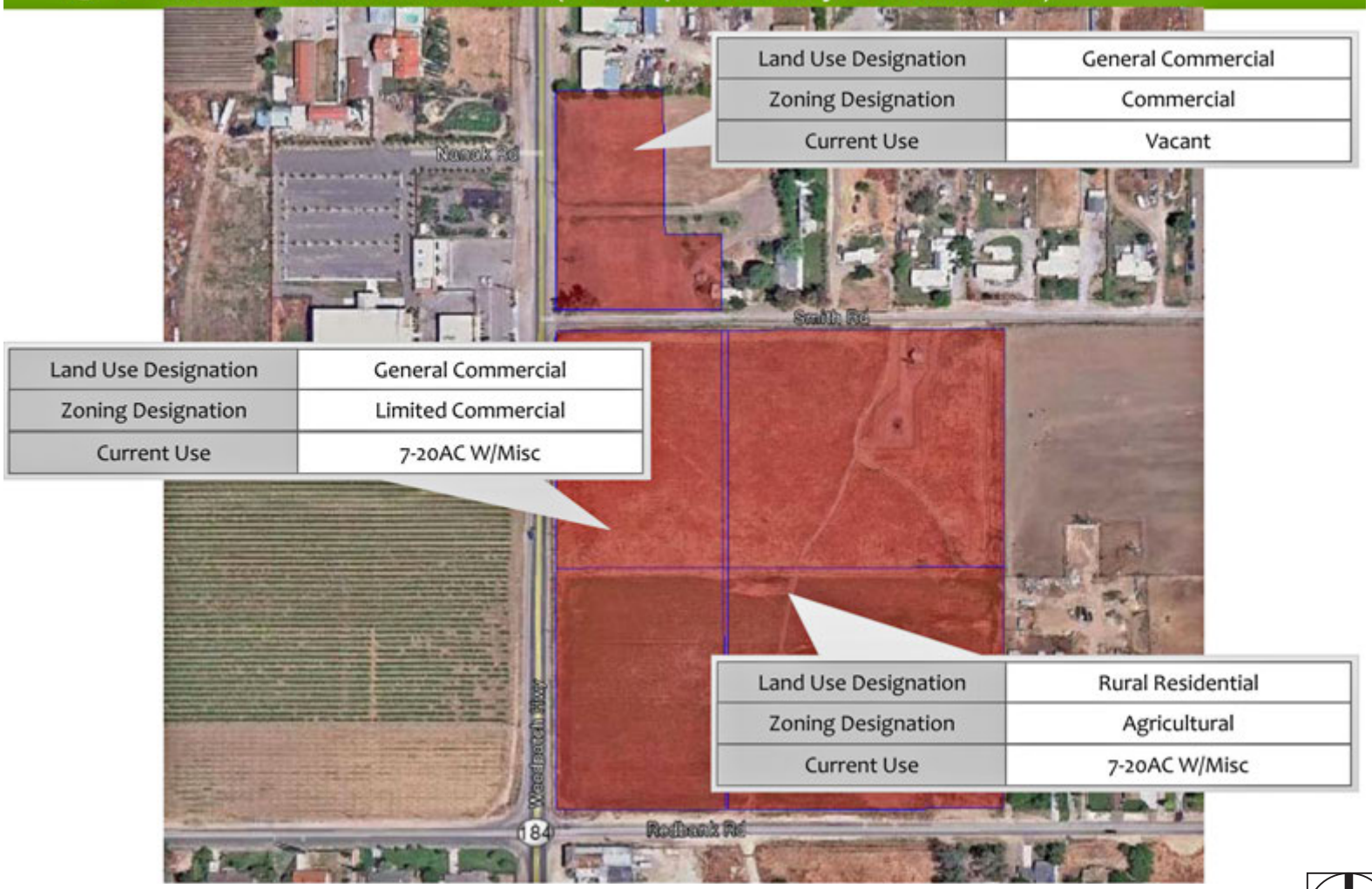
Proposed Bakersfield Metro Park and Ride Locations

4 Potential Park & Ride Lot (Weedpatch Hwy & Smith Rd)



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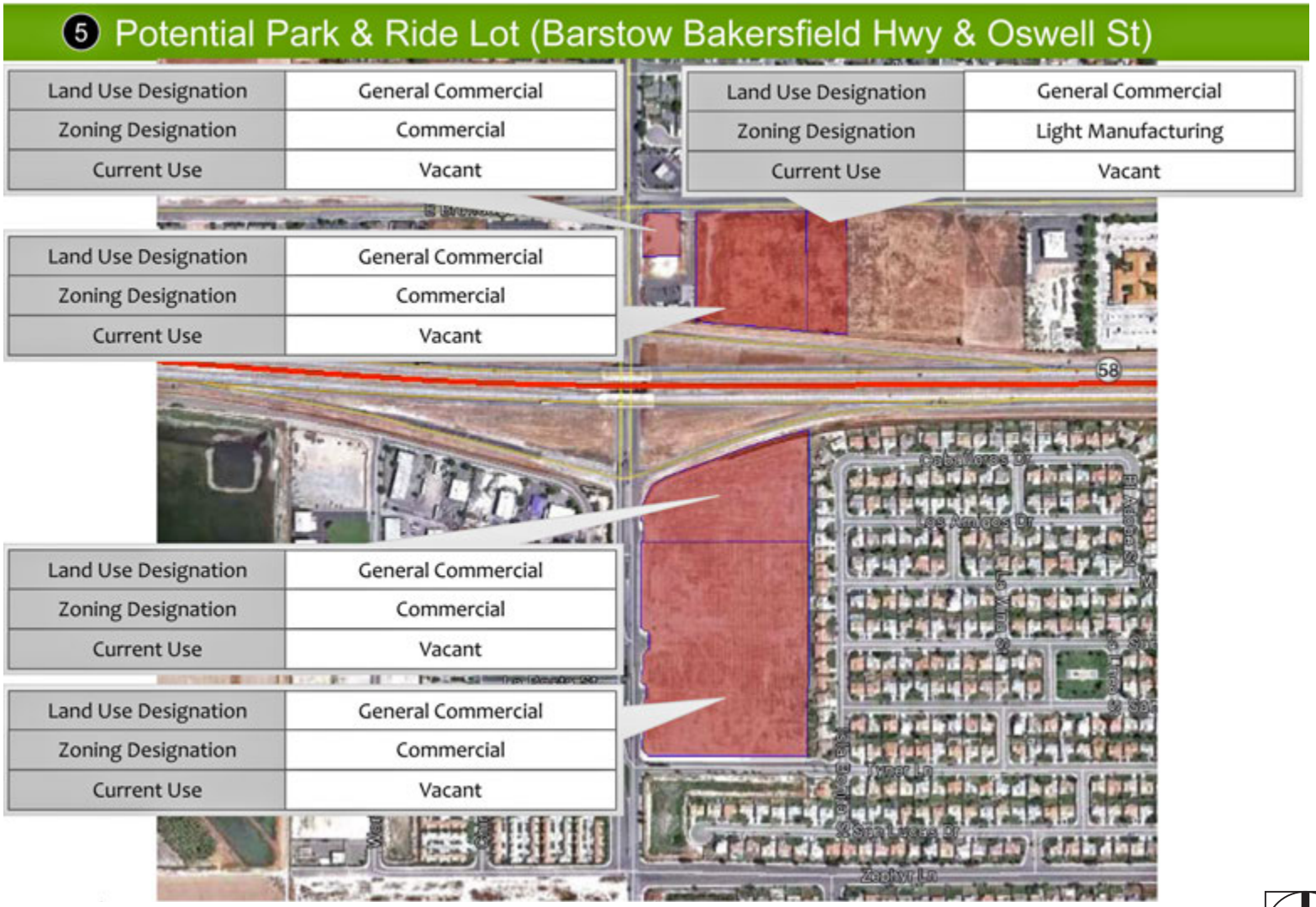
Proposed Bakersfield Metro Park and Ride Locations



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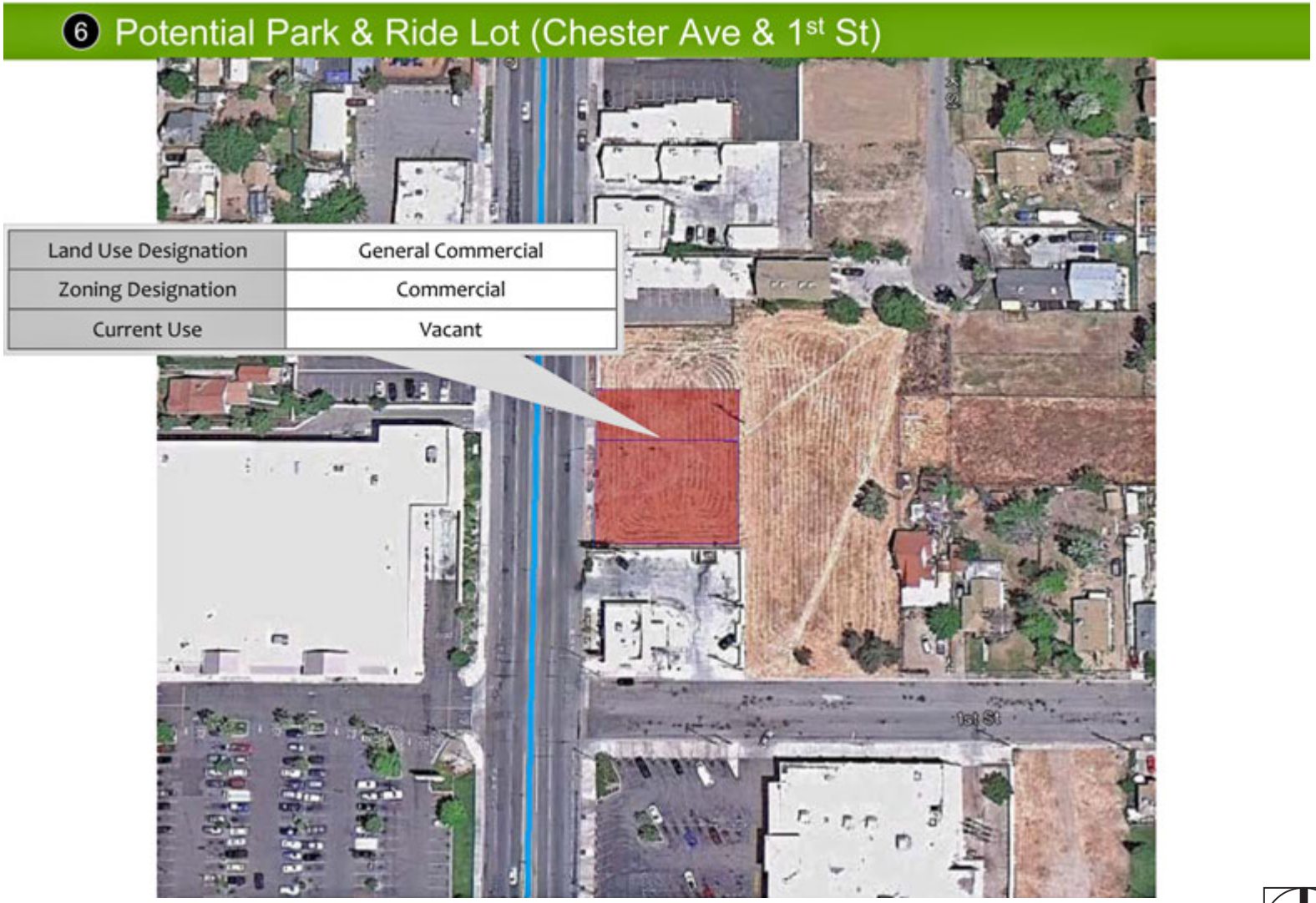
Proposed Bakersfield Metro Park and Ride Locations



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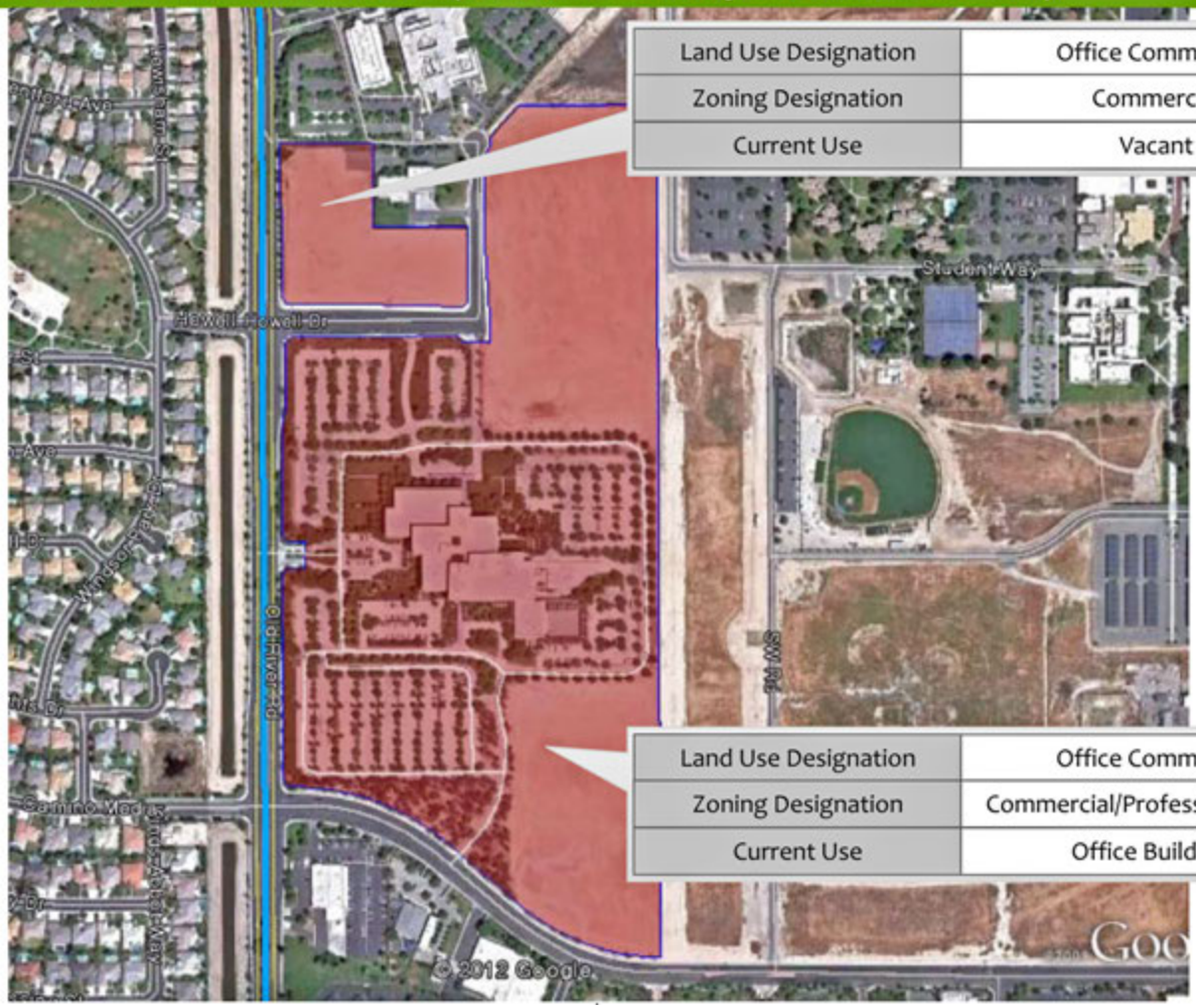
Proposed Bakersfield Metro Park and Ride Locations

❼ Potential Park & Ride Lot (Stockdale Hwy & Old River Rd)



Land Use Designation	Office Commercial
Zoning Designation	Commercial
Current Use	Vacant

Land Use Designation	Office Commercial
Zoning Designation	Commercial/Professional Office
Current Use	Office Buildings

0 600
Scale (Feet)

Source: IBI Group 2012

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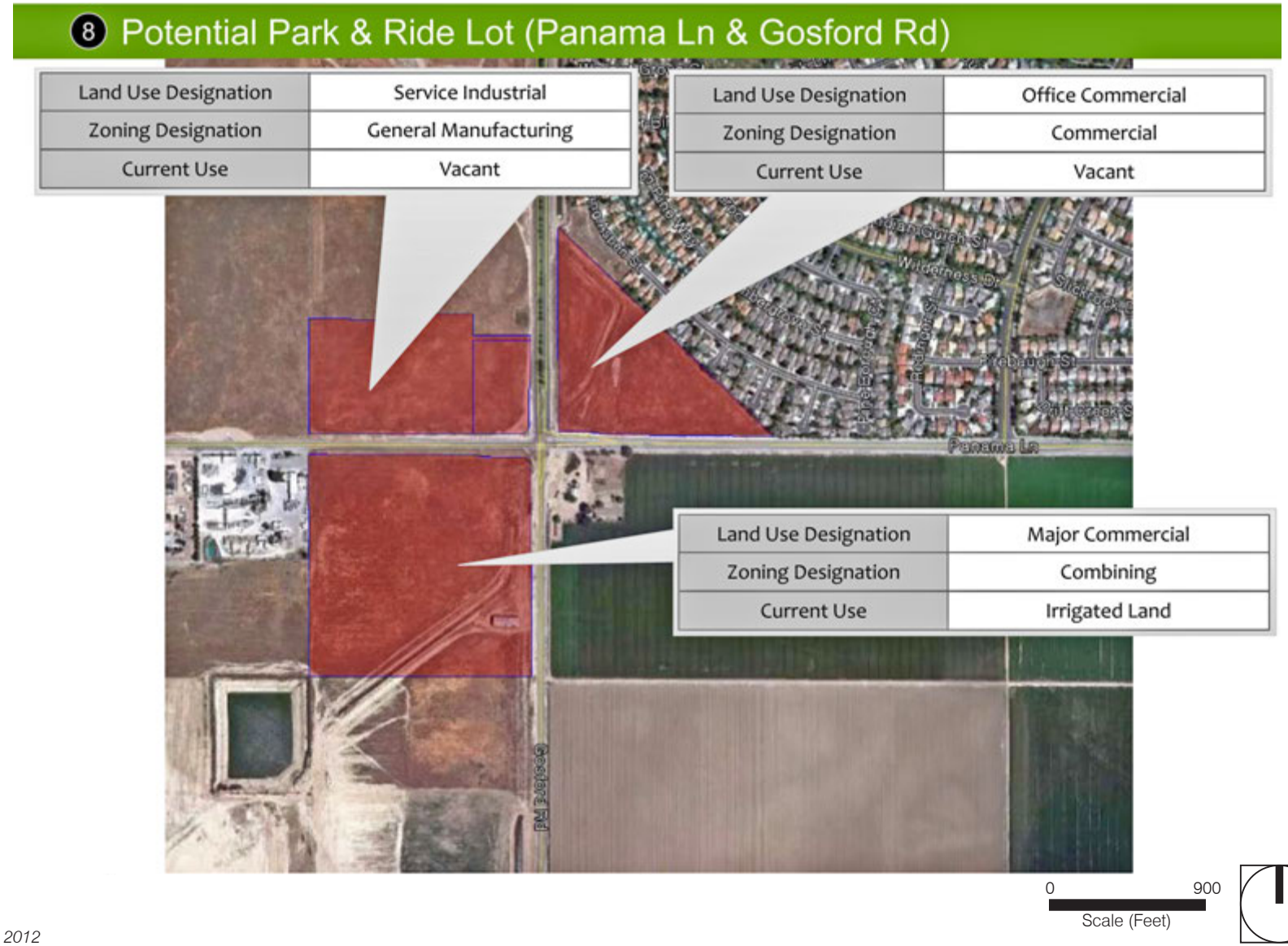
Proposed Bakersfield Metro Park and Ride Locations



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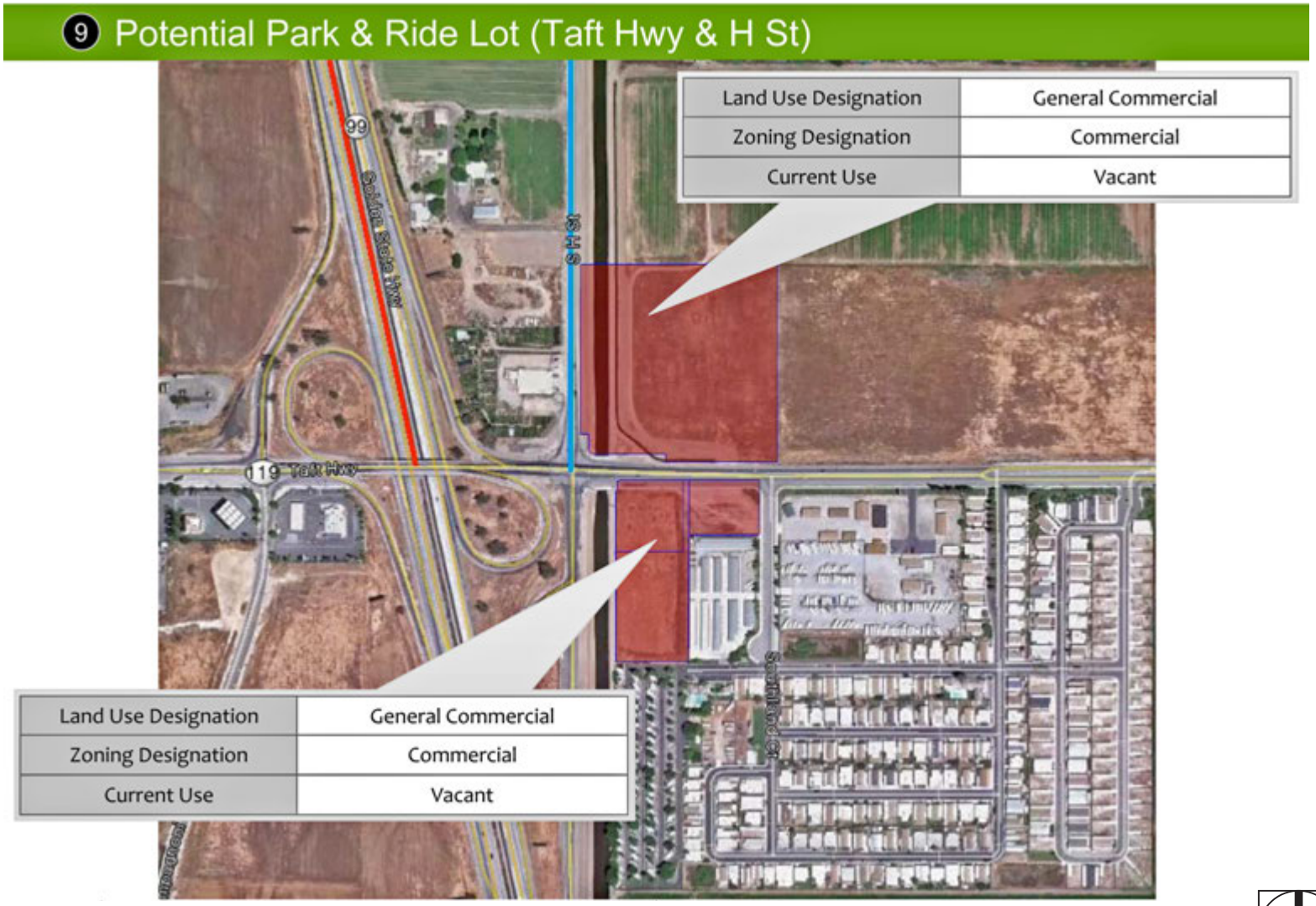
Proposed Bakersfield Metro Park and Ride Locations



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4. Initial Environmental Assessment

This section provides a preliminary environmental assessment for the potential impacts of the major components of the project as described in Section 3.0, *Project Description*. The analysis follows the topical sections included in the California Environmental Quality Act (CEQA) Checklist (Appendix G of the State CEQA Guidelines (California Code of Regulations Section 150000, et seq.). For reference, the checklist is reproduced in Appendix B of this Environmental Assessment.

The analysis addresses the following project components for each topical area:

- HOV Lanes: a total of 35.6 miles high occupancy lanes on four freeways: SR-99, SR- 58, SR-178, and Westside Parkway, and proposed Direct Access Ramps (DARs)
- Bus Rapid Transit (BRT): Exclusive express bus lanes and new transit stations
- Support Infrastructure: facilities to support the proposed HOV and BRT improvements, including nine identified Park and Ride locations

As needed to provide context, each section provides a summary overview of existing conditions and/or related information. A summary impact analysis addresses the primary issues raised in the more comprehensive checklist questions in the CEQA Checklist. And finally, a statement identifying any anticipated requirement for future technical analyses is provided.

This analysis is provided to support the HOV-BRT feasibility study to assist planning agencies in long-term planning. Potential environmental impacts and anticipated studies that would be required to support future CEQA documentation and processing are summarized. This analysis, however, does not constitute CEQA review. Actual implementation of the HOV-BRT program, or any component of the program, would be subject to CEQA. The components of the proposed system alternative would likely be reviewed at a programmatic level under CEQA for the Regional Transportation Plan (RTP). Individual improvements would be subject to future project-level CEQA review and approval to be processed under the lead agency for the respective improvement.

4.1 AESTHETICS

4.1.1 Visual Resources and Scenic Vistas

Visual resources are resources on a project site, such as trees, rock outcroppings, and historic buildings. Scenic vistas are views from a project site, such as of the ocean, mountains, forest, or urban skyline. Scenic vistas visible from the Bakersfield metropolitan area include the southern Sierra Nevada to the east; the Tehachapi Mountains to the southeast; the northern Transverse Ranges to the south; expanses of farmland surrounding the urban area; and the Kern River and Kern River Parkway passing through the metropolitan area from northeast to southwest.

HOV Lanes

Overview

HOV lanes would be added to existing freeways and to one freeway under construction (Westside Parkway). Of the proposed 35.6 miles of HOV lanes, 30.5 miles would be added within existing freeway right-of-ways or the right-of-way of the Westside Parkway. Construction of 5.1 miles of HOV lanes in each direction on SR-99 between SR-204 and Wilson Street would require acquisition of 12 feet of right-of-way on each side of the freeway and would require demolition of some buildings in the acquired right-of-way. Land uses along that segment of SR-99, in and just north of central Bakersfield, include commercial, industrial, and residential uses. The affected segment of SR-99 passes over the Kern River and Kern River Parkway just south of the junction of SR-99 with SR-178/SR-58.

Impacts

While possible demolition of some existing structures along a five-mile segment of SR-99 would change the visual character from some individual properties, the overall visual character of the area would be similar to the existing site that consists of urban neighborhoods with mixed land uses bisected by a freeway. All HOV lanes would be at the existing roadway grades; therefore, development of HOV lanes would not block any scenic vistas that are not already obstructed.

Direct Access Ramps

Overview

DARs would be sloping bridges from roadways to freeways. At six locations the roadways pass over the freeways, so the ramps would extend from the roadway down to the freeway (sites A, B, D, E, F, and H); at the remaining two sites—C and G—roadways pass under the freeways and the ramps would extend from the roadway up to the freeway. HOV lanes would generally be in the middle of freeways, so direct access ramps at each site are expected to consist of two structures—one extending in each direction along the freeway median from the roadway. Each of the two ramps would be no more than a few hundred feet long, since the vertical clearance at freeway bridges is commonly about 15 to 16 feet; thus, a ramp with a 5 percent grade would be about 300 feet long.

Impacts

The ramps would be added in places with existing roadway bridges over freeways or vice-versa; thus, addition of direct access ramps would not substantially change the visual character of the ramp sites. There are residences next to two DAR sites: E (Chester Avenue/SR-58) and H (Westside Parkway/Jewetta Avenue). The specified surface streets pass over the freeway at both those locations; thus, addition of ramps at those two locations extending from the roadway bridge down to the freeway would not substantially block scenic vistas. Remaining DAR sites are surrounded by commercial and industrial uses and vacant land (see Table 2 above).

Bus Rapid Transit

Proposed BRT routes would operate on existing roadways. BRT stops may feature canopies or bus shelters and electronic signs indicating the arrival time and destination of the next bus. In the 2035 scenario, BRT lanes may be converted to exclusive BRT lanes, causing some small changes in the appearance of the affected roadways. Implementation of the BRT services would not substantially damage visual resources and would have no effect on scenic vistas.

Mobility Support Facilities & Services

Park-and-Ride Facilities

Overview

Land uses on and surrounding each of the nine park-and-ride sites are described above in Table 9. Farmland is present on sites 1, 2, and 8 (see Figures 7b, 7c, and 7i, respectively); the remaining sites are vacant with the exception of an office building on Site 7. Site 1 is cultivated as an orchard; the remaining sites do not contain visual resources that would give rise to a significant impact if damaged or removed. It is presently unknown whether park-and-ride facilities would be surface parking or parking structures. Land uses surrounding five of the park-and-ride sites include residential uses.

Impacts

If the park-and-ride facilities are developed as surface parking, scenic vistas would not be substantially affected. If the park-and-ride facilities are developed as parking structures, some scenic views could be blocked from some surrounding residences and from roadways next to the parking structures; however, there are no officially designated scenic vistas located on any of the development sites.

4.1.2 *Light and Glare*

HOV Lanes and Direct Access Ramps

HOV lanes and DARs would be lit by existing roadway lighting on freeways. On 5.1 miles of SR-99, widening of the freeway by 12 feet in each direction would be needed to accommodate the proposed HOV lanes. As shown on Figure 8, *Site of SR-99 Widening for HOV Lanes*, the segment of SR-99 that would be widened is surrounded by developed urban land uses, and widening of that segment of SR-99 is not anticipated to cause substantial nighttime lighting effects from roadway lighting.

Bus Rapid Transit

BRT would operate on existing roadways lit by existing streetlights. Additional bus traffic would be a very small fraction of total traffic volumes on the affected roadways.

Mobility Support Facilities and Services

Park-and-ride facilities would require safety and security lighting. That type of lighting is typically on standards 12 to 15 feet high. Lights would be aimed and shielded to minimize spill light on surrounding properties. However, several park-and-ride sites are next to residential land uses (Sites 3, 4, 5, 7, 8, and 9; see Figures 7d, 73, 7f, 7h, 7i, and 7j, respectively), and Site 7 is next to a hospital (see Figure 7h). Safety and security lighting at those locations would be required to comply with City of Bakersfield municipal code requirements governing outdoor lighting.

4.1.3 *Further Analysis Required*

It is not anticipated that further technical analysis would be required for this environmental topic; however, as project components are further defined, aesthetic impacts should be reviewed in detail.

4.2 AGRICULTURE AND FORESTRY RESOURCES

4.2.1 Conversion of Farmland to Non-Agricultural Uses

Agricultural production in Kern County in 2010 was valued at over $4.7 billion (DAMS 2011). In 2006, Kern County ranked third of California's 58 counties in agricultural production by dollar value (CDFA 2009).

Farmland

This preliminary assessment considered existing land uses on future HOV and BRT sites, the sizes of the sites, surrounding land uses at each site, and the farmland designation for each site based on the Kern County Important Farmland Map (DLRP 2012) (see Table 10 and Figure 9, *Important Farmland Map*).

HOV Lanes

Development of HOV lanes would not convert mapped important farmland to nonagricultural use. All HOV lanes would be in existing roadways or in the Westside Parkway that is under construction. On approximately five miles of SR-99,[1] installation of HOV lanes would require the addition of approximately 12 feet of right-of-way on each side of the highway. There is no mapped important farmland along the SR-99 additional right-of-way area (DLRP 2012).

Bus Rapid Transit

All BRT services would operate on existing roadways; no impact would occur.

Mobility Support Facilities and Services

Park-and-Ride Facilities

Impacts

Potentially significant agricultural resources effects may occur at three park-and-ride sites: site 1 (7th Standard Road and Santa Fe Way), site 2 (7th Standard Road and Golden State Highway), and site 8 (Panama Lane and Gosford Road), as shown in Table 10.

Table 10
Mapped Farmland

Potential Park-and-Ride Sites					Surrounding Land Uses[1]	Potential Significant Effect (Conversion of Farmland to Nonagricultural Uses)
Number	Location	Existing Land Uses	Acres	Farmland Designation		
1	7th Standard Rd & Santa Fe Way	Orchard	600	Prime	Orchards/farmland; food processing facility	Yes
2	7th Standard Rd & Golden State Hwy	Irrigated Land	93	Prime	Farmland, commercial/industrial	Yes
3	Mt. Vernon Ave	Vacant	4.8	Urban and Built-Up	Commercial,	No

[1] From SR-204 to Wilson Street in central Bakersfield.

	& Bernard St			Land	residential, vacant	
4	Weedpatch Hwy & Smith Rd	Vacant &	20.7	Vacant and Disturbed Land and Rural Residential	Vacant, farmland, Commercial, residential,	No
5	Barstow Bakersfield Hwy & Oswell St	Vacant	24	Vacant and Disturbed Land	Residential, commercial, vacant	No
6	Chester & 1st	Vacant	0.4	Urban and Built-Up Land	Commercial, vacant	No
7	Stockdale Hwy & Old River Rd	Vacant	5.7	Urban and Built-Up Land and Vacant and Disturbed Land	Vacant, commercial, residential, hospital	No
		Office Bldgs	61			
8	Panama Ln & Gosford Rd	Vacant	36	Vacant and Disturbed Land and Rural Residential	Residential, vacant,	Yes
		Irrigated Land	38	Prime Farmland	farmland, vacant, industrial	
9	Taft Hwy & H St	Vacant	12.7	Vacant and Disturbed Land and Urban and Built-Up Land	Residential, commercial, vacant, farmland	No

1. Linear narrow land uses such as roadways, railroad tracks, and aqueducts are not listed here for brevity.

Direct Access Ramps

All eight DAR sites are in developed urban areas; construction of the DARs would not convert mapped farmland to nonagricultural uses.

4.2.2 *Zoning for Agricultural Use*

There is existing zoning for agricultural uses on part of park-and-ride site 4 (Weedpatch Hwy and Smith Rd). Site 4 is in an urbanizing area and is already largely surrounded by residential and commercial uses, and there is no current agricultural use on site 4. In addition, the land use designations for site 4 in the Kern County General Plan are General Commercial and Rural Residential; thus, the site is already designated for development. Therefore, development of park-and-ride facility site 4 would not substantially conflict with zoning for agricultural use.

4.2.3 *Forests and Woodlands*

Forest land is defined as “land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits” (California Public Resources Code Section 12220[g]). Timberland is defined as “land…which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees” (California Public Resources Code Section 4526). There is no forest or woodlands on any of the development sites.

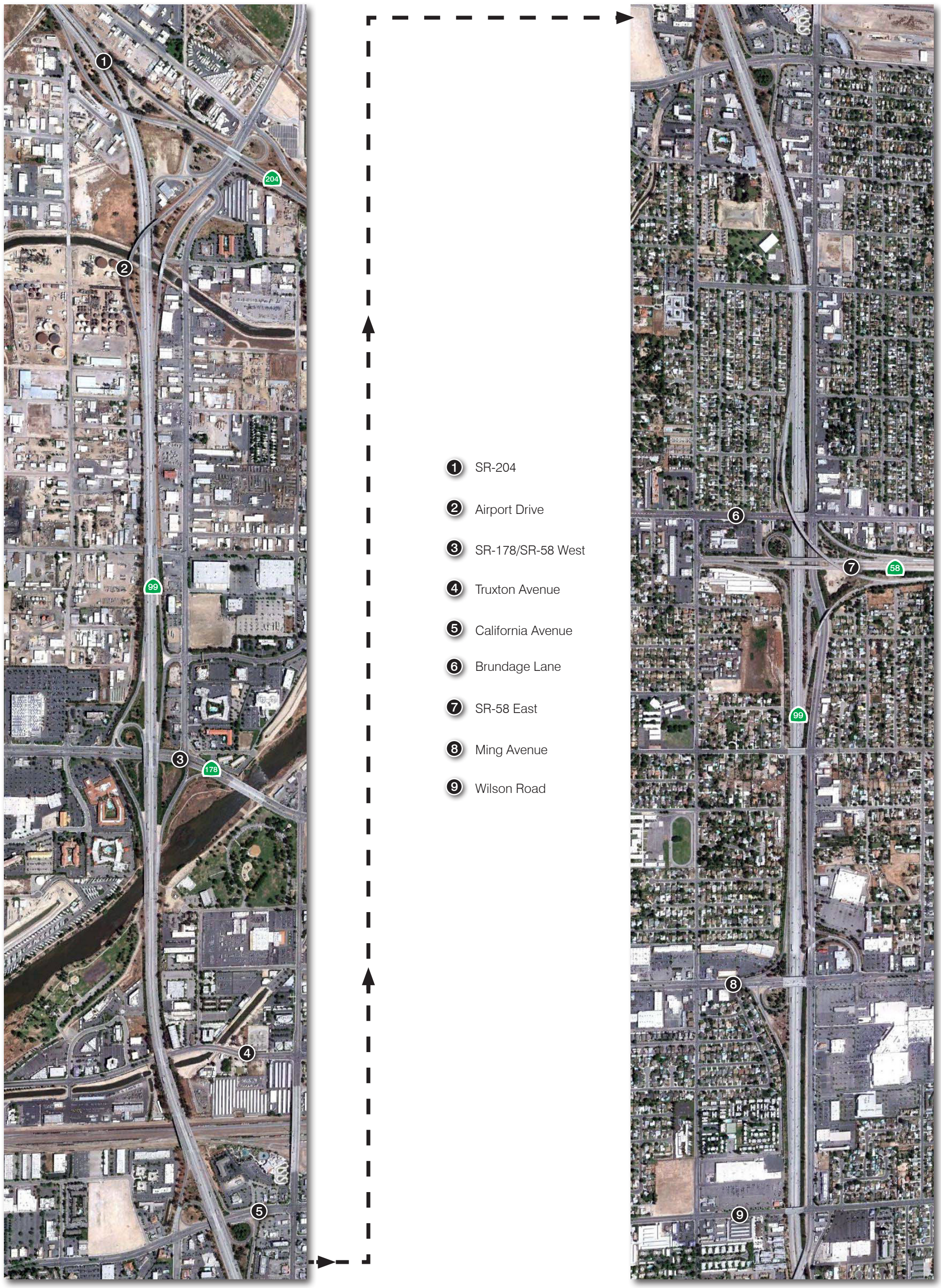
4.2.4 *Further Analysis Required*

Assessment of impacts of conversion of mapped farmland to nonagricultural uses would be needed for park-and-ride sites 1, 2, and 8 using a method such as the Land Evaluation and Site Assessment (LESA) Model developed by the California Department of Conservation in 1997. The LESA Model evaluates

capability of site soils for intensive agriculture; project site size; water availability onsite; and the portions of surrounding land that are in active agricultural use and that are preserved for agriculture and/or conservation. The characteristics of park-and-ride sites assessed here are some of the characteristics of sites and site surroundings assessed in the LESA model. The LESA model is quantitative, while the preliminary assessment here is qualitative.

As project components are further defined, agricultural resource impacts should be reviewed in detail.

Site of SR-99 Widening for HOV Lanes



Source: Google Earth 2011

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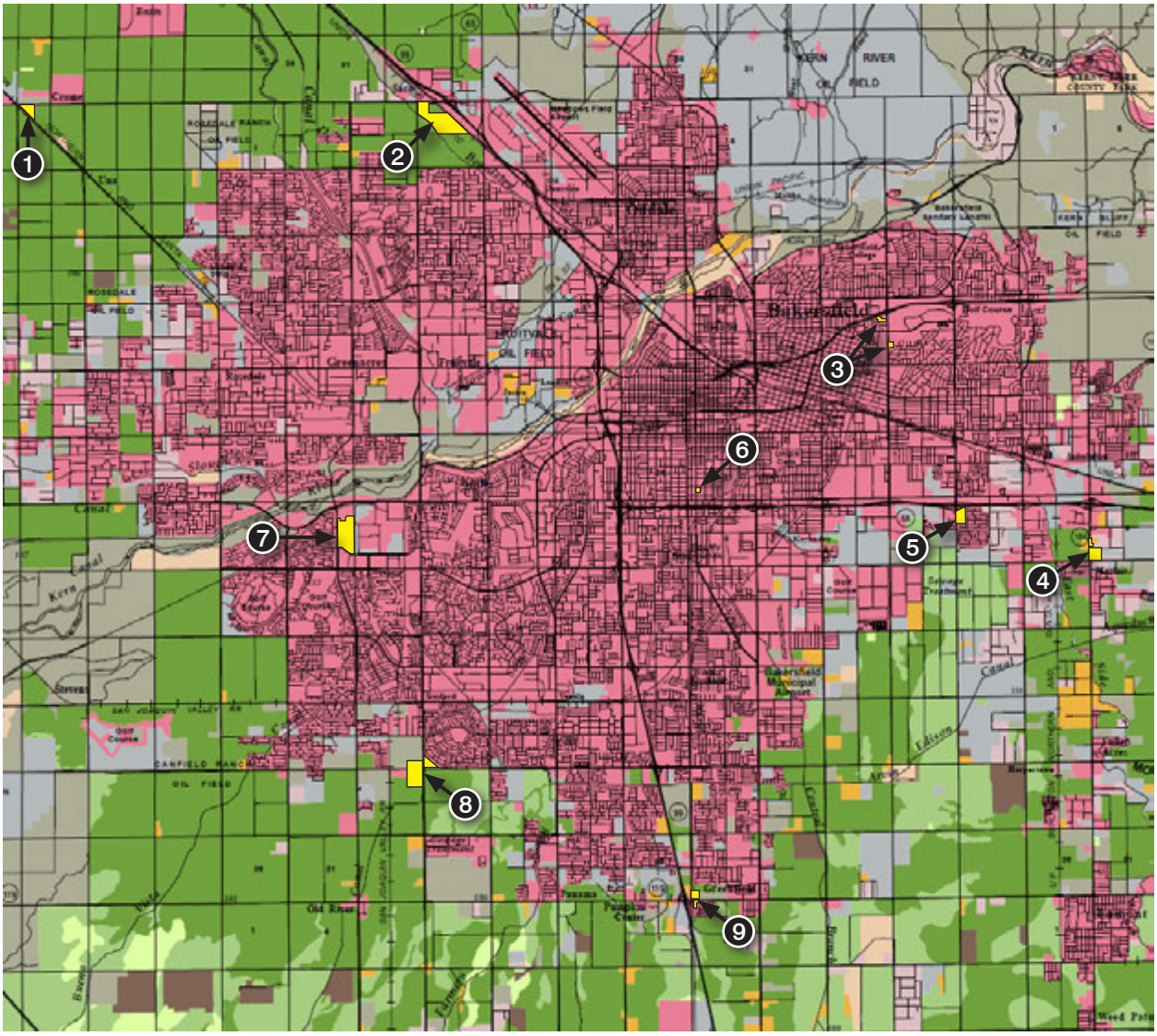
Important Farmland Map



Potential Park and Ride Facility Sites:

1. 7th Standard Rd & Santa Fe Wy
2. 7th Standard Rd & Golden State Hwy
3. Mt Vernon Ave & Bernard St
4. Weedpatch Hwy & Smith Rd
5. Barstow Bakersfield Hwy & Oswell St
6. Chester Ave & 1st St
7. Stockdale Hwy & Old River Rd
8. Panama Ln & Gosford Rd
9. Taft Hwy & H St

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Scale (Miles)

Source: DLRP 2012

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4.3 AIR QUALITY

Regional Air Quality and Transportation Conformity

The proposed Project is located in the valley portion of Kern County, which is within the San Joaquin Valley Air Basin (SJVAB). Regional air quality status based on data collected from permanent monitoring stations. Regional air quality is monitored locally by a network of air quality monitoring stations throughout the basin operated by the San Joaquin Valley Unified Air Pollution Control District (SJVAPCD) in conjunction with the California Air Resources Board (CARB). The SJVAB is designated nonattainment under the national and state ambient air quality standards (AAQS) for ozone (O_3),[2] coarse inhalable particulate (PM_{10}), and fine inhalable particulate matter ($PM_{2.5}$).

Transportation conformity is a process required by the Clean Air Act (CAA) to ensure that Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that are consistent with air quality goals. Transportation conformity must be determined for all pollutants for which a region is designated a nonattainment or maintenance area. In the SJVAPCD, those pollutants are O_3, PM_{10}, and $PM_{2.5}$. A regional conformity analysis would be conducted by Kern COG to evaluate the effects of the project on regional air quality if the proposed improvements are integrated in Kern COG's Regional Transportation Plan (RTP). For project-level conformity, the determination would demonstrate that the project is consistent with the regional conformity determination and that potential localized emissions' effect on health-based pollutant standards is addressed.

Pollutant emissions increase when vehicles travel at a low average speed and when idling at intersections. According to vehicle miles traveled (VMT) data compiled by Fehr & Peers, there would be a slight (+/–3%) reduction in VMT on expressways, arterials and collector roads, and a slight increase in VMT on freeways. The VMT data compiled also shows that there would be a slight increase in VMT at higher speeds in the 2035 with-project scenario, which suggest that the project would result in an average increase in traffic speeds. The VMT-based Air Quality and Greenhouse Gas Emissions Analysis included in Appendix A summarizes potential changes in criteria air pollutants and greenhouse gas (GHG) emissions associated with the project.

Table 11 shows a comparison of annual emissions of the criteria pollutants for 2020 baseline and with-project conditions. The basin is in attainment for CO, and project-related increases are anticipated to be nominal. In 2020 the project would not result in a significant increase in air pollutant emissions for which the SJVAB is designated nonattainment.

Table 11
2020 Criteria Pollutants Annual Emissions (Tons/Year)

Pollutant	Baseline	Project	Change (tons)	% change
ROG	2,451	2,447	-4	-0.2%
NO_x	9,382	9,153	-229	-2.4%
PM_{10}	842	832	-10	-1.2%
$PM_{2.5}$	415	392	-23	-5.5%

[2] Emissions of ROG and NO_x contribute to the formation of O_3.

CO	20,233	20,298	65	0.3%
SO_x	30	29	-1	-3.3%

Table 12 shows a comparison of annual emissions of the criteria pollutants for 2035 baseline and with-project conditions. In year 2035, the proposed improvements would result in a decrease in emissions of NO_x, SO_x, and PM_{10} and an increase in ROG and CO emissions; $PM_{2.5}$ emissions would not change. Because the project would result in a decrease in NO_x and an increase in ROG emissions, which are O_3 precursors, the project could contribute to the nonattainment designation for O_3 of the SJVAB. Therefore, the project would result in neither beneficial nor substantial negative effects to regional air quality because changes in criteria air pollutant emissions with the project would be nominal.

Table 12
2035 Criteria Pollutants Annual Emissions (Tons/Year)

Pollutant	*Baseline*	*Project*	*Change (tons)*	*% change*
ROG	2,522	2,530	9	0.4%
NO_x	8,310	8,245	-65	-0.8%
PM_{10}	1,147	1,145	-2	-0.2%
$PM_{2.5}$	562	562	0	0%
CO	18,724	18,835	112	0.6%
SO_x	45	44	-1	-2.2%

In addition to the criteria pollutants, mobile source air toxics (MSATs) are another group of pollutants of concern in the SJVAB. Transportation projects with a high potential for MSAT effects are required to perform a project-level MSAT analysis.

Localized Air Quality Effects

When assessing the localized air quality effects of roadway projects, the primary pollutants of concern are CO and PM_{10}. High CO concentrations tend to occur near heavily congested intersections with high traffic volumes and low average speeds. Particulates (PM_{10} and $PM_{2.5}$) can be either directly emitted by motor vehicles (e.g., vehicle exhaust, tire, and brake wear) or indirectly emitted (e.g., re-entrained road dust, dirt, or other materials from vehicles). Project effects related to congestion are discussed in the transportation and traffic section. The project would have the greatest potential to cause decrease in speeds and increase congestion in areas where DARs are implemented, where traffic lanes would be converted into dedicated bus lanes, and near bus stations.

The project would modify existing transportation facilities and implement new bus routes and add transit vehicles. Any odors generated from the project would be similar in nature to odors generated from the existing transportation system. Therefore, the project is not anticipated to be a significant source of offensive orders.

Subsequent studies would be required to evaluate localized air quality impacts from the different project components on adjacent sensitive receptors.

Construction

Short-term construction effects are anticipated to be generated mainly from excavation, grading, hauling, and paving. These activities would generate short-term increases in criteria pollutants, particulate matter, and odors. Dust and odors at some residences very close to the right-of-way at the proposed project improvements could probably cause occasional annoyance and complaints. Further analysis would be required to evaluate construction impacts according to SJVAPCD's thresholds for construction.

4.3.2 *Further Analysis Required*

As project components are further defined, air quality impacts should be reviewed in detail.

4.4 BIOLOGICAL RESOURCES

4.4.1 *Sensitive Species*

Special status species include those listed as endangered or threatened under the federal Endangered Species Act or California Endangered Species Act; species otherwise given certain designations by the California Department of Fish and Game; and plant species listed as rare by the California Native Plant Society.

The project sites are in the following nine topographic quadrangles (listed in order from west to east, then north to south): Rio Bravo, Rosedale, Oildale, Oil Center, Rio Bravo Ranch, Stevens, Gosford, Lamont, and Edison. A search of the nine quadrangles on the California Natural Diversity Database identified 52 sensitive species documented as occurring in one or more of those quadrangles: 23 plant species, 6 invertebrate species, 2 amphibian species, 5 reptile species, 5 bird species, and 10 mammal species (CDFG 2012). Some sensitive species are known to occur in farmland and ruderal grassland along the edges of urban areas in the San Joaquin Valley—burrowing owl (*Athene cunicularia*) being one example (USFWS 2003). Sensitive species documented as occurring in the Metropolitan Bakersfield area (Bakersfield 2002b) include those listed in Table 13:

Table 13
Selected Sensitive Species Occurring in the Metropolitan Bakersfield Area

Species	*Status*
Animals	
San Joaquin kit fox	State or Federally Listed Endangered or Threatened
Blunt-nosed leopard lizard	
Tipton kangaroo rat	
Giant kangaroo rat	
San Joaquin (Nelson's) Antelope Squirrel	State Listed Threatened
Plants	
Bakersfield cactus	State and Federally Listed Endangered
San Joaquin wooly-threads	Federally listed endangered or threatened
Hoover's wooly-star	
Striped adobe lily	State Listed Threatened or Endangered

Source: Bakersfield 2002b.
Species that are candidates for listing, but not listed, are omitted from this table. Species not identified in the metropolitan Bakersfield region in studies done for development of the Metropolitan Bakersfield Habitat Conservation Plan (MBHCP) are omitted from table. The MBHCP has been consolidated into

the Valley Floor Habitat Conservation Plan (VFHCP), discussed below.

HOV Lanes

Construction and operation of the HOV lanes would not impact sensitive species. HOV lanes are proposed for three existing freeways and for one freeway under construction, the Westside Parkway. Land next to the segment of SR-99 that would be widened by 12 feet on each side for HOV lane construction is entirely developed with urban uses.

Bus Rapid Transit

All BRT routes would be on existing roadways, so sensitive species are not anticipated to be affected by an increase in buses.

Mobility Support Facilities and Services

Park-and-Ride Facilities

Impacts

Park-and-ride sites 1, 2, and 8 contain farmland, while sites 3 through 9 contain vacant land. Any sites containing farmland or vacant land could be used by one or more sensitive species for nesting/breeding or for foraging. Of the seven sites containing vacant land, sites 4, 8, and 9 are on the periphery of the metropolitan region; thus, there is somewhat more potential for use of those sites by sensitive species than for sites well within the urban region.

HOV Lanes and Direct Access Ramps

Seven of the eight DAR sites are on existing freeways; the eighth site is on a freeway under construction, the Westside Parkway. Development of the DARs would not impact sensitive species.

4.4.2 *Sensitive Habitats, Riparian Habitats, and Wetlands; Habitat Conservation Plan*

Sensitive habitats are those that are considered rare in the region by regulatory agencies; are known to provide habitat for sensitive animal or plant species; or are known to be important wildlife corridors. Four sensitive natural communities have been documented on one or more of the nine quadrangles encompassing the project sites: Great Valley Cottonwood Riparian Forest; Great Valley Mesquite Shrub; Stabilized Interior Dunes; and Valley Saltbush Scrub (CDFG 2012).

Riparian habitats are those occurring along the banks of rivers and streams.

Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs.

Habitat Conservation Plan: The entire metropolitan Bakersfield area, including the sites of all of the project elements, is within the plan area of the Valley Floor Habitat Conservation Plan (VFHCP), which spans most of the western half of Kern County. The VFHCP is under development by the Kern County Department of Planning and Community Development; permits for the VFHCP have not yet been issued by the US Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG)

(Mynk 2012). Within the metropolitan Bakersfield area, and upon approval of the VFHCP by the USFWS and CDFG, VFHCP policies would apply only to oil and gas industry activities (KCPD 2006). The Metropolitan Bakersfield Region as defined in the VFHCP is shown on Figure 10, *Metropolitan Bakersfield Region per VFHCP*.

HOV Lanes

HOV lanes would not impact sensitive habitats, riparian habitats, or wetlands, as the lanes are proposed in three existing freeways and one freeway under construction.

Bus Rapid Transit

All BRT routes would operate on existing roadways; BRT operations would not impact sensitive habitats.

Mobility Support Facilities and Services

Park-and-Ride Facilities

Overview

No natural habitats, and none of the four sensitive natural communities documented as occurring in the project region, occur on any of the proposed park-and-ride sites.

Two wetland areas are mapped on the National Wetlands Mapper within park-and-ride site 1 near 7th-Standard Road and Santa Fe Way. The areas are excavated drainage basins, seasonally flooded; and total 12.31 acres (11.93 acres for one area and 0.38 acres for the second) (USFWS 2012). No naturally occurring wetlands are mapped on any of the nine park-and-ride sites, or at the DAR site at Westside Parkway and Jewetta Road (USFWS 2012). The two areas in park-and-ride site 1 are occasionally disturbed by flooding due to their uses as drainage basins.

There are no natural rivers or streams on or next to any of the nine park-and-ride sites, and no riparian habitat occurs on any of those sites. An engineered aqueduct crosses park-and-ride site 8 near Panama Lane and Gosford Road, and engineered aqueducts pass next to the following park-and-ride sites: 2 (7th/Standard Road and SR-99), 7 (Stockdale Highway at Old River Road), and 9 (Taft Highway and H Street). However, the banks of engineered aqueducts do not support natural riparian vegetation.

Impacts

Sensitive natural communities and riparian habitats are not anticipated to be significantly affected by development of park-and-ride facilities. Development of a park-and-ride facility on site 1 could affect possible wetland areas. The proposed project is a set of transportation improvements and would not include oil and gas industry activities such as drilling, storing, transporting, or refining oil or natural gas within the VFHCP. All project sites and routes are in the metropolitan Bakersfield region as defined in the VFHCP. The proposed project would not conflict with policies of the VFHCP.

HOV Lane Direct Access Ramps

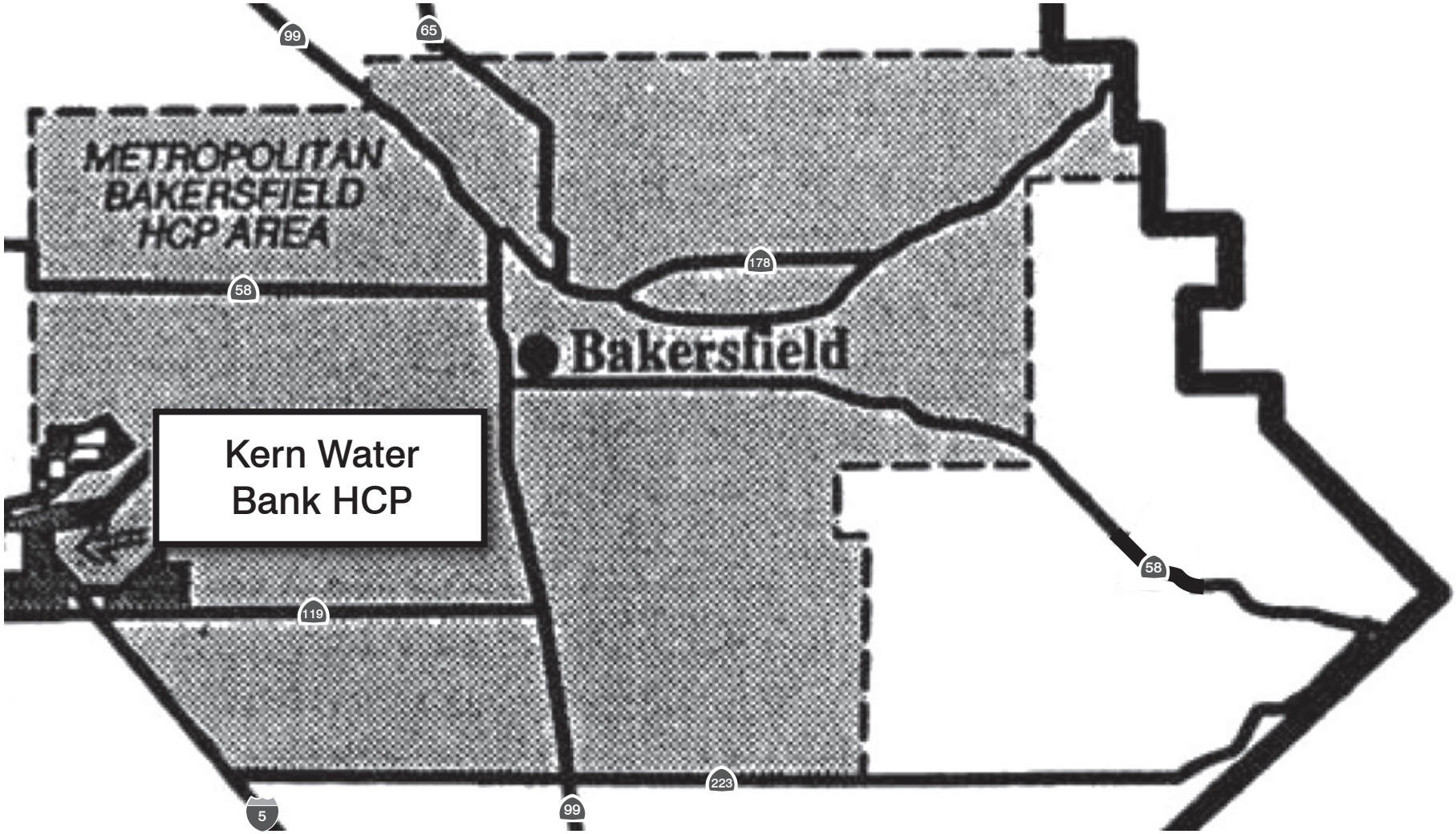
No sensitive habitats, riparian habitats, or wetlands occur at any of the eight DAR sites.

4.4.3 *Further Analysis Required*

A biological resource study should be conducted for all nine park-and-ride sites. The study should include assessment of impacts to wetlands (drainage basins) identified on site 1. Preliminary

jurisdictional delineations would be required for any waters or wetlands potentially jurisdictional to the US Army Corps of Engineers or California Department of Fish and Game identified in the biological resource study.

Metropolitan Bakersfield Area per VFHCP



0 4
Scale (Miles)

Source: Kern County Planning Department 2006

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4.5 CULTURAL RESOURCES

4.5.1 *Historic Resources*

Historical resources could include buildings, structures, street lighting systems, spaces, sites, etc. Uses include residential, nonresidential (e.g., commercial, industrial, institutional), and public facilities. Resources may be important individually or as part of a district or grouping of complementary resources. Significant historical resources include those designated or eligible for designation in the National Register of Historic Places (National Register), the California Register of Historical Resources (California Register) or other state program, or designated on a local register of historic resources.

HOV Lanes

Overview and Impacts

Development of proposed HOV lanes on 5.06 miles of SR-99 between SR-204 and Wilson Street would require acquisition of 12 feet of right-of-way on each side of the roadway. Land alongside that segment of SR-99 is developed with a mix of commercial, industrial, and residential uses, as shown on Figure 8. Some buildings on properties alongside the highway may need to be demolished for construction of the HOV lanes.

Bus Rapid Transit

All proposed BRT routes would operate on existing roadways and are not anticipated to affect any historic resources.

Mobility Support Facilities and Services

Park-and-Ride Facilities

Overview

There are existing buildings on the park-and-ride sites listed in Table 14:

Table 14
Existing Buildings and Structures on Park-and-Ride Sites

Number and Location of Site	Type(s) of Building(s)	Address (approximate)	Location Onsite
2: 7th Standard Rd & Golden State Hwy	One 2-story agricultural/industrial building	34722 7th Standard Road	Along north site boundary next to 7th/Standard Road
	Canopy used for storing agricultural equipment	None	Along southwest site boundary just east of Coffee Road
4: Weedpatch Hwy & Smith Rd	Aboveground tank	None	Just south of Smith Road near east site boundary
	Part of one house and one accessory building (storage or garage)	8236 Smith Road	Next to north side of Smith Road
7: Stockdale Hwy & Old River Rd	State Farm Insurance Office Building - 4 stories - and associated parking lots	900 Old River Road	Central and west parts of site

Evaluation of the historical significance of the structures is beyond the scope of this assessment. However, the canopy on site 2 appears to be of design and construction common in agricultural regions of the United States, and the State Farm Insurance Office Building on site 7 appears to be of

contemporary design less than 45 years old. Structures less than 50 years old must show exceptional importance to be eligible for listing on the California Register of Historic Resources or the National Register of Historic Places.

Impacts

Project development may involve demolition of any of the buildings and structures listed above in Table 14. The project could demolish and remove buildings or structures that might be eligible for listing on the California Register of Historic Resources.

Direct Access Ramps

Seven ramp sites are on existing freeways and the eighth ramp site is on a freeway under construction; therefore, historical resources are not anticipated to be affected.

4.5.2 *Archaeological Resources*

Areas of moderate cultural sensitivity for archaeological resources in the Bakersfield region are along watercourses or along old shorelines (Bakersfield 2002a).[3] The primary natural watercourse in the project region is the Kern River; most of the other surface watercourses in the region are engineered canals. Project sites within one mile of the Kern River are park-and-ride site 7 and the DAR sites at SR-99/California Avenue, SR-99/Airport Road, and Westside Parkway/Jewetta Avenue. Areas of high sensitivity for archaeological resources also occur in the Bakersfield region. The locations of those areas are kept confidential (Bakersfield 2002a) for protection of the resources and of the cultural heritage of Native American tribes in the region.

HOV Lanes

Impacts

Construction of HOV lanes would disturb soil and could unearth archaeological resources. The proposed HOV lanes on SR 99, SR-178, and Westside Parkway would all cross the Kern River and thus would pass through areas of moderate cultural sensitivity for archaeological resources. The HOV lanes on SR-178 and the Westside Parkway would be built within the existing roadway rights-of-way. Construction of the HOV lanes on the segment of SR-99 over the Kern River would require acquisition of 12 feet of right-of-way on each side of the highway.

Bus Rapid Transit

All proposed BRT routes would operate on existing roadways; therefore, archaeological resources are not anticipated to be affected.

Mobility Support Facilities and Services

Park-and-Ride Facilities

Impact

Park-and-ride site 7 is within one mile of the Kern River, and thus could be in an area of moderate sensitivity for archaeological resources. Construction of the park-and-ride facility would disturb soil and could damage buried archaeological resources.

[3] During the Quarternary age (1.8 million years ago to the present), several large and small lakes occupied the southern portion of the San Joaquin Valley.

Direct Access Ramps

Impacts

DAR sites B, C, and H are each within one mile of the Kern River and could be in areas of moderate sensitivity for archaeological resources. Construction of the ramps would disturb soil and could damage buried archaeological resources. Soil under DAR sites was previously disturbed for construction of the freeways or for ongoing construction of the Westside Parkway, thus reducing the potential that construction of the ramps would damage buried archaeological resources.

4.5.3 *Paleontological Resources*

Paleontological resources, or fossils, are the recognizable remains of past life on Earth, such as bones, shells, or leaves, or other evidence, such as tracks, burrows, or impressions. The project region is underlain by recent alluvial deposits to all depths likely to be reached by excavations associated with development. These alluvial deposits appear to be too young geologically to contain significant fossil remains (Bakersfield 2002a). The project would have little likelihood of damaging significant fossil resources; this conclusion applies to HOV lanes, BRT, and Mobility Support Facilities and Services.

4.5.4 *Further Analysis Required*

- A cultural study of properties that would be acquired for freeway widening would be required to determine whether significant impacts to historical resources would occur.
- Historical resources studies should be conducted for the existing structures on three park-and-ride sites (Sites 2, 4, and 7).
- Archaeological resources studies should be conducted for all nine park-and-ride sites.
- Archeological resources study of the additional needed right-of-way on SR-99 within a buffer distance—probably one mile—north and south of the Kern River.
- Cultural resources studies for all eight DAR sites in compliance with Caltrans requirements.

4.6 GEOLOGY AND SOILS

4.6.1 *Seismic Hazards: Ground Shaking and Liquefaction*

The project region is subject to earthquakes. Faults near the Bakersfield metropolitan area are shown on Figure 11, *Fault Map*. The nearest active faults to any of the project sites are:

- The Premier Fault, approximately two miles north of the north end of the proposed HOV lane on SR-99, park-and-ride site 2, and DAR site A.
- The Kern Front Fault, approximately three miles east of the location specified relative to the Premier Fault.
- An unnamed fault approximately 2.5 miles east of the end of the proposed HOV lane on SR-58, park-and-ride site 4, and DAR site F (CGS 2011).

Liquefaction refers to loose, saturated sand or silt deposits that behave as a liquid and lose their load-supporting capability when strongly shaken. Loose granular soils and silts that are saturated by relatively shallow groundwater are susceptible to liquefaction. An area susceptible to liquefaction is mapped approximately 0.75 mile south of park-and-ride site 5, which is at Oswell Street and SR-58 (Bakersfield 2002b). None of the project sites—HOV lanes, DARs, park-and-ride sites, or BRT routes—are in the area designated susceptible to liquefaction.

HOV Lanes and Direct Access Ramps

Impacts

Development of HOV lanes and DARs could subject people to hazards from ground shaking. HOV lanes and DARs would be built to Caltrans building standards.

Bus Rapid Transit

The BRT system would not build structures for human occupancy. BRT operation would not subject people to substantial hazards due to ground shaking or liquefaction.

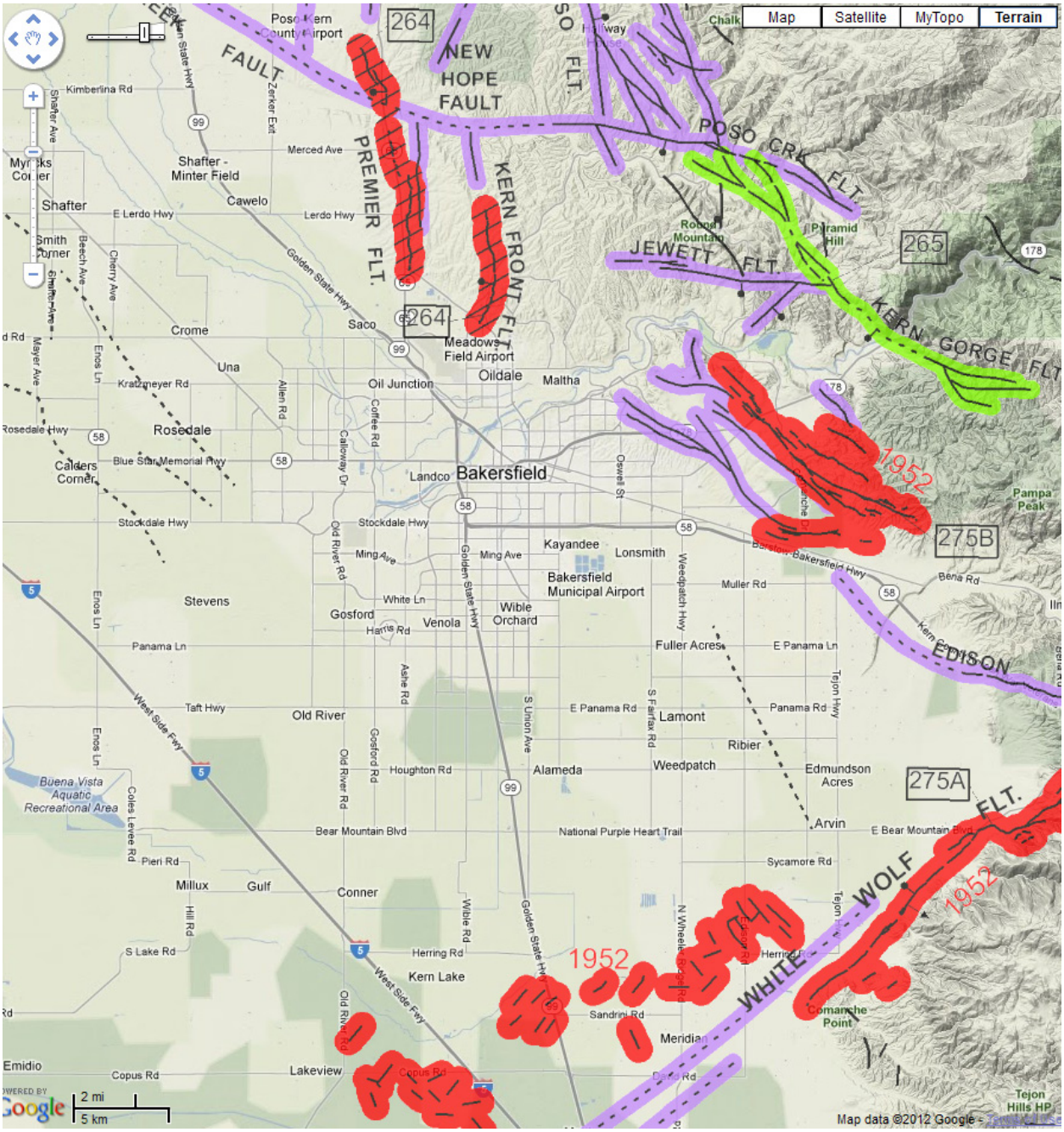
Mobility Support Facilities and Services

Park-and-Ride Facilities

Impacts

Development of park-and-ride facilities could subject people to hazards from ground shaking.

Fault Map



Fault along which historic (last 200 years) displacement has occurred

Holocene fault displacement (during past 11,700 years) without historic record

Late Quaternary fault displacement

Quaternary fault (age undifferentiated; Quaternary Period extends from the present to 1.6 million years before present)

Pre-Quaternary

0 5
Scale (Miles)

Source: CGS 2011

Fault traces on land are indicated by solid lines where well located, by dashed lines where approximately located or inferred, and by dotted lines where concealed by younger rocks or by lakes or bays.

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4.6.2 *Other Geologic Hazards: Unstable Soils*

Land subsidence is a type of ground failure caused by extraction of oil and gas, withdrawal of groundwater in quantities much larger than replacement can occur, and by hydrocompaction of moisture-deficient alluvial deposits. Groundwater withdrawal south of the Bakersfield city limits (within the plan area) is thought to be responsible for gradual subsidence in the southern portion of the plan area. Subsidence records due to groundwater withdrawal from 1926 to 1970 indicate land subsidence up to four feet in the plan area (Bakersfield 2002c).

Expansive soils shrink or swell as the moisture content decreases or increases. The shrinking or swelling can shift, crack, or break structures built on such soils.

Collapsible soils shrink upon being wetted, subjected to a load, or both.

HOV Lanes and Direct Access Ramps

Impacts

The southern end of the proposed HOV lane on SR-99 and DAR site D are south of the Bakersfield city limits, in the area where ground subsidence has been reported. Development of DARs at site H could expose persons to hazards from ground subsidence.

HOV lanes and ramps would be built to Caltrans design and construction standards, thus reducing hazards from unstable soils.

Bus Rapid Transit

All proposed BRT operations would be on existing roadways; no substantial hazard would occur.

Mobility Support Facilities and Services

Park-and-Ride Facilities

Impacts

Park-and-ride facility 9 is south of the Bakersfield city limits, in the area where ground subsidence has been reported. Thus, development of a park-and-ride facility at site 9 could expose persons to hazards from ground subsidence.

4.6.3 *Further Analysis Required*

Geotechnical investigations would be required for the sites of each park-and-ride facility. Compliance with recommendations of the geotechnical studies would be required.

4.7 GREENHOUSE GAS EMISSIONS

Potential changes in greenhouse gas (GHG) emissions associated with the project are shown in Appendix A. GHG emissions generated within Kern County cumulatively contribute to climate change effects in California and have the potential to interfere with statewide and regional GHG reduction goals established under Assembly Bill 32 (AB 32) and Senate Bill 375 (SB 375), respectively. GHG emissions were calculated using vehicle miles traveled (VMT) data compiled by Fehr & Peers. As identified previously, the project would result in an increase in regional VMT because commuters would travel farther distances on freeways to reach their destination. However, the project would reduce VMT on local

roadways and generally improve congestion. To the extent that a project relieves congestion by enhancing operations and improving travel times in high congestion travel corridors, GHG emissions, particularly carbon dioxide (CO_2), may be reduced. Table 15 summarized the annual emission estimates for 2020 and 2035 scenarios, with and without project conditions. Implementation of the project would result in a slight reduction in annual GHG emissions even though overall VMT increases because of improvements in congestion and travel speeds.

Table 15
GHG Emissions Comparison (Annual MTons/Year)

Year	Baseline	Project	Change (MTons)	% change
2020	8,103,810	8,083,666	-20,144	-0.2%
2035	7,598,736	7,578,260	-20,476	-0.3%

4.7.1 *Further Analysis Required*

As project components are further defined, GHG impacts should be reviewed in detail.

4.8 HAZARDS AND HAZARDOUS MATERIALS

4.8.1 *Existing Hazardous Materials on Project Sites*

Hazardous Materials Database Listings

Two hazardous materials sites databases were searched for listings on any of the nine park-and-ride sites and DAR site G at Westside Parkway and Jewetta Avenue: GeoTracker, maintained by the State Water Resources Control Board (SWRCB 2012), and EnviroStor, maintained by the Department of Toxic Substances Control (DTSC 2012). No hazardous materials sites were listed on either database on any of the 10 project sites specified. The remaining project sites are on existing roadways (HOV lanes, the remaining seven DAR sites, and BRT routes); thus, no search of those sites for hazardous materials sites was required.

Asbestos and Lead

Asbestos is the name of a group of silicate minerals that are heat resistant and thus were commonly used as insulation and fire retardant. Inhaling asbestos fibers has been shown to cause lung disease (asbestosis) and lung cancer (mesothelioma)(DTSC 2008). Beginning in the early 1970s, a series of bans on the use of certain asbestos-containing materials (ACMs) in construction were established by the EPA and the Consumer Product Safety Commission. Most US manufacturers voluntarily discontinued the use of asbestos in certain building products during the 1980s.

Lead is listed as a reproductive toxin and a cancer-causing substance; it also impairs the development of the nervous system and blood cells in children (DTSC 2008). Lead has been used as an ingredient in paint. In 1978 the US Consumer Product Safety Commission issued a ban on the consumer use of paints and similar coating materials that contain lead in excess of 0.06 percent by weight.

Impacts

Development of the park-and-ride facilities could involve demolition of any of several buildings. Development of HOV lanes on the segment of SR-99 between SR-204 and Wilson Street could require demolition of buildings alongside the freeway. Demolition and site clearance could disturb ACMs and lead-based paint (LBP). Abatement, containment, and disposal of ACMs and LBP would comply with existing state and federal regulations.

4.8.2 *Use of Hazardous Materials*

Construction and operation of potential transportation improvements would involve use of small quantities of hazardous materials such as fuels, greases, and cleaning materials for the equipment. The use, storage, transport, and disposal of hazardous materials would be required to comply with existing regulations of several agencies, including the Department of Toxic Substances Control (DTSC), the EPA, the Occupational Safety and Health Administration (OSHA), Bakersfield Fire Department, and the Kern County Environmental Health Services Department. Compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials would ensure that potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for hazards to occur. The transport, use, and disposal of small amounts of hazardous materials would not create substantial hazards to the public or the environment.

4.8.3 *Airport-Related Hazards*

Meadows Field airport is 1.3 miles east of the potential park-and-ride site 2; 0.75 mile east of HOV lane ramp site A; and 1.6 miles north of the HOV lane ramp site B. All three proposed facilities are in Airport Compatibility Zone C designated in the Kern County Airport Land Use Compatibility Plan. Permitted land uses in Zone C include residential uses, including medium-density apartments, most retail uses, and parks and playgrounds. Land uses prohibited or usually prohibited include certain critical facilities such as schools and hospitals and large assembly venues such as stadiums, theaters, and regional malls (KCPD 2011). Parking lots and HOV ramps would be permitted in Zone C.

Bakersfield Municipal Airport is 1.8 miles southeast of the park-and-ride site 6, and 1.7 miles southeast of the potential HOV lane ramp site E. Construction of park-and-ride lots and HOV lane ramps at the five aforementioned locations would not cause hazards for construction workers on the sites or for users of the proposed transportation facilities on those sites. DAR site E is on the edge of Airport Compatibility Zone C for Bakersfield Airport (KCPD 2011). A DAR would be permitted in Zone C, and no substantial hazard would occur.

4.8.4 *Wildland Fire Hazards*

There is no wildland vegetation on or near any of the proposed HOV lanes, park-and-ride facility sites, or DAR sites. No project site is in a Fire Hazard Severity Zone mapped by the California Department of Forestry and Fire Prevention (CDF 2007), and no hazard would occur.

4.8.5 *Further Analysis Required*

A Phase I Environmental Site Assessment would be required for the following project elements:

- All nine park-and-ride sites
- Any DAR sites that would require widening the affected freeway beyond its current right-of-way.

- Segment of SR-99 requiring widening for adding HOV lanes (5.06 miles, from SR-204 to Wilson Street).
- Inspections of any buildings to be demolished that were built before 1978 for LBP and ACM would be required pursuant to regulations.

4.9 HYDROLOGY AND WATER QUALITY

4.9.1 *Drainage*

The project region is in the Kern Delta hydrologic area (DOC 2012) and in the Kern River watershed. Parts of the metropolitan region contain underground storm drain networks, while other parts rely on on-site retention of stormwater[4] for individual developments or for larger planned drainage areas (Bakersfield 2002d). Development projects in Kern County must comply with the Kern County Standard Urban Stormwater Mitigation Plan (SUSMP). In general, the SUSMP requires that 85 percent of the runoff from the subject sites be infiltrated or treated and require or recommend specific best management practices (BMPs) (CVRWQCB 2008).

HOV Lanes and Direct Access Ramps

All HOV lanes and DARs would be developed on Caltrans property; development of such facilities must comply with Caltrans drainage requirements and would drain to Caltrans drainage facilities.

Bus Rapid Transit

BRT would be operated on existing roadways and would not impact stormwater drainage or drainage systems.

Mobility Support Facilities and Services

Park-and-Ride Facilities

All park-and-ride facilities would be required to comply with storm drainage requirements of the City of Bakersfield or Kern County, as applicable.

4.9.2 *Flood Hazards*

The proposed HOV lane routes on SR-99, SR-178, and Westside Parkway would bridge 100-year flood zones along the Kern River (Bakersfield 2002b). The entire project region is in the dam inundation area for Lake Isabella Dam, on the Kern River approximately 35 miles northeast of downtown Bakersfield (Bakersfield 2002b). Lake Isabella Dam is operated and maintained by the US Army Corps of Engineers (Corps). The dam is inspected periodically by the Corps and the California Division of Safety of Dams. Regular maintenance and inspections of the dam reduce the potential for dam failure.

HOV Lanes

HOV lanes would be added to existing roadways that are elevated above 100-year flood elevations; no substantial hazard would occur.

[4] Onsite percolation of stormwater into soil where stormwater does not leave the site.

Bus Rapid Transit

The proposed BRT route on North Chester Street crosses the Kern River. The roadway bridge is above 100-year flood elevations.

Mobility Support Facilities and Services

Park-and-Ride Facilities and HOV Direct Access Ramps

All of the proposed park-and-ride facility sites and DAR sites are outside of 100-year flood zones (Bakersfield 2002b).

4.9.3 *Water Quality*

Construction Phase

The State Water Resources Control Board issued waste discharge requirements for discharges to stormwater from construction projects of one acre or more in its General Permit for Discharges of Storm Water Associated with Construction Activity ("Construction General Permit" 2009-0009-DWQ). Such projects are required to prepare and implement a SWPPP. The proposed project involves the construction on more than one acre; therefore a SWPPP would be prepared. The SWPPP would estimate the risk that sediment from the site would pose to the site and to receiving waters; it would also specify BMPs that the project would use to reduce or avoid soil erosion from the site by water, wind, or being tracked offsite by vehicles. Categories of BMPs that are included in SWPPPs include:

- Erosion controls: cover and/or bind soil surface to prevent soil particles from being detached and transported by water or wind. Erosion control BMPs include mulch, soil binders, and mats.
- Sediment controls: Filter out soil particles that have been detached and transported in water. Sediment control BMPs include barriers, and cleaning measures such as street sweeping.
- Wind erosion control: the aims and methods of wind erosion control are similar to those of erosion control described above.
- Tracking controls: Tracking control BMPs minimize the tracking of soil offsite by vehicles; for instance, stabilizing construction roadways and entrances/exits.
- Non-stormwater management: Prohibit discharge of materials other than stormwater, such as discharges from the cleaning, maintenance, and fueling of vehicles and equipment. Non-stormwater management BMPs also prescribe conducting various construction operations, including paving, grinding, and concrete curing and finishing, in ways that minimize non-stormwater discharges and contamination of any such discharges.
- Waste and materials management: management of materials and wastes to avoid contamination of stormwater. Waste and materials management BMPs include spill prevention and control, stockpile management, and management of solid wastes and hazardous wastes.

HOV Lanes and Direct Access Ramps

Construction of HOV lanes and DARs would disturb soil and thus could cause soil erosion, and would use hazardous substances such as fuels, oil, and greases and substances used in concrete curing. Construction of HOV lanes and DARs would be mandated to comply with Caltrans SWPPP requirements.

Bus Rapid Transit

BRT would operate on existing roadways. BRT vehicles would be maintained by GET so that they would not discharge substantial amounts of pollutants, such as oil or grease, into stormwater.

Mobility Support Facilities and Services

Park-and-Ride Facilities

Construction of HOV lanes and DARs would disturb soil and thus could cause soil erosion, and would use hazardous substances such as fuels, oil, and greases. Construction of park-and-ride facilities would comply with the Construction General Permit through preparation and implementation of a SWPPP for each facility.

Operational Phase

Waste discharge requirements for discharges to municipal storm drains in the Bakersfield Metropolitan Area are contained in Central Valley Regional Water Quality Control Board (CVRWQCB) Order No. 5-01-130 issued in 2001 (MS4 Permit) (CVRWQCB 2008). Development projects in Kern County are required to comply with the Kern County Standard Urban Stormwater Mitigation Plan (SUSMP) in order to fulfill requirements of the MS4 Permit. In general, the SUSMP requires that 85 percent of the runoff from the subject sites be infiltrated or treated and requires or recommends specific BMPs. BMPs used pursuant to MS4 permits in the design and operation of projects have the following aims:

- Reduce or eliminate post-project runoff. Example BMPs are minimizing impervious areas and directly connected impervious areas and inclusion of infiltration basins and detention or retention basins in project designs.
- Reduce the potential for pollutants to enter runoff.
    - Example BMPs in project design are roof runoff controls, protection of slopes and channels, efficient irrigation, and storm drain system signage.
    - Example BMPs used in project operation are education of owners and employees; activity restrictions, such as requiring that trash can lids be closed at all times and prohibiting outdoor cooking; and periodic inspections and maintenance of water quality features such as catch basins and filters.
- Treat contaminated stormwater before the water is discharged offsite. Example BMPs are biofiltration through bioswales and/or infiltration basins, and filters.

HOV Lanes and Direct Access Ramps

Contaminants that could enter stormwater from HOV lanes and DARs include oil and grease leaked from vehicles using the lanes and ramps.

Operation of HOV lanes and DARs would comply with water quality requirements of the Caltrans Storm Water Management Plan (SWMP). The SWMP contains BMPs for maintenance operations and for treatment of stormwater running off of Caltrans facilities into surface waters (Caltrans 2003). Operation of HOV lanes and DARs would comply with the Caltrans SWMP.

Bus Rapid Transit

Operation of BRT services would not introduce substantial amounts of pollutants into water. GET would maintain buses so as to minimize amounts of oil, grease, etc., that would leak from buses.

Mobility Support Facilities and Services

Park-and-Ride Facilities

Contaminants that could enter stormwater from operation of park-and-ride facilities include oil and grease leaked from parked vehicles and trash. Operation of park-and-ride facilities would comply with the Kern County SUSMP.

4.9.4 *Further Analysis Required*

- Hydrologic studies would be required for all sites that require construction.
- Freeway components require compliance with Caltrans Storm Water Management Plan
- Kern County Standard Urban Stormwater Mitigation Plan
- State Water Resources Control Board stormwater pollution prevention plan

4.10 LAND USE AND PLANNING

4.10.1 *Conflicts with Existing Land Use Regulations*

Project development would not conflict with the Valley Floor Habitat Conservation Plan (VFHCP), which is under development by the Kern County Planning Department. (See the discussion above in Section 3.4.2.)

HOV Lanes and DARs

HOV lanes and DARs would all be developed in or along existing freeways or in or along the Westside Parkway, which is under construction. Therefore, development of HOV lanes and DARs would not conflict with zoning or General Plan land use policies on the sites of those proposed improvements.

BRT

All proposed BRT services would operate in existing roadways, and no impact would occur.

Park-and-Ride Facilities

All nine park-and-ride facility sites are in the City of Bakersfield. Existing zoning districts and General Plan land use designations on those nine sites are listed below in Table 16, along with consistency of the proposed park-and-ride uses with permitted uses in the zoning districts and General Plan designations. Park-and-ride use would conflict with permitted uses on zoning districts on portions of park-and-ride sites 3, 4, and 7. Thus, the project would require zone changes for sites 3, 4, and 7—and may require General Plan Amendments—before park-and-ride facilities could be developed on those sites.

Table 16
Zoning and General Plan Designations:
Potential Park-and-Ride Sites

Number and Location	Zoning	Permitted in Zoning?	General Plan Designation	Permitted in General Plan?
1: 7th Standard Rd & Santa Fe Way	C-2 (Commercial)	Bus, train and other transit stations permitted with a CUP	MUC (Mixed Use)	As permitted by the zoning designation
	C-C (Combining)	Bus, train and other transit stations permitted with a CUP	LMR (Low Medium Density Residential)	
	M-1 (Light Manufacturing)	Bus, train and other transit stations permitted with a CUP	LI (Light Industrial)	
2: 7th Standard Rd & Golden State Hwy	C-2 (Combining)	Bus, train and other transit stations permitted with a CUP	GC (General Commercial)	As permitted by the zoning designation
			SI (Service Industrial)	
3: Mt. Vernon Ave & Bernard St	C-2 (Combining)	Bus, train and other transit stations permitted with a CUP	GC (General Commercial)	As permitted by the zoning designation
	C-2 (Commercial)	Bus, train and other transit stations permitted with a CUP	GC (General Commercial)	
	C-O (Commercial and Professional Office)	**Not permitted**	OC (Office Commercial)	**Not permitted in zoning district. General Plan Amendment may be needed.**
4: Weedpatch Hwy & Smith Rd	C-1 (Limited Commercial)	**Not permitted**	GC (General Commercial)	**Not permitted in zoning district. General Plan Amendment may be needed.**
	C-2 (Commercial)	Bus, train and other transit stations permitted with a CUP	GC (General Commercial)	As permitted by the zoning designation
	A (Agricultural)	**Not permitted**	RR (Rural Residential)	**Not permitted in zoning district. General Plan Amendment may be needed.**
5: Barstow Bakersfield Hwy & Oswell St	C-2 (Commercial)	Bus, train and other transit stations permitted with a CUP	GC (General Commercial)	As permitted by the zoning designation
	M-1 (Light Manufacturing)	Bus, train and other transit stations permitted with a CUP		
6: Chester & 1st St	C-2 (Commercial)	Bus, train and other transit stations permitted with a CUP	GC (General Commercial)	As permitted by the zoning designation
7: Stockdale Highway at Old River Road	C-2 (Commercial)	Bus, train and other transit stations permitted with a CUP	GC (General Commercial)	As permitted by the zoning designation
	C-O (Commercial and Professional Office)	**Not permitted**	OC (Office Commercial)	**Not permitted in zoning district. General Plan Amendment may be needed.**
8: Panama Ln & Gosford Rd	C-2 (Combining)	Bus, train and other transit stations permitted with a CUP	OC (Office Commercial)	As permitted by the zoning designation
	C-2 (Commercial)	Bus, train and other transit stations permitted with a CUP	SI (Service Industrial)	
	M-2 (General Manufacturing)	Bus, train and other transit stations permitted with a CUP	MC (Major Commercial)	
9: Taft Hwy & H St	C-2 (Commercial)	Bus, train and other transit stations permitted with a CUP	GC (General Commercial)	As permitted by the zoning designation

4.10.2 *Dividing Established Communities*

HOV Lanes and DARs

HOV lanes and DARs would all be developed in or along existing freeways or in or along the Westside Parkway, which is under construction. Development of HOV lanes and DARs would not divide established residential communities.

BRT

BRT services would operate on existing roadways, and no impact would occur.

Park-and-Ride Facilities

Only one of the nine park-and-ride sites, site 5, is bounded on two sides by existing residential communities. Sites 3, 4, 7, 8, and 9 are bounded on one side by residential uses, and there are no residential uses next to sites 1, 2, and 6. Existing east–west access between residential communities east and west of site 5 is via Tyner Lane, Oswell Street, and La Posta Street. Development of a park-and-ride facility on Site 5 would not block such access.

4.10.3 *Further Analysis Required*

As project components are further defined, land use impacts should be reviewed in detail.

4.11 MINERAL RESOURCES

Mineral production of major economic importance in Kern County includes oil, natural gas, and aggregate.

4.11.1 *Oil*

Kern County yielded approximately 155 million barrels of oil in 2009; if the county were a state it would rank fourth among US states in oil production (GBCC 2012). Oil fields in the Bakersfield metropolitan area, and the part of the metropolitan area each field is in, include:

- Kern River and Kern Front fields: north
- Fruitvale: west
- Stockdale: southwest
- Union Avenue: central
- Edison: east
- Mountain View: southeast
- Kern Bluff: northeast (DOGGR 2002)

Local oil fields are shown on Figure 12, *Oil Fields in Bakersfield Metropolitan Area*. Most of the project sites—HOV lanes, DARs, and BRT routes—are in existing roadways; thus, development of those project elements would not require removal of existing oil or natural gas wells and would not reduce future availability of oil and natural gas resources.

Park-and-Ride Facility Sites

Impacts

Park-and-ride site 4 is in the Edison Oil Field mapped by the California Division of Oil, Gas, and Geothermal Resources (DOGGR). However, there are no existing oil wells on any of the park-and-ride sites, and development of a park-and-ride facility at site 4 would not require removal of existing wells. The size of park-and-ride facilities has not been determined, but the parking lots are expected to have between 50 to 100 spaces each. It is unknown whether the park-and-ride facilities would be surface parking or parking structures. Because of limited size of potential park-and-ride facilities compared to the size of the oil fields, which cover many square miles, development of the one facility within an oil field designation would not substantially reduce availability of oil or gas resources.

4.11.2 *Aggregate*

Aggregate resource sectors are designated by the State Mining and Geology Board (SMGB) as containing known or estimated aggregate resources important to the state and the region. There are three aggregate production sectors in the metropolitan Bakersfield area.

- Sector A: northwest of Meadows Field Airport
- Sector B: west of the junctions of SR-99 with SR-204 and SR-178/SR-58 West
- Sector C: along the Kern River—extends most of the way through the metropolitan area with a few relatively small gaps (SMGB 2011)

There are no aggregate mines on any project site. Most of the project sites—HOV lanes, DARs, and BRT routes—are in existing roadways; thus, development of those project elements would not reduce availability of aggregate resources.

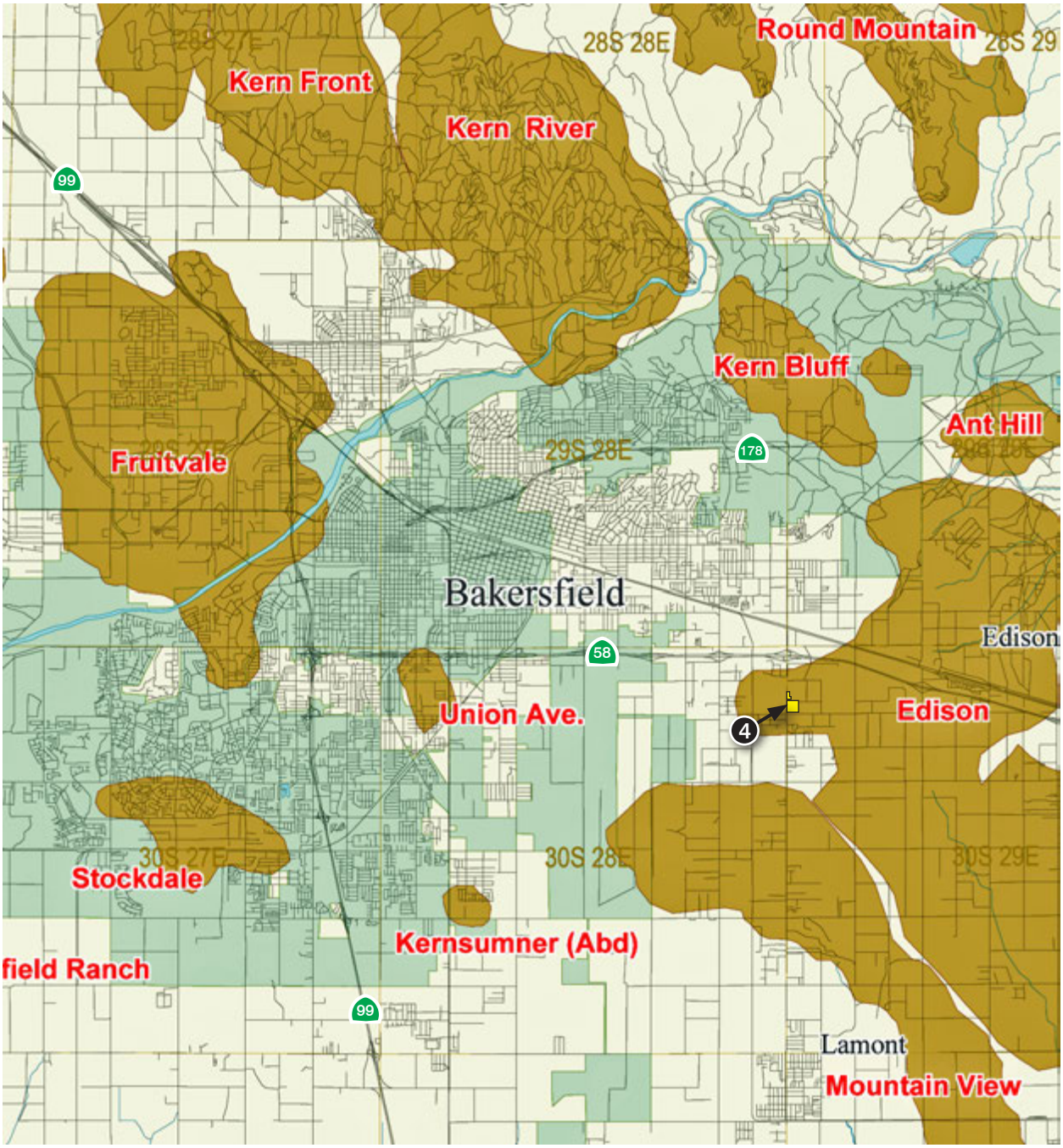
Park-and-Ride Facility Sites

None of the park-and-ride lot sites are in aggregate resource sectors. Development of the park-and-ride facilities would not reduce availability of known or estimated aggregate resources.

4.11.3 *Further Analysis Required*

It is not anticipated that further technical analysis would be required for this environmental topic; however, as project components are further defined, mineral impacts should be reviewed in detail.

Oil Fields in Bakersfield Metropolitan Area



Potential Park and Ride Facility Sites:

4 Weedpatch Hwy & Smith Rd

0 3
Scale (Miles)

Source: DOGGR 2002

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4.12 NOISE

The Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), the State of California, and local jurisdictions, including Kern County and the City of Bakersfield, have established criteria to protect public health and safety and to prevent disruption of certain human activities. Noise-sensitive land uses such as residential, schools, parks, churches, and hospitals could be affected by implementation of the project. The following discusses potential temporary construction and long-term operational noise from each major project component.

HOV Lanes

Operational Noise

The implementation of approximately 35.6 miles of HOV lanes would require physical construction of additional lanes along freeways. Section 3.1 lists all freeway segments where new HOV lanes are being considered. Conceptual plans show that right-of-way encroachments would be required on the SR-99 between Wilson Road and the SR-204. This five-mile segment would require a minimum 81-foot right-of-way—from the existing 69 feet—to accommodate a new HOV lane in each direction. Several residential areas are located along a 2.5-mile segment from Wilson Road to California Avenue. The implementation of new lanes could place traffic closer to sensitive receptors along freeways. Restriping and adding HOV lanes along the other proposed segments would also have the potential to place traffic closer to existing noise-sensitive receptors. Subsequent studies would be required to evaluate potential noise impacts from the implementation of HOV lanes.

In addition, vehicle travel miles (VMT) data provided by IBI Group and Fehr & Peers (Appendix C) show that the proposed HOV-BRT lane improvements would increase overall VMT in the study area as riders choose to commute slightly longer commute distances on the freeway, but would reduce VMT on local roadways. Based on the VMT estimates by roadway classification, the changes are minimal (less than 5 percent) and would likely not result in any perceptible noise increases of 3 dBA or more due to additional traffic on roadways.

Temporary Construction Noise

Project construction may expose people to temporary noise, especially during grading and paving required for the construction of HOV lanes. Construction equipment and haul trucks would generate temporary noise increases at the areas along the freeway segments where HOV lanes would be constructed. Noise generated during construction is based on the type of equipment used, the location of the equipment relative to sensitive receptors, and the timing and duration of the noise-generating activities. While construction noise would generally be overshadowed by traffic noise on the freeway, it is expected that the use of heavy construction equipment such as excavators and pavers would be heard sporadically, especially during nighttime when traffic is lower and people are more sensitive to noise. Subsequent studies would be required to evaluate potential temporary construction-related noise impacts from the implementation of HOV lanes.

Vibration

Vehicles travelling on smooth roadway are rarely, if ever, the source of perceptible vibration (Caltrans 2004). Because vibration from vehicular traffic is almost always the result of pavement discontinuities, vibration to nearby sensitive receptors would be a function of proper pavement conditions along project freeways and roadways. The project would not generate long-term vibration to sensitive receptors.

Construction activities can generate varying degrees of ground vibration, depending on the construction procedures, construction equipment used, and proximity to vibration-sensitive uses. Operation of construction equipment generates vibrations that spread though the ground and diminish in amplitude with distance from the source—effects are based on the distance from vibration source to the nearest structures. The generation of vibration can range from no perceptible vibrations at the lowest levels to slight damage at the highest levels. Ground vibration from construction activities rarely reaches levels that can damage structures, but can reach the audible and perceptible ranges in buildings close to a construction site (as manifested by rattling windows or jiggling picture frames—often called groundborne noise). Implementation of HOV lanes may expose people to groundborne vibration when construction occurs adjacent to sensitive areas such as residential areas and schools.

Building damage is not a factor for normal projects, with the occasional exception of blasting and pile-driving during construction (FTA 2006). According to Caltrans, extreme care must be taken when sustained pile driving occurs within 25 feet of any building. The thresholds at which there is a risk of architectural damage is 0.5 inch per second for the peak particle velocity (PPV) for reinforced concrete, steel, or timber buildings and 0.2 inch per second for the PPV for wood-framed structures. The highest potential for vibration would be related to heavy equipment grading and paving new lanes on the edge of the right-of-way nearest to sensitive receptors. Subsequent studies would be required to evaluate potential vibration impacts from HOV lanes on segments adjacent to sensitive receptors.

DARs

Operational Noise

DARs require the construction of structures above or below the HOV lanes to allow vehicles to access the HOV lanes directly without having to weave across the mixed-flow freeway traffic lanes. Because the implementation of new DARs would require physical construction of additional access ramps, new lanes on elevated structures could place traffic closer to sensitive receptors, or above sound walls along freeways.

Residential areas are adjacent to DAR location E, SR 58/Chester Avenue, and DAR location H, Westside Parkway/Jawetta Avenue. The other DAR locations would be in areas where there are no noise-sensitive uses within at least 500 feet.

It is expected that noise at nearby homes would be limited because traffic noise on the freeway would likely overshadow traffic on the DARs and because the access ramps would be constructed near the freeway centerline, as far as possible from residential areas. Subsequent studies would be required to evaluate potential noise impacts from the implementation of DARs to noise-sensitive receptors in the vicinity of these improvements.

Temporary Construction Noise

Similar to construction of HOV lanes, construction of DARs at locations E and H, which are near existing noise sensitive uses, may expose people to temporary noise. Subsequent studies would be required to evaluate potential temporary construction-related noise from DARs at these locations. Potential mitigation measures could include limiting construction on freeway segments that are adjacent to residential areas and hotels to the daytime hours, and staging equipment as far as feasible from noise-sensitive areas.

Vibration

As previously discussed, vibration at nearby sensitive receptors would be a function of proper pavement conditions along project freeways and roadways. No long-term project-related vibration is anticipated.

Construction of DAR facilities may expose people to groundborne vibration when construction occurs adjacent to sensitive areas in the vicinity of DAR locations E and H. The highest potential for vibration would be related to possible pile driving for construction of DARs, which would require the construction of elevated structures and ramps. Subsequent studies would be required to evaluate potential vibration from DARs adjacent to sensitive receptors in the vicinity of these improvements.

Truck climbing lanes

Operational Noise

Truck climbing lanes would provide additional travel lanes on steep grades for slower large trucks on:

- SR-58: Truck climbing lane eastbound between Tejon Highway and approximately two miles east of Bealville Road.
- SR-166: Truck climbing lane southbound between the southern limits of Maricopa and Cerro Noroeste Road.

A review of aerial photography shows that areas adjacent to these roads are mostly open space and agricultural. Scattered freeway-serving commercial areas are located along SR-166 near Cerro Noroeste Road and along SR-58 near Bealville Road. The addition of truck lanes could place traffic nearer to existing sensitive receptors, and climbing truck lanes would also promote an increase in vehicular speeds on mixed flow lanes, causing an increase in traffic noise along these roads. Subsequent studies would be required to evaluate potential noise impact to noise-sensitive receptors along SR-166 near Cerro Noroeste Road and SR-58 near Bealville Road.

Temporary Construction Noise

Similar to construction of HOV lanes, construction of truck climbing lanes where sensitive uses exist along SR-58 and SR-166 may expose people to temporary noise. Subsequent studies would be required to evaluate potential temporary construction-related noise from the implementation of truck climbing lanes at these locations. Potential mitigation measures could include limiting construction on freeway segments that are adjacent to residential areas to the daytime hours and staging equipment as far as feasible from noise-sensitive areas.

Vibration

As previously discussed, vibration to nearby sensitive receptors would be a function of proper pavement conditions along project freeways and roadways. No long-term project-related vibration is anticipated.

Construction of truck climbing lanes may expose people to sporadic groundborne vibration when construction occurs adjacent to sensitive areas. Subsequent studies would be required to evaluate potential vibration from the implementation of DARs adjacent to sensitive receptors in the vicinity of these improvements.

Bus Rapid Transit and GET Express Buses

On-Street (Mixed Flow) BRT and Express Bus Vehicular Traffic Noise

Operational Noise

This discussion evaluates the effect of vehicular traffic along BRT and Express Bus routes under the 2020 on-street (mixed flow) condition. Implementation of the project would provide BRT and Express Bus service on freeways and major roadways in existing traffic lanes. As shown on Figure 5, *General Plan Land Use*, BRT bus routes would run along several corridors with adjacent noise-sensitive residential areas, schools, and parks. According to the traffic study prepared for the BRT project, daily traffic volumes on roadways would range from 8,400 to 42,600. Project-related bus traffic on freeways and major roadways may cause sporadic noise levels at each pass-by that would be discernible to a noise-sensitive receptor along the bus route. On a daily basis, BRT and Express Buses traffic would be relatively low compared to the total traffic volumes along roadways. Noise from additional bus traffic along roadways would not cause a substantial increase in noise at sensitive receptors along the bus routes.

Temporary Construction Noise

There would be minimal construction required—possibly signing, painting, and lane restriping—and construction noise would be minimal.

Vibration

As previously discussed, vibration to nearby sensitive receptors would be a function of proper pavement conditions along project freeways and roadways. Long-term project-related vibration is not anticipated. There would be minimal construction required, and vibration during construction activities would be minimal.

Dedicated BRT Lanes Vehicular Traffic Noise

Operational Noise

This discussion evaluates the effect of vehicular traffic along BRT routes under the 2035 condition with exclusive dedicated bus lanes. Kern COG is in the initial stages of evaluating HOV and dedicated bus lanes, and cross-sections and project-level design plans are not yet available. To accommodate new dedicated BRT lanes, new lanes would be constructed, mixed flow traffic lanes would be converted to a dedicated bus lane, or existing street pavement could be restriped. Depending on the proposed configuration, substantial noise increases could occur at noise-sensitive receptors along BRT routes if traffic or dedicated bus lanes are implemented near sensitive receptors, or if the loss of existing mixed-flow lanes would cause a redistribution of traffic to other streets.

Subsequent noise studies would have to be provided to evaluate noise impacts with implementation of dedicated BRT lanes.

Temporary Construction Noise

As discussed above, project-level design plans are not available at this point. If mixed flow traffic lanes would be converted to dedicated bus lanes or existing street pavement would be restriped, construction noise would be minimal. If construction of new lanes would be required at roadways with adjacent noise-sensitive uses, construction activities may expose people to temporary noise. Subsequent studies would be required to evaluate potential temporary construction-related noise from dedicated BRT lanes at

these locations. Potential mitigation measures could include limiting construction on roadway segments that are adjacent to residential areas to the daytime hour, and staging equipment as far as feasible from noise sensitive areas.

Vibration

As previously discussed, vibration to nearby sensitive receptors would be a function of proper pavement conditions along project roadways. Long-term project-related vibration is not anticipated.

Construction of new dedicated lanes may expose people to sporadic groundborne vibration when construction occurs adjacent to sensitive areas. Subsequent studies would be required to evaluate potential vibration impacts from the implementation of dedicated new lanes adjacent to sensitive receptors.

Express Bus

Freeway express buses would utilize major roadways and freeways, including HOV lanes. Due to the relatively low daily traffic compared to existing traffic on the freeways and arterial roads, it is not expected that express buses would cause a substantial noise increase at receptors along the Express Bus routes.

Mobility Support Facilities and Services

Park and Ride Facilities

Operational Noise

Nine possible locations for the park-and-ride facilities have been identified, as described previously in Section 3.3.2. Potential noise associated with activities at parking lots are engine startups, car maneuvers, car alarms, and door slamming. Noise could occur at park and ride lots located immediately adjacent to residential uses. Existing uses adjacent to the locations identified include residential, school, commercial, office, and agricultural. Potentially significant effects may occur at the following park-and-ride sites, where facilities could be constructed adjacent to residential and school uses: site 3 (7th Standard Road and Santa Fe Way), site 4 (Weedpatch Highway and Smith Road), site 7 (Stockdale Highway and Old River Road), site 8 (Panama Lane and Gosford Road), and site 9 (Taft Highway and H Street).

Specific plans are not available at this time. Subsequent studies would be required to evaluate potential noise impacts from the implementation of park-and-ride facilities to noise-sensitive receptors adjacent to park-and-ride sites 3, 4, 7, 8, and 9. Possible mitigation measures would include site design to locate the proposed park-and-ride facilities as far as feasible from noise-sensitive uses and construction of sound walls along the boundaries with noise-sensitive receptors.

Temporary Construction Noise

Construction of park-and-ride sites 3, 4, 7, 8, and 9 may expose people to temporary noise, because these locations are near existing noise-sensitive uses. Subsequent studies would evaluate potential temporary construction-related noise impacts from the implementation of park-and-ride facilities at these locations. Potential mitigation measures could include limiting construction to the daytime hours and staging equipment as far as feasible from noise-sensitive areas.

Vibration

Construction of park-and-ride facilities may expose people to sporadic groundborne vibration when construction occurs adjacent to sensitive areas. Since construction of these facilities would likely not require pile driving and blasting, vibration is not anticipated to be significant.

Queue Jump Lanes

Queue jump lanes could adversely affect noise-sensitive receptors if right turn lanes are constructed near a sensitive receptor, causing an increase in traffic noise at that receptor. Queue jump lanes adjacent to single-family homes are being considered at:

- H Street at McKee Road
- H Street at Hosking Road
- H Street at Berkshire Road

There could be a marginal noise increase at the adjacent homes with the implementation of queue jump bus lanes on the northbound lanes on H Street. Subsequent studies would quantify potential noise impacts. Possible mitigation measures would be to realign traffic lanes on H Street as far as practical from the affected homes, provide a rubberized asphalt overlay, or construct noise barriers along the affected homes.

BRT Stations

BRT stations would be located along the street centerlines or on the edge of the road. Noise from bus engine idling, air relieve valves, buses stopping, and buses leaving stations would be generally overshadowed by traffic noise along the roadways. Significant project-related noise is not expected at locations where bus stops are adjacent to residential areas along streets with low traffic or during nighttime when traffic is lower.

Temporary Construction Noise

Construction of BRT stations near existing noise-sensitive uses may expose people to temporary construction noise. It is anticipated that construction would be short term and not cause substantial noise effects.

Vibration

Construction of BRT stations may expose people to sporadic groundborne vibration when construction occurs adjacent to sensitive areas. Construction of these facilities would likely not require pile driving and blasting.

4.12.2 *Further Analysis Required*

As project components are further defined, noise and vibration impacts should be reviewed in detail.

4.13 POPULATION AND HOUSING

4.13.1 *Population Growth*

Overview

A project can induce population growth in a region directly, by developing homes and/or businesses, or indirectly by extending infrastructure such as roads and utility mains into areas currently lacking such infrastructure. The population of metropolitan Bakersfield was estimated as 508,100 in 2011 (Bakersfield 2012e). The population of Kern County is forecast to grow from 845,600 in 2010 to 1,321,000 in 2035, a 56.2 percent increase. If Metropolitan Bakersfield increases in population at the same rate between 2011 and 2035, the metropolitan area population in 2035 would be approximately 793,800. The project would develop HOV lanes, direct-access DARs, park-and-ride facilities, and BRT routes. There are no existing HOV lanes, direct-access DARs, or BRT services in the Bakersfield area. GET transit operates one weekday express bus route—the Crosstown Express (Route 17) between Bakersfield College in northeast Bakersfield and the Southwest Transit Center/Valley Plaza in south-central Bakersfield—routed mostly on the SR-99 and SR-178 freeways (GET 2012). However, Route 17 operates in mixed traffic lanes on both freeways and surface streets and is not a BRT service. There are three existing park-and-ride lots in Bakersfield: two near the intersection of Weedpatch Highway and SR-58, and one on the west side of SR-99 just south of Stockdale Highway (Valleyrides.com 2012).

Impacts

The proposed transportation facilities are intended to accommodate planned growth in the Bakersfield Metropolitan area. The proposed transportation facilities would not induce substantial population growth in the region.

4.13.2 *Housing*

HOV Lanes

Construction of proposed HOV lanes on a 5.06-mile segment of SR-99 from SR-204 to Wilson Street would require widening the freeway right-of-way by 12 feet on each side. A preliminary review of aerial photographs and maps showing parcel boundaries, both from Google Maps, was conducted to determine whether widening the affected freeway segment may require demolition of existing housing (see Table 17). Segments of SR-99 where housing is opposite a public roadway from SR-99 are omitted from the table. Based on the preliminary review, it appears that no demolition of housing would be required for construction of the proposed HOV lanes in the affected segment of SR-99. This preliminary finding will be investigated further during project design.

Table 17
Housing along SR-99 Segment to Be Widened

SR-99 Segment (cross-streets)	*Distance*	*Minimum Distance between Developed Parcels Opposite Freeway*	*Required Total Right-of-Way Width, Including Width for Proposed HOV Lanes*	*Housing Take Likely?*
Palm Avenue to Verde Street	1,960 feet	370 feet	162 feet	No
Belle Terrace to near Madrid Avenue	2,180 feet	340 feet	162 feet	No
Ming Avenue to north of Wilson Road	2,000 feet	370 feet	162 feet	No

Park-and-Ride Sites

Part of one house is on the part of park-and-ride Site 4 north of Smith Road. No other existing housing is on any other project site. Site 4 totals 20.7 acres. One of Kern COG's priorities in planning and designing the project is to minimize take of developed private property. Thus, any park-and-ride facility that may be developed at site 4 would most likely not be built on the site of the existing house. In addition, the housing vacancy rate in the City of Bakersfield counted in the 2010 Census was 7.9 percent (USCB 2012); thus, if one house were demolished by development of a park-and-ride facility on site 4, any persons displaced could be easily absorbed by the existing housing supply in the region. Development of park-and-ride facilities would not displace houses or residents.

4.13.3 *Further Analysis Required*

It is not anticipated that further technical analysis would be required for this environmental topic; however, as project components are further defined, population and housing impacts should be reviewed in detail.

4.14 PUBLIC SERVICES AND RECREATION

4.14.1 *Emergency Services: Fire and Emergency Medical Services and Police Protection*

Overview

The Bakersfield Fire Department (BFD) provides fire and emergency medical services to the City of Bakersfield, and the Kern County Fire Department (KCFD) serves the parts of the Bakersfield metropolitan area in unincorporated Kern County. BFD has 14 fire stations, and KCFD has 12 stations in the metropolitan area (KCFD 2012).

The Bakersfield Police Department and Kern County Sheriff's Department provide police protection to the City of Bakersfield and the unincorporated parts of the Bakersfield metropolitan area, respectively.

Impacts

The entire project—including HOV lanes, DARs, BRT services, and park-and-ride lots—is estimated to increase VMT in the Bakersfield metropolitan area by 0.2 percent in 2020 over 2020 baseline conditions, and by 0.6 percent in 2035 over 2035 baseline conditions. Thus, the project would create slight increases in demands for traffic enforcement and for fire and emergency medical services generated by increased use of roadways. However, the proportional increase in VMT is small, and thus the project would not require construction of new or expanded police or fire stations or substantial increases in other police or firefighting resources such as staff or vehicles.

4.14.2 *Schools and Libraries*

Demands for schools and libraries are generated by population growth in the service areas of those facilities. The project is not expected to generate substantial population growth in the region and would not create substantial increases in demands for schools or libraries.

4.14.3 *Parks and Recreation Services*

Demands for parks and for recreation services are determined by the population of the parks' service areas. The project would not generate substantial population growth and thus would not create demands for new or expanded parks or for increased recreational services.

4.15 TRANSPORTATION AND TRAFFIC

Implementation of the Express Bus/Bus Rapid Transit (BRT) service and High Occupancy Vehicle (HOV) lanes would have the potential to affect traffic patterns and level of service (LOS) at intersections and roadways under City of Bakersfield, Kern County and State (Caltrans) jurisdictions.

4.15.1 *Overview*

HOV Lanes

The study area is focused on the metropolitan Bakersfield area, and includes approximately 35.7 miles on portions of SR-99, SR-58, and Westside Parkway. The specific freeway segments where HOV lanes are being proposed are listed in detail in Chapter 3, *Project Description*.

Traffic modeling data was provided by IBI Group and Fehr & Peers. Table 18 summarizes VMT data compiled for the following scenarios:

- 2020 baseline (without improvements)
- 2020 with BRT improvements
- 2035 baseline
- 2035 with BRT and HOV improvements

Table 18
VMT by Roadway Classification

Roadway Classification	2020			2035		
	Baseline	Project	% Change	Baseline	Project	% Change
Freeway	14,375,535	14,465,462	0.6%	19,406,663	19,825,525	2.2%
Expressway	858,804	847,687	-1.3%	1,271,263	1,263,073	-0.6%
Arterial	12,184,978	12,156,046	-0.2%	17,110,029	16,945,933	-1.0%
Collector	538,025	545,762	1.4%	788,149	764,523	-3.0%
Total	27,957,342	28,014,957	0.2%	38,576,104	38,799,054	0.6%
Freeway VMT	51%	52%	0.4%	50%	51%	1.6%
Expressway VMT	3%	3%	-1.5%	3%	3%	-1.2%
Arterial VMT	44%	43%	-0.4%	44%	44%	-1.5%
Collector VMT	2%	2%	1.2%	2%	2%	-3.6%

The majority of the trips in Kern County are made by car, with single occupancy vehicles accounting for 50 to 75 percent of the traffic volumes. The proposed HOV-BRT system would promote mobility because implementation of the BRT system would provide additional transit service and additional HOV lanes on freeways additional capacity on freeways. Expanding highway capacity generally causes “induced

traffic," increasing VMT. Table 18 shows that implementation of the system would result in an increase in overall VMT in the study area. Riders would choose to commute slightly longer commute distances on the freeway, while there would be a reduction in VMT on local roadways.

HOV lanes would be implemented under the 2035 scenario. Freeway HOV lanes shared with traffic enable BRT services to operate at a higher speed and provide faster travel times than the general traffic lanes. Added capacity with the implementation of HOV lanes would generally cause an improvement in traffic conditions on freeways, since buses and high occupancy traffic would be diverted from the mixed-flow lanes. Subsequent studies would evaluate potential bottlenecks and lane-merging issues with the implementation of HOV lanes.

DARs

DARs are being considered at eight locations. These may require new intersections constructed on major streets on freeway overpasses and underpasses. New intersections would be on state highways and therefore would be controlled by Caltrans. Subsequent studies would be required to determine if these intersections would adversely affect traffic at the local and state highway system.

Truck Climbing Lanes

Truck climbing lanes are proposed at two locations, as described in Chapter 3, *Project Description*. These lanes allow larger and slower vehicles to travel in a dedicated climbing lane without slowing traffic behind them. The implementation of these lanes would improve traffic on the mixed-flow lanes and would not cause a detriment in traffic.

Bus Rapid Transit and GET Express Bus Improvements

GET provides transit service in the metropolitan Bakersfield area with an active fleet of 107 buses that provide service along 20 routes. Public transit usage is modest, accounting for less than 30,000 person-trips per day, and users usually need to transfer to another route complete their trip (IBI 2012). Bus service improvements being considered include arterial roadway BRT (exclusive "bus-only" lanes), arterial roadway rapid bus (with mixed traffic and potential for traffic signal priority), and freeway express bus. The implementation of the system would support the County's policies for alternative transportation modes.

On-Street (Mixed Flow) BRT and Express Bus

On-street BRT and epress bus would add bus traffic on arterial streets along the three BRT routes being considered. A traffic study was prepared by VRPA Technologies (VRPA 2012) to evaluate the levels of service at the roadways segments using the City of Bakersfield circulation element capacity criteria along the proposed BRT routes. Most of the roadway segments along the proposed BRT corridors are classified prime arterials. The efficiency of traffic operations is commonly measured by traffic engineers and planners with a grading system called Level of Service (LOS). LOS ranges from "A", representing uncongested, free-flowing conditions, to "F", representing congested, overcapacity conditions. For 2020 with-project conditions, the levels of service at roadways would range from A to C. A minimum LOS D is required for all roads throughout the County, and all roadways would be operating at acceptable LOS for 2020 conditions.

Subsequent studies would be required to verify how the system would affect the level of service along local and state-controlled intersections.

Dedicated BRT Lanes

To accommodate new dedicated BRT lanes, new lanes would be constructed, mixed flow traffic lanes would be converted to a dedicated bus lane, or existing street pavement could be restriped. If existing traffic lanes are converted to dedicated bus lanes, there would likely be a detriment in traffic level of service along the roadways where lanes are converted. The loss of traffic lanes could also cause a redistribution of traffic to other streets due to increased congestion along bus routes.

The project is considering removing a lane—three lanes to two—and adding a center bus-only lane on segments of California Avenue. The VRPA traffic study evaluated future traffic with the HOV and BRT conditions for 2035, and the levels of service at roadways along the BRT routes would range from A to D. Along California Avenue, LOS would range from A to B, suggesting that this roadway has capacity to accommodate the conversion of a traffic lane into a dedicated bus lane.

Subsequent studies are required to evaluate noise from dedicated BRT lanes. Possible mitigation measures to reduce potential significant effects could be to use dedicated lanes for transit only during reduced hours, offset congestion by providing improvements at intersections, such as signal priority and queue jump lanes along the bus routes to relieve congestion.

Express Bus

Freeway express buses would utilize major roadways and freeways, including HOV lanes. Due to the relatively low daily traffic compared to existing traffic on the freeways and arterial roads, it is not expected that express buses would cause a substantial detriment in traffic levels of service along the Express Bus routes.

Mobility Support Facilities and Services

Park-and-Ride Facilities

Park-and-ride facilities' access driveways would have to be evaluated to minimize conflict with traffic. Areas to evaluate would include driveway intersection controls (stop sign vs. traffic signal) and if driveways would have full or restricted access (right-in, right-out, etc.).

BRT Stations

BRT Stations are being considered at 51 locations. Depending on the design and location of the bus station, on-street parking in the vicinity of the bus station locations could be significantly affected. BRT stations would also have the potential to affect traffic due to buses stopping in traffic lanes or along the roadway shoulder and merging back into the traffic lanes when leaving the station.

Subsequent studies would have to review specific station locations and affected parking areas if parking deficiencies or issues related to merging with traffic near BRT stations are identified.

4.15.2 *Further Analysis Required*

As project components are further defined, transportation and traffic studies should be conducted.

4.16 UTILITIES AND SERVICE SYSTEMS

4.16.1 *Water Supply*

Overview

The City of Bakersfield water is provided by the City Water Resources Department (WRD) and several private water purveyors. The California Water Service Company (CWSC) has the largest service area of the private water purveyors serving the City. The WRD's entire water supply is groundwater, and the major source for groundwater recharge is the Kern River. WRD has forecast water supplies sufficient to meet forecast demands in its service area from 2010 through 2035 (WRD 2007). The CWSC's water supplies are a mix of groundwater, surface water from the Kern River, and State Water Project water imported from northern California. CWSC has forecast supplies adequate for demands from 2015 through 2040 (CWSC 2011).

Impacts

The project would not involve connections to municipal water systems because project operation would not use water. Construction of various project elements—HOV lanes, DARs, and park-and-ride lots—would use some water. There are adequate water supplies in the region for water use by project construction activities. Project development would not require new or expanded water supplies.

4.16.2 *Wastewater Treatment*

The project would not generate sanitary wastewater and would not involve connections to sanitary sewers.

4.16.3 *Storm Drainage*

Storm drainage is discussed above in Section 3.9, *Hydrology and Water Quality*, and is not discussed further here.

4.16.4 *Solid Waste Disposal*

The nearest landfill to the City of Bakersfield is the Bakersfield Metropolitan (Bena) Sanitary Landfill in the unincorporated community of Caliente, about 14 miles east of Bakersfield. The facility has permitted throughput of 4,500 tons per day, remaining capacity of 35 million cubic yards (18.6 million tons), and an estimated closing date of 2038 (CalRecycle 2012).

Project Construction

Project construction would generate a small amount of demolition debris and some greenwaste and other solid waste from site clearance in addition to construction waste such as concrete forms. Generation of solid waste by the project would be short term and of limited amounts. The region has adequate solid waste disposal capacity for solid waste generated by project construction.

Project Operation

The project would not develop land uses generating solid waste. Facilities such as park-and-ride lots would be equipped with trash cans for the convenience of users. However, most users of park-and-ride lots would only use the facility briefly twice per day: once in the morning and once in evening. Users might dispose of solid waste they were carrying at those times, such as disposable coffee cups and food

wrappers. There is sufficient solid waste disposal capacity in the region for such solid waste disposal, and project operation would not require new or expanded landfills.

4.16.5 *Electricity Demand*

Electricity is provided to the Bakersfield metropolitan area by Pacific Gas & Electric Company (PG&E). HOV lanes and DARs would not use electricity. BRT stops and park-and-ride facilities would have lighted signs and safety and security lights. The park-and-ride facilities near BRT routes or GET express bus routes (lots 2, 3, 5, 6, 7, and 9) would likely have additional lighted signage. Such signs and lights would not use substantial amounts of electricity.

4.16.6 *Further Analysis Required*

It is not anticipated that further technical analysis would be required for this environmental topic; however, as project components are further defined, public utilities and service impacts should be reviewed in detail.

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Appendix A. VMT Air Quality and GHG Analysis

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Technical Memorandum

DATE	April 17, 2012
TO	IBI Group 18401 Von Karman Avenue, Suite 110 Irvine, CA 92612
CONTACT	Bill Delo, AICP, Associate
FROM	Nicole Vermilion, Senior Planner
SUBJECT	Kern COG HOV/BRT Feasibility Study Air Quality and Greenhouse Gas Emissions Technical Memorandum
PROJECT NO.	IBI-13.0
ATTACHMENT (S)	Air Quality and Greenhouse Gas Emissions Modeling Results

The Kern Council of Governments (Kern COG) has initiated the High Occupancy Vehicle/Bus Rapid Transit (HOV/BRT) Feasibility Study to evaluate the long-range implementation of HOV lanes and/or BRT improvements within the Bakersfield metropolitan area and surrounding portions of Kern County. Transportation modeling conducted by IBI Group and Fehr & Peers was used to calculate air quality and greenhouse gas (GHG) emissions inventories for the modeling scenarios for years 2020 and 2035. Several forms of HOV and a range of potential BRT services were assessed by IBI Group and Fehr & Peers.

Vehicle miles traveled (VMT) data by speed bin compiled by Fehr & Peers was based on the Kern Travel Demand Forecasting (TDF) model, which contains the proposed mid- and long-range Golden Empire Transit (GET) Long Range Transit Plan (LRTP) improvements and background transit network. Based on this data, The Planning Center|DC&E modeled criteria air pollutants and GHG emissions to assess the potential changes in air quality and climate change.

METHODOLOGY

Modeling of criteria air pollutants and GHG emissions used the California Air Resources Board's EMFAC2011-SG model. Modeling was based on VMT compiled for baseline (without improvements) and the project (with HOV/BRT improvements) for years 2020 and 2035. Data provided by IBI Group and Fehr & Peers show that the proposed HOV/BRT lane improvements would result in an increase in overall VMT in the study area as riders choose to commute slightly longer commute distances on the freeway, but would reduce VMT on local roadways. Therefore, VMT provided by speed bin was used to estimate running exhaust emissions to analyze reduced congestion and increased mobility associated with the proposed improvements.[1]

[1] Vehicles are more efficient at certain speed limits, which vary based on vehicle type. An increase in speed in certain speed bins can result in improved vehicle running exhaust emission rates.

2020 SCENARIO WITH AND WITHOUT HOV/BRT IMPROVEMENTS

Criteria Air Pollutant Inventory

Results of the air quality modeling for year 2020 are shown in Tables 1 through 6. Overall the proposed improvements would result in a decrease in emissions of reactive organic gases (ROG), oxides of nitrogen (NO_x), sulfur oxides (SO_x), coarse inhalable particulate (PM_{10}), and fine inhalable particulate matter ($PM_{2.5}$) and an increase in carbon monoxide (CO) emissions in year 2020. The San Joaquin Valley Air Basin (SJVAB) is designated as nonattainment under the national and state ambient air quality standards (AAQS) for ozone (O_3)[2], PM_{10}, and $PM_{2.5}$. Because the project would not result in an increase of air pollutant emissions that the SJVAB is designated as nonattainment for, the proposed improvements would result in regional air quality benefits in year 2020.

[2] Emissions of ROG and NO_x contribute to the formation of O_3.

Table 1
Year 2020 Inventory – Reactive Organic Compounds (ROG)

EMISSIONS TYPE	2020 LBS/DAY		
	BASELINE	PROJECT	CHANGE
Running Emissions			
Running Emissions -5 mph	54	30	-24
Running Emissions -10 mph	98	96	-2
Running Emissions -15 mph	353	350	-3
Running Emissions -20 mph	192	192	0
Running Emissions -25 mph	275	279	3
Running Emissions -30 mph	617	618	1
Running Emissions -35 mph	482	487	5
Running Emissions -40 mph	297	288	-9
Running Emissions -45 mph	490	491	1
Running Emissions -50 mph	356	339	-16
Running Emissions -55 mph	133	126	-7
Running Emissions -60 mph	90	34	-56
Running Emissions -65 mph	1,112	1,172	61
Running Emissions -70 mph	719	720	0
Running Emissions Total	5,268	5,223	-46
All Other Emissions[1]	8,860	8,882	22
TOTAL (lbs/day)	14,128	14,104	-23
TOTAL (Tons/year)[2]	2,451	2,447	-4

Source: EMFAC2011. Future GHG emissions include reductions associated with the Pavley fuel efficiency reductions and low carbon fuel standard. Based on VMT by speed bin provided by IBI Group and Fehr & Peers.

Notes: MTons: metric tons; lbs: pounds

1 All other emissions include idling and fugitive emissions from break/tire wear and off-gassing.

2 Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement (2008).

Table 2
Year 2020 Inventory – Oxides of Nitrogen (NO_x)

EMISSIONS TYPE	2020 LBS/DAY		
	BASELINE	PROJECT	CHANGE
Running Emissions			
Running Emissions -5 mph	225	125	-100
Running Emissions -10 mph	511	501	-9
Running Emissions -15 mph	1,970	1,954	-15
Running Emissions -20 mph	1,911	1,911	1
Running Emissions -25 mph	2,500	2,530	31
Running Emissions -30 mph	5,054	5,060	6
Running Emissions -35 mph	5,414	5,470	56
Running Emissions -40 mph	4,222	4,100	-122
Running Emissions -45 mph	6,903	6,918	15
Running Emissions -50 mph	5,835	5,568	-267
Running Emissions -55 mph	2,561	2,425	-136
Running Emissions -60 mph	1,679	638	-1,042
Running Emissions -65 mph	4,383	4,622	240
Running Emissions -70 mph	1,537	1,537	0
Running Emissions Total	44,705	43,361	-1,344
All Other Emissions[1]	9,371	9,394	24
TOTAL (lbs/day)	54,076	52,756	-1,320
TOTAL (Tons/year)[2]	9,382	9,153	-229

Source: EMFAC2011. Future GHG emissions include reductions associated with the Pavley fuel efficiency reductions and low carbon fuel standard. Based on VMT by speed bin provided by IBI Group and Fehr & Peers.

Notes: MTons: metric tons; lbs: pounds

[1] All other emissions include idling and fugitive emissions from break/tire wear and off-gassing.

[2] Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the *Climate Change Scoping Plan Measure Documentation Supplement* (2008).

Table 3
Year 2020 Inventory – Carbon Monoxide (CO)

EMISSIONS TYPE	2020 LBS/DAY		
	BASELINE	PROJECT	CHANGE
Running Emissions			
Running Emissions -5 mph	267	148	-119
Running Emissions -10 mph	509	500	-9
Running Emissions -15 mph	3,869	3,839	-30
Running Emissions -20 mph	1,800	1,801	1
Running Emissions -25 mph	3,914	3,962	48
Running Emissions -30 mph	12,392	12,407	15
Running Emissions -35 mph	7,361	7,437	76
Running Emissions -40 mph	3,172	3,080	-92
Running Emissions -45 mph	6,382	6,396	14
Running Emissions -50 mph	4,088	3,901	-187
Running Emissions -55 mph	1,253	1,187	-67
Running Emissions -60 mph	1,105	420	-685
Running Emissions -65 mph	24,340	25,671	1,331
Running Emissions -70 mph	14,970	14,973	2
Running Emissions Total	85,424	85,721	297
All Other Emissions[1]	31,190	31,269	79
TOTAL (lbs/day)	116,614	116,990	376
TOTAL (Tons/year)[2]	20,233	20,298	65

Source: EMFAC2011. Future GHG emissions include reductions associated with the Pavley fuel efficiency reductions and low carbon fuel standard. Based on VMT by speed bin provided by IBI Group and Fehr & Peers.

Notes: MTons: metric tons; lbs: pounds

[1] All other emissions include idling and fugitive emissions from break/tire wear and off-gassing.

[2] Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the *Climate Change Scoping Plan Measure Documentation Supplement* (2008).

Table 4
Year 2020 Inventory – Sulfur Oxides (SO_x)

EMISSIONS TYPE	2020 LBS/DAY		
	BASELINE	PROJECT	CHANGE
Running Emissions			
Running Emissions -5 mph	1	0	0
Running Emissions -10 mph	1	0	-1
Running Emissions -15 mph	4	4	0
Running Emissions -20 mph	6	6	0
Running Emissions -25 mph	7	7	0
Running Emissions -30 mph	14	14	0
Running Emissions -35 mph	21	21	0
Running Emissions -40 mph	19	18	-1
Running Emissions -45 mph	31	31	0
Running Emissions -50 mph	25	24	-1
Running Emissions -55 mph	12	11	-1
Running Emissions -60 mph	8	3	-5
Running Emissions -65 mph	9	9	0
Running Emissions -70 mph	0	0	0
Running Emissions Total	157	149	-8
All Other Emissions[1]	18	18	0
TOTAL (lbs/day)	176	168	-8
TOTAL (Tons/year)[2]	30	29	-1

Source: EMFAC2011. Future GHG emissions include reductions associated with the Pavley fuel efficiency reductions and low carbon fuel standard. Based on VMT by speed bin provided by IBI Group and Fehr & Peers.

Notes: MTons: metric tons; lbs: pounds

[1] All other emissions include idling and fugitive emissions from break/tire wear and off-gassing.

[2] Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the *Climate Change Scoping Plan Measure Documentation Supplement* (2008).

Table 5
Year 2020 Inventory – Coarse Inhalable Particulate Matter (PM_{10})

EMISSIONS TYPE	2020 LBS/DAY		
	BASELINE	PROJECT	CHANGE
Running Emissions			
Running Emissions -5 mph	3	2	-1
Running Emissions -10 mph	7	7	0
Running Emissions -15 mph	32	32	0
Running Emissions -20 mph	28	0	-28
Running Emissions -25 mph	38	38	0
Running Emissions -30 mph	76	76	0
Running Emissions -35 mph	89	90	1
Running Emissions -40 mph	80	78	-2
Running Emissions -45 mph	150	151	0
Running Emissions -50 mph	140	133	-6
Running Emissions -55 mph	74	70	-4
Running Emissions -60 mph	57	22	-35
Running Emissions -65 mph	101	107	6
Running Emissions -70 mph	19	19	0
Running Emissions Total	895	824	-70
All Other Emissions[1]	3,960	3,970	10
TOTAL (lbs/day)	4,855	4,794	-60
TOTAL (Tons/year)[2]	842	832	-10

Source: EMFAC2011. Future GHG emissions include reductions associated with the Pavley fuel efficiency reductions and low carbon fuel standard. Based on VMT by speed bin provided by IBI Group and Fehr & Peers.

Notes: MTons: metric tons; lbs: pounds

[1] All other emissions include idling and fugitive emissions from break/tire wear and off-gassing.

[2] Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the *Climate Change Scoping Plan Measure Documentation Supplement* (2008).

Table 6
Year 2020 Inventory – Fine Inhalable Particulate Matter ($PM_{2.5}$)

EMISSIONS TYPE	2020 LBS/DAY		
	BASELINE	PROJECT	CHANGE
Running Emissions			
Running Emissions -5 mph	3	2	-1
Running Emissions -10 mph	7	6	0
Running Emissions -15 mph	30	30	0
Running Emissions -20 mph	26	26	0
Running Emissions -25 mph	35	35	0
Running Emissions -30 mph	70	70	0
Running Emissions -35 mph	82	83	1
Running Emissions -40 mph	74	71	-2
Running Emissions -45 mph	138	138	0
Running Emissions -50 mph	128	122	-6
Running Emissions -55 mph	68	65	-4
Running Emissions -60 mph	53	20	-33
Running Emissions -65 mph	93	0	-93
Running Emissions -70 mph	18	18	0
Running Emissions Total	824	686	-137
All Other Emissions[1]	1,567	1,571	4
TOTAL (lbs/day)	2,391	2,258	-133
TOTAL (Tons/year)[2]	415	392	-23

Source: EMFAC2011. Future GHG emissions include reductions associated with the Pavley fuel efficiency reductions and low carbon fuel standard. Based on VMT by speed bin provided by IBI Group and Fehr & Peers.

Notes: MTons: metric tons; lbs: pounds

[1] All other emissions include idling and fugitive emissions from break/tire wear and off-gassing.

[2] Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the *Climate Change Scoping Plan Measure Documentation Supplement* (2008).

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GHG Emissions Inventory

Results of the GHG emissions modeling for year 2020 is shown in Table 7. Overall the proposed improvements would result in a decrease in GHG emissions.

Table 7
Year 2020 Inventory – GHG Emissions

EMISSIONS TYPE	2020 MTONS/YEAR		
	BASELINE	PROJECT	CHANGE
Running Emissions			
Running Emissions -5 mph	17,086	19,944	2,858
Running Emissions -10 mph	63,065	55,453	-7,612
Running Emissions -15 mph	355,281	355,515	234
Running Emissions -20 mph	252,301	245,410	-6,891
Running Emissions -25 mph	371,314	362,382	-8,932
Running Emissions -30 mph	902,043	893,347	-8,697
Running Emissions -35 mph	800,782	773,883	-26,899
Running Emissions -40 mph	548,940	545,868	-3,073
Running Emissions -45 mph	1,008,970	986,276	-22,695
Running Emissions -50 mph	624,407	611,209	-13,198
Running Emissions -55 mph	427,574	414,983	-12,591
Running Emissions -60 mph	176,154	171,012	-5,142
Running Emissions -65 mph	1,493,409	1,585,504	92,095
Running Emissions -70 mph	804,591	804,338	-253
Running Emissions Total	7,845,917	7,825,123	-20,794
All Other Emissions[1]	257,894	258,543	650
TOTAL	8,103,810	8,083,666	-20,144

Source: EMFAC2011. Future GHG emissions include reductions associated with the Pavley fuel efficiency reductions and low carbon fuel standard. Based on VMT by speed bin provided by IBI Group and Fehr & Peers.

Notes: MTons: metric tons; lbs: pounds

[1] All other emissions include idling and fugitive emissions from break/tire wear and off-gassing.

2035 SCENARIO WITH AND WITHOUT HOV/BRT IMPROVEMENTS

Criteria Air Pollutant Inventory

Results of the air quality modeling for year 2035 are shown in Tables 8 through 13. Overall the proposed improvements would result in a decrease in emissions of NO_x, SO_x, and PM_{10} and an increase in ROG, CO, and $PM_{2.5}$ emissions in year 2035. The SJVAB is designated as nonattainment under the national and state AAQS for O_3[3], PM_{10}, and $PM_{2.5}$. The project would result in decrease in NO_x and an increase ROG emissions, which are O_3 precursors, the project could contribute to the nonattainment designation for O_3 of the SJVAB. Therefore, it cannot be determined if proposed improvements would not result in improvements to regional air quality in year 2035. A regional conformity analysis would be conducted by Kern COG to evaluate the effects of the project on regional air quality if the proposed improvements are integrated in Kern COG's Regional Transportation Plan (RTP).

[3] Emissions of ROG and NO_x contribute to the formation of O_3.

Table 8
Year 2035 Inventory – Reactive Organic Compounds (ROG)

EMISSIONS TYPE	2035 LBS/DAY		
	BASELINE	PROJECT	CHANGE
Running Emissions			
Running Emissions -5 mph	34	40	6
Running Emissions -10 mph	104	91	-13
Running Emissions -15 mph	597	597	0
Running Emissions -20 mph	183	178	-5
Running Emissions -25 mph	254	248	-6
Running Emissions -30 mph	591	585	-6
Running Emissions -35 mph	552	534	-19
Running Emissions -40 mph	356	354	-2
Running Emissions -45 mph	649	634	-15
Running Emissions -50 mph	384	376	-8
Running Emissions -55 mph	235	228	-7
Running Emissions -60 mph	89	87	-3
Running Emissions -65 mph	1,165	1,237	72
Running Emissions -70 mph	782	781	0
Running Emissions Total	5,974	5,970	-4
All Other Emissions[1]	8,560	8,614	53
TOTAL (lbs/day)	14,535	14,584	49
TOTAL (Tons/year)[2]	2,522	2,530	9

Source: EMFAC2011. Future GHG emissions include reductions associated with the Pavley fuel efficiency reductions and low carbon fuel standard. Based on VMT by speed bin provided by IBI Group and Fehr & Peers.

Notes: MTons: metric tons; lbs: pounds

[1] All other emissions include idling and fugitive emissions from break/tire wear and off-gassing.

[2] Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the *Climate Change Scoping Plan Measure Documentation Supplement* (2008).

Table 9
Year 2035 Inventory – Oxides of Nitrogen (NO_x)

EMISSIONS TYPE	2035 LBS/DAY		
	BASELINE	PROJECT	CHANGE
Running Emissions			
Running Emissions -5 mph	102	119	17
Running Emissions -10 mph	394	346	-48
Running Emissions -15 mph	3,216	3,218	2
Running Emissions -20 mph	1,404	1,365	-38
Running Emissions -25 mph	1,806	1,762	-43
Running Emissions -30 mph	3,729	3,694	-36
Running Emissions -35 mph	4,379	4,232	-147
Running Emissions -40 mph	3,315	3,296	-19
Running Emissions -45 mph	6,057	5,921	-136
Running Emissions -50 mph	4,155	4,068	-88
Running Emissions -55 mph	2,823	2,740	-83
Running Emissions -60 mph	1,016	986	-30
Running Emissions -65 mph	3,319	3,524	205
Running Emissions -70 mph	1,136	1,136	0
Running Emissions Total	36,851	36,407	-444
All Other Emissions[1]	11,045	11,114	69
TOTAL (lbs/day)	47,896	47,521	-375
TOTAL (Tons/year)[2]	8,310	8,245	-65

Source: EMFAC2011. Future GHG emissions include reductions associated with the Pavley fuel efficiency reductions and low carbon fuel standard. Based on VMT by speed bin provided by IBI Group and Fehr & Peers.

Notes: MTons: metric tons; lbs: pounds

[1] All other emissions include idling and fugitive emissions from break/tire wear and off-gassing.

[2] Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the *Climate Change Scoping Plan Measure Documentation Supplement* (2008).

Table 10
Year 2035 Inventory – Carbon Monoxide (CO)

EMISSIONS TYPE	2035 LBS/DAY		
	BASELINE	PROJECT	CHANGE
Running Emissions			
Running Emissions -5 mph	121	141	20
Running Emissions -10 mph	415	365	-50
Running Emissions -15 mph	2,972	2,974	2
Running Emissions -20 mph	1,545	1,503	-42
Running Emissions -25 mph	3,421	3,338	-82
Running Emissions -30 mph	10,815	10,711	-104
Running Emissions -35 mph	7,391	7,143	-248
Running Emissions -40 mph	3,547	3,527	-20
Running Emissions -45 mph	7,382	7,216	-166
Running Emissions -50 mph	3,829	3,748	-81
Running Emissions -55 mph	2,158	2,094	-64
Running Emissions -60 mph	1,038	1,008	-30
Running Emissions -65 mph	21,736	23,077	1,340
Running Emissions -70 mph	13,832	13,828	-4
Running Emissions Total	80,201	80,671	471
All Other Emissions[1]	27,717	27,890	173
TOTAL (lbs/day)	107,918	108,561	643
TOTAL (Tons/year)[2]	18,724	18,835	112

Source: EMFAC2011. Future GHG emissions include reductions associated with the Pavley fuel efficiency reductions and low carbon fuel standard. Based on VMT by speed bin provided by IBI Group and Fehr & Peers.

Notes: MTons: metric tons; lbs: pounds

[1] All other emissions include idling and fugitive emissions from break/tire wear and off-gassing.

[2] Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the *Climate Change Scoping Plan Measure Documentation Supplement* (2008).

Table 11
Year 2035 Inventory – Sulfur Oxides (SO_x)

EMISSIONS TYPE	2035 LBS/DAY		
	BASELINE	PROJECT	CHANGE
Running Emissions			
Running Emissions -5 mph	0	1	0
Running Emissions -10 mph	2	2	0
Running Emissions -15 mph	17	17	0
Running Emissions -20 mph	8	8	0
Running Emissions -25 mph	9	9	0
Running Emissions -30 mph	19	19	0
Running Emissions -35 mph	29	28	-1
Running Emissions -40 mph	25	25	0
Running Emissions -45 mph	47	46	-1
Running Emissions -50 mph	32	31	-1
Running Emissions -55 mph	23	23	-1
Running Emissions -60 mph	8	8	0
Running Emissions -65 mph	12	13	1
Running Emissions -70 mph	0	0	0
Running Emissions Total	232	228	-4
All Other Emissions[1]	26	26	0
TOTAL (lbs/day)	258	254	-4
TOTAL (Tons/year)[2]	45	44	-1

Source: EMFAC2011. Future GHG emissions include reductions associated with the Pavley fuel efficiency reductions and low carbon fuel standard. Based on VMT by speed bin provided by IBI Group and Fehr & Peers.

Notes: MTons: metric tons; lbs: pounds

[1] All other emissions include idling and fugitive emissions from break/tire wear and off-gassing.

[2] Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the *Climate Change Scoping Plan Measure Documentation Supplement* (2008).

Table 12
Year 2035 Inventory – Coarse Inhalable Particulate Matter (PM_{10})

EMISSIONS TYPE	2035 LBS/DAY		
	BASELINE	PROJECT	CHANGE
Running Emissions			
Running Emissions -5 mph	2	2	0
Running Emissions -10 mph	7	6	-1
Running Emissions -15 mph	64	64	0
Running Emissions -20 mph	31	0	-31
Running Emissions -25 mph	42	41	-1
Running Emissions -30 mph	89	89	-1
Running Emissions -35 mph	113	109	-4
Running Emissions -40 mph	98	98	-1
Running Emissions -45 mph	211	206	-5
Running Emissions -50 mph	165	161	-3
Running Emissions -55 mph	134	130	-4
Running Emissions -60 mph	55	53	-2
Running Emissions -65 mph	133	142	8
Running Emissions -70 mph	28	28	0
Running Emissions Total	1,172	1,129	-43
All Other Emissions[1]	5,438	5,472	34
TOTAL (lbs/day)	6,610	6,601	-9
TOTAL (Tons/year)[2]	1,147	1,145	-2

Source: EMFAC2011. Future GHG emissions include reductions associated with the Pavley fuel efficiency reductions and low carbon fuel standard. Based on VMT by speed bin provided by IBI Group and Fehr & Peers.

Notes: MTons: metric tons; lbs: pounds

[1] All other emissions include idling and fugitive emissions from break/tire wear and off-gassing.

[2] Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the *Climate Change Scoping Plan Measure Documentation Supplement* (2008).

Table 13
Year 2035 Inventory – Fine Inhalable Particulate Matter ($PM_{2.5}$)

EMISSIONS TYPE	2035 LBS/DAY		
	BASELINE	PROJECT	CHANGE
Running Emissions			
Running Emissions -5 mph	2	2	0
Running Emissions -10 mph	7	6	-1
Running Emissions -15 mph	59	59	0
Running Emissions -20 mph	29	28	-1
Running Emissions -25 mph	38	37	-1
Running Emissions -30 mph	82	82	-1
Running Emissions -35 mph	104	100	-3
Running Emissions -40 mph	91	90	-1
Running Emissions -45 mph	194	190	-4
Running Emissions -50 mph	151	148	-3
Running Emissions -55 mph	123	120	-4
Running Emissions -60 mph	50	49	-1
Running Emissions -65 mph	123	131	8
Running Emissions -70 mph	26	26	0
Running Emissions Total	1,079	1,067	-12
All Other Emissions[1]	2,159	2,173	13
TOTAL (lbs/day)	3,238	3,240	1
TOTAL (Tons/year)[2]	562	562	0

Source: EMFAC2011. Future GHG emissions include reductions associated with the Pavley fuel efficiency reductions and low carbon fuel standard. Based on VMT by speed bin provided by IBI Group and Fehr & Peers.

Notes: MTons: metric tons; lbs: pounds

[1] All other emissions include idling and fugitive emissions from break/tire wear and off-gassing.

[2] Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the *Climate Change Scoping Plan Measure Documentation Supplement* (2008).

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GHG Emissions Inventory

Results of the GHG emissions modeling for year 2035 is shown in Table 14. Overall the proposed improvements would result in a decrease in GHG emissions.

Table 14
Year 2035 Inventory – GHG Emissions

EMISSIONS TYPE	2035 MTONS/YEAR		
	BASELINE	PROJECT	CHANGE
Running Emissions			
Running Emissions -5 mph	17,586	20,528	2,942
Running Emissions -10 mph	62,703	55,135	-7,568
Running Emissions -15 mph	333,845	334,064	220
Running Emissions -20 mph	239,366	232,829	-6,538
Running Emissions -25 mph	347,070	338,722	-8,348
Running Emissions -30 mph	835,115	827,064	-8,051
Running Emissions -35 mph	743,155	718,192	-24,963
Running Emissions -40 mph	491,115	488,366	-2,749
Running Emissions -45 mph	948,221	926,892	-21,328
Running Emissions -50 mph	616,277	603,251	-13,026
Running Emissions -55 mph	396,608	384,930	-11,679
Running Emissions -60 mph	156,184	151,625	-4,559
Running Emissions -65 mph	1,349,600	1,432,826	83,226
Running Emissions -70 mph	714,003	713,778	-225
Running Emissions Total	7,250,848	7,228,202	-22,646
All Other Emissions[1]	347,888	350,058	2,170
TOTAL	7,598,736	7,578,260	-20,476

Source: EMFAC2011. Future GHG emissions include reductions associated with the Pavley fuel efficiency reductions and low carbon fuel standard. Based on VMT by speed bin provided by IBI Group and Fehr & Peers.

Notes: MTons: metric tons; lbs: pounds

[1] All other emissions include idling and fugitive emissions from break/tire wear and off-gassing.

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Appendix A.
Air Quality and GHG Emissions Modeling

VMT BY SPEED

Speed Range		2020				2035			
	EMFAC Speed	Baseline	Project	Change	Percent Change	Baseline	Project	Change	Percent Change
0.00 - 7.50	5	33,623	18,675	-14,948	-44.5%	26,110	30,478	4,368	16.7%
7.51 - 12.50	10	80,429	78,936	-1,493	-1.9%	113,074	99,426	-13,648	-12.1%
12.51 - 17.50	15	900,174	893,139	-7,035	-0.8%	1,196,929	1,197,717	788	0.1%
17.51 - 22.50	20	547,707	547,866	159	0.0%	786,690	765,203	-21,487	-2.7%
22.51 - 27.50	25	1,243,349	1,258,538	15,189	1.2%	1,716,624	1,675,332	-41,292	-2.4%
27.51 - 32.50	30	4,090,940	4,095,755	4,815	0.1%	5,427,609	5,375,282	-52,327	-1.0%
32.51 - 37.50	35	2,675,239	2,702,821	27,582	1.0%	3,888,715	3,758,089	-130,626	-3.4%
37.51 - 42.50	40	1,293,237	1,255,822	-37,415	-2.9%	1,964,352	1,953,357	-10,995	-0.6%
42.51 - 47.50	45	2,640,826	2,646,666	5,840	0.2%	4,155,338	4,061,873	-93,465	-2.2%
47.51 - 52.50	50	1,847,232	1,762,601	-84,631	-4.6%	2,319,397	2,270,373	-49,024	-2.1%
52.51 - 57.50	55	561,897	532,019	-29,878	-5.3%	1,183,876	1,149,015	-34,861	-2.9%
57.51 - 62.50	60	468,928	178,114	-290,814	-62.0%	580,422	563,479	-16,943	-2.9%
62.51 - 67.50	65	8,918,699	9,406,584	487,885	5.5%	11,680,949	12,401,283	720,334	6.2%
67.51 - 72.50	70	4,851,391	4,852,101	710	0.0%	6,442,069	6,440,043	-2,026	0.0%
Total		30,153,671	30,229,637	75,966		41,482,154	41,740,950	258,796	

CRITERIA AIR POLLUTANTS BY SPEED -ROG (Running Exhaust)

Speed Range	2020 (lbs/day)			2035 (lbs/day)		
EMFAC Speed	**Baseline**	**Project**	**Change**	**Baseline**	**Project**	**Change**
5	54	30	-24	34	40	6
10	98	96	-2	104	91	-13
15	353	350	-3	597	597	0
20	192	192	0	183	178	-5
25	275	279	3	254	248	-6
30	617	618	1	591	585	-6
35	482	487	5	552	534	-19
40	297	288	-9	356	354	-2
45	490	491	1	649	634	-15
50	356	339	-16	384	376	-8
55	133	126	-7	235	228	-7
60	90	34	-56	89	87	-3
65	1,112	1,172	61	1,165	1,237	72
70	719	720	0	782	781	0
Running Emissions	5,268	5,223	-46	5,974	5,970	-4
All Other Emissions	8,860	8,882	22	8,560	8,614	53
TOTAL (lbs/day)	14,128	14,104	-23	14,535	14,584	49
TOTAL Tons/Year	2,451	2,447	-4	2,522	2,530	9

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CRITERIA AIR POLLUTANTS BY SPEED -NOx (Running Exhaust)

Speed Range	2020 (lbs/day)			2035 (lbs/day)		
EMFAC Speed	**Baseline**	**Project**	**Change**	**Baseline**	**Project**	**Change**
5	225	125	-100	102	119	17
10	511	501	-9	394	346	-48
15	1,970	1,954	-15	3,216	3,218	2
20	1,911	1,911	1	1,404	1,365	-38
25	2,500	2,530	31	1,806	1,762	-43
30	5,054	5,060	6	3,729	3,694	-36
35	5,414	5,470	56	4,379	4,232	-147
40	4,222	4,100	-122	3,315	3,296	-19
45	6,903	6,918	15	6,057	5,921	-136
50	5,835	5,568	-267	4,155	4,068	-88
55	2,561	2,425	-136	2,823	2,740	-83
60	1,679	638	-1,042	1,016	986	-30
65	4,383	4,622	240	3,319	3,524	205
70	1,537	1,537	0	1,136	1,136	0
Running Emissions	44,705	43,361	-1,344	36,851	36,407	-444
All Other Emissions	9,371	9,394	24	11,045	11,114	69
TOTAL (lbs/day)	54,076	52,756	-1,320	47,896	47,521	-375
TOTAL Tons/Year	9,382	9,153	-229	8,310	8,245	-65

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CRITERIA AIR POLLUTANTS BY SPEED -CO (Running Exhaust)

Speed Range	2020 (lbs/day)			2035 (lbs/day)		
EMFAC Speed	**Baseline**	**Project**	**Change**	**Baseline**	**Project**	**Change**
5	267	148	-119	121	141	20
10	509	500	-9	415	365	-50
15	3,869	3,839	-30	2,972	2,974	2
20	1,800	1,801	1	1,545	1,503	-42
25	3,914	3,962	48	3,421	3,338	-82
30	12,392	12,407	15	10,815	10,711	-104
35	7,361	7,437	76	7,391	7,143	-248
40	3,172	3,080	-92	3,547	3,527	-20
45	6,382	6,396	14	7,382	7,216	-166
50	4,088	3,901	-187	3,829	3,748	-81
55	1,253	1,187	-67	2,158	2,094	-64
60	1,105	420	-685	1,038	1,008	-30
65	24,340	25,671	1,331	21,736	23,077	1,340
70	14,970	14,973	2	13,832	13,828	-4
Running Emissions	85,424	85,721	297	80,201	80,671	471
All Other Emissions	31,190	31,269	79	27,717	27,890	173
TOTAL (lbs/day)	116,614	116,990	376	107,918	108,561	643
TOTAL Tons/Year	20,233	20,298	65	18,724	18,835	112

CRITERIA AIR POLLUTANTS BY SPEED -SOx (Running Exhaust)

Speed Range	2020 (lbs/day)			2035 (lbs/day)		
EMFAC Speed	Baseline	Project	Change	Baseline	Project	Change
5	1	0	0	0	1	0
10	1	0	-1	2	2	0
15	4	4	0	17	17	0
20	6	6	0	8	8	0
25	7	7	0	9	9	0
30	14	14	0	19	19	0
35	21	21	0	29	28	-1
40	19	18	-1	25	25	0
45	31	31	0	47	46	-1
50	25	24	-1	32	31	-1
55	12	11	-1	23	23	-1
60	8	3	-5	8	8	0
65	9	9	0	12	13	1
70	0	0	0	0	0	0
Running Emissions	157	149	-8	232	228	-4
All Other Emissions	18	18	0	26	26	0
TOTAL (lbs/day)	176	168	-8	258	254	-4
TOTAL Tons/Year	30	29	-1	45	44	-1

CRITERIA AIR POLLUTANTS BY SPEED -PM10 (Running Exhaust)

Speed Range	2020 (lbs/day)			2035 (lbs/day)		
EMFAC Speed	Baseline	Project	Change	Baseline	Project	Change
5	3	2	-1	2	2	0
10	7	7	0	7	6	-1
15	32	32	0	64	64	0
20	28	0	-28	31	0	-31
25	38	38	0	42	41	-1
30	76	76	0	89	89	-1
35	89	90	1	113	109	-4
40	80	78	-2	98	98	-1
45	150	151	0	211	206	-5
50	140	133	-6	165	161	-3
55	74	70	-4	134	130	-4
60	57	22	-35	55	53	-2
65	101	107	6	133	142	8
70	19	19	0	28	28	0
Running Emissions	895	824	-70	1,172	1,129	-43
All Other Emissions	3,960	3,970	10	5,438	5,472	34
TOTAL (lbs/day)	4,855	4,794	-60	6,610	6,601	-9
TOTAL Tons/Year	842	832	-10	1,147	1,145	-2

CRITERIA AIR POLLUTANTS BY SPEED -PM2.5 (Running Exhaust)

Speed Range	2020 (lbs/day)			2035 (lbs/day)		
EMFAC Speed	Baseline	Project	Change	Baseline	Project	Change
5	3	2	-1	2	2	0
10	7	6	0	7	6	-1
15	30	30	0	59	59	0
20	26	26	0	29	28	-1
25	35	35	0	38	37	-1
30	70	70	0	82	82	-1
35	82	83	1	104	100	-3
40	74	71	-2	91	90	-1
45	138	138	0	194	190	-4
50	128	122	-6	151	148	-3
55	68	65	-4	123	120	-4
60	53	20	-33	50	49	-1
65	93	0	-93	123	131	8
70	18	18	0	26	26	0
Running Emissions	824	686	-137	1,079	1,067	-12
All Other Emissions	1,567	1,571	4	2,159	2,173	13
TOTAL (lbs/day)	2,391	2,258	-133	3,238	3,240	1
TOTAL Tons/Year	415	392	-23	562	562	0

GHG EMISSIONS BY SPEED (Running Exhaust)

Speed Range	2020 (MTons/year)			2035 (MTons/year)		
EMFAC Speed	**Baseline**	**Project**	**Change**	**Baseline**	**Project**	**Change**
5	17,086	19,944	2,858	17,586	20,528	2,942
10	63,065	55,453	-7,612	62,703	55,135	-7,568
15	355,281	355,515	234	333,845	334,064	220
20	252,301	245,410	-6,891	239,366	232,829	-6,538
25	371,314	362,382	-8,932	347,070	338,722	-8,348
30	902,043	893,347	-8,697	835,115	827,064	-8,051
35	800,782	773,883	-26,899	743,155	718,192	-24,963
40	548,940	545,868	-3,073	491,115	488,366	-2,749
45	1,008,970	986,276	-22,695	948,221	926,892	-21,328
50	624,407	611,209	-13,198	616,277	603,251	-13,026
55	427,574	414,983	-12,591	396,608	384,930	-11,679
60	176,154	171,012	-5,142	156,184	151,625	-4,559
65	1,493,409	1,585,504	92,095	1,349,600	1,432,826	83,226
70	804,591	804,338	-253	714,003	713,778	-225
Running Emissions	7,845,917	7,825,123	-20,794	7,250,848	7,228,202	-22,646
All Other Emissions	257,894	258,543	650	347,888	350,058	2,170
TOTAL	8,103,810	8,083,666	-20,144	7,598,736	7,578,260	-20,476

Year 2020

Based on EMFAC2011

BASELINE

5 mph

	Emission year	Daily						
	2020	**33,623**			**lbs/day**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.09%		0	1	0	0	0	0
LDA	13.52%		1	1	15	0	0	0
LDT1	2.12%		0	1	6	0	0	0
LDT2	5.27%		0	1	8	0	0	0
LHD1	41.66%		10	39	107	0	1	1
LHD2	6.67%		1	11	12	0	0	0
MCY	0.23%		1	0	4	0	0	0
MDV	6.95%		1	2	18	0	0	0
MH	0.64%		0	1	3	0	0	0
Motor Coach	0.04%		0	0	0	0	0	0
OBUS	0.20%		0	0	1	0	0	0
SBUS	0.32%		1	4	5	0	0	0
T6 Ag	0.30%		1	2	1	0	0	0
T6 CAIRP heavy	0.01%		0	0	0	0	0	0
T6 CAIRP small	0.04%		0	0	0	0	0	0
T6 instate construction heavy	0.35%		0	3	1	0	0	0
T6 instate construction small	0.85%		1	3	2	0	0	0
T6 instate heavy	0.84%		1	7	1	0	0	0
T6 instate small	2.15%		2	8	4	0	0	0
T6 OOS heavy	0.01%		0	0	0	0	0	0
T6 OOS small	0.02%		0	0	0	0	0	0
T6 public	0.09%		0	1	0	0	0	0
T6 utility	0.02%		0	0	0	0	0	0
T6TS	0.83%		0	0	5	0	0	0
T7 Ag	0.43%		1	6	2	0	0	0
T7 CAIRP	3.56%		7	22	14	0	0	0
T7 CAIRP construction	0.13%		0	1	1	0	0	0
T7 NNOOS	4.00%		7	17	13	0	0	0
T7 NOOS	1.30%		3	8	5	0	0	0
T7 other port	0.06%		0	1	1	0	0	0
T7 POAK	0.23%		1	4	2	0	0	0
T7 POLA	0.37%		2	7	3	0	0	0
T7 public	0.04%		0	1	0	0	0	0
T7 Single	0.33%		0	3	1	0	0	0
T7 single construction	0.34%		0	4	1	0	0	0
T7 SWCV	0.09%		0	2	0	0	0	0
T7 tractor	5.06%		10	52	20	0	0	0
T7 tractor construction	0.25%		0	3	1	0	0	0
T7 utility	0.01%		0	0	0	0	0	0
T7IS	0.04%		0	0	4	0	0	0
UBUS	0.55%		1	7	7	0	0	0
TOTAL	100%		**54**	**225**	**267**	**1**	**3**	**3**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020

Based on EMFAC2011

BASELINE

10 mph

Emission year	Daily						
2020	**80,429**			**lbs/year**			
Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.13%	0	2	0	0	0	0
LDA	11.72%	1	2	27	0	0	0
LDT1	1.84%	0	1	10	0	0	0
LDT2	4.57%	1	1	14	0	0	0
LHD1	38.05%	18	90	189	0	2	2
LHD2	6.50%	3	25	23	0	1	0
MCY	0.20%	1	0	8	0	0	0
MDV	6.03%	2	4	33	0	0	0
MH	1.04%	1	5	10	0	0	0
Motor Coach	0.04%	0	1	0	0	0	0
OBUS	0.32%	0	0	4	0	0	0
SBUS	0.36%	1	8	11	0	0	0
T6 Ag	0.47%	1	6	2	0	0	0
T6 CAIRP heavy	0.02%	0	0	0	0	0	0
T6 CAIRP small	0.06%	0	0	0	0	0	0
T6 instate construction heavy	0.54%	1	9	1	0	0	0
T6 instate construction small	1.32%	2	10	4	0	0	0
T6 instate heavy	1.30%	2	19	3	0	0	0
T6 instate small	3.36%	5	23	9	0	0	0
T6 OOS heavy	0.01%	0	0	0	0	0	0
T6 OOS small	0.04%	0	0	0	0	0	0
T6 public	0.14%	0	2	0	0	0	0
T6 utility	0.03%	0	0	0	0	0	0
T6TS	1.35%	1	1	15	0	0	0
T7 Ag	0.53%	2	13	5	0	0	0
T7 CAIRP	4.36%	12	49	26	0	1	1
T7 CAIRP construction	0.16%	0	2	1	0	0	0
T7 NNOOS	4.90%	11	37	24	0	1	0
T7 NOOS	1.59%	4	18	9	0	0	0
T7 other port	0.07%	0	3	1	0	0	0
T7 POAK	0.28%	2	10	4	0	0	0
T7 POLA	0.45%	3	15	6	0	0	0
T7 public	0.05%	0	2	0	0	0	0
T7 Single	0.40%	1	7	2	0	0	0
T7 single construction	0.41%	1	8	2	0	0	0
T7 SWCV	0.11%	0	3	0	0	0	0
T7 tractor	6.19%	17	112	36	0	1	1
T7 tractor construction	0.31%	1	6	2	0	0	0
T7 utility	0.01%	0	0	0	0	0	0
T7IS	0.06%	0	0	12	0	0	0
UBUS	0.64%	2	16	16	0	0	0
TOTAL	100%	**98**	**511**	**509**	**1**	**7**	**7**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020

Based on EMFAC2011

BASELINE

15 mph

	Emission year	Daily						
	2020	**900,174**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.05%		0	5	1	0	0	0
LDA	30.94%		23	61	729	0	3	3
LDT1	4.86%		9	24	263	0	1	1
LDT2	12.06%		13	38	385	0	1	1
LHD1	21.39%		81	481	822	0	8	8
LHD2	3.60%		12	128	100	0	2	2
MCY	0.53%		34	12	208	0	0	0
MDV	15.91%		35	97	862	0	2	2
MH	0.34%		2	14	23	0	0	0
Motor Coach	0.01%		0	2	1	0	0	0
OBUS	0.10%		1	1	9	0	0	0
SBUS	0.18%		5	31	43	0	0	0
T6 Ag	0.17%		2	18	5	0	1	1
T6 CAIRP heavy	0.01%		0	0	0	0	0	0
T6 CAIRP small	0.02%		0	1	0	0	0	0
T6 instate construction heavy	0.19%		1	26	3	0	0	0
T6 instate construction small	0.47%		4	29	8	0	1	0
T6 instate heavy	0.47%		3	57	7	0	0	0
T6 instate small	1.20%		9	70	21	0	1	1
T6 OOS heavy	0.00%		0	0	0	0	0	0
T6 OOS small	0.01%		0	1	0	0	0	0
T6 public	0.05%		0	7	1	0	0	0
T6 utility	0.01%		0	1	0	0	0	0
T6TS	0.43%		3	4	37	0	0	0
T7 Ag	0.18%		4	34	11	0	1	1
T7 CAIRP	1.46%		23	137	56	1	2	2
T7 CAIRP construction	0.05%		1	5	2	0	0	0
T7 NNOOS	1.64%		22	105	53	1	2	2
T7 NOOS	0.53%		8	50	20	0	1	1
T7 other port	0.02%		1	7	2	0	0	0
T7 POAK	0.09%		3	27	8	0	0	0
T7 POLA	0.15%		5	43	13	0	0	0
T7 public	0.02%		0	6	0	0	0	0
T7 Single	0.13%		2	19	4	0	0	0
T7 single construction	0.14%		2	21	4	0	0	0
T7 SWCV	0.04%		0	8	1	0	0	0
T7 tractor	2.07%		32	310	79	1	3	3
T7 tractor construction	0.10%		2	17	4	0	0	0
T7 utility	0.00%		0	0	0	0	0	0
T7IS	0.02%		1	1	26	0	0	0
UBUS	0.32%		9	72	59	0	2	1
TOTAL			**353**	**1,970**	**3,869**	**4**	**32**	**30**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020

Based on EMFAC2011

BASELINE

20 mph

	Emission year	Daily						
	2020	**547,707**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.06%		0	3	0	0	0	0
LDA	19.42%		6	21	253	0	1	1
LDT1	3.05%		3	8	90	0	0	0
LDT2	7.57%		3	13	133	0	0	0
LHD1	28.66%		49	346	487	0	5	5
LHD2	4.76%		8	89	59	0	2	1
MCY	0.33%		11	5	71	0	0	0
MDV	9.98%		10	33	296	0	0	0
MH	0.42%		1	9	13	0	0	0
Motor Coach	0.04%		0	2	0	0	0	0
OBUS	0.13%		0	1	5	0	0	0
PTO	2.42%		7	161	22	1	1	1
SBUS	0.29%		3	23	31	0	0	0
T6 Ag	0.21%		1	10	2	0	0	0
T6 CAIRP heavy	0.01%		0	0	0	0	0	0
T6 CAIRP small	0.03%		0	1	0	0	0	0
T6 instate construction heavy	0.24%		0	15	1	0	0	0
T6 instate construction small	0.59%		1	17	3	0	0	0
T6 instate heavy	0.58%		1	33	3	0	0	0
T6 instate small	1.50%		3	40	8	0	1	1
T6 OOS heavy	0.00%		0	0	0	0	0	0
T6 OOS small	0.02%		0	0	0	0	0	0
T6 public	0.06%		0	4	0	0	0	0
T6 utility	0.01%		0	0	0	0	0	0
T6TS	0.53%		2	3	20	0	0	0
T7 Ag	0.50%		3	44	12	0	1	1
T7 CAIRP	4.07%		17	176	51	1	3	3
T7 CAIRP construction	0.15%		1	7	2	0	0	0
T7 NNOOS	4.58%		16	135	49	1	3	2
T7 NOOS	1.48%		6	64	19	0	1	1
T7 other port	0.07%		1	9	2	0	0	0
T7 POAK	0.26%		2	35	7	0	0	0
T7 POLA	0.42%		4	55	12	0	0	0
T7 public	0.05%		0	7	0	0	0	0
T7 Single	0.37%		1	25	3	0	0	0
T7 single construction	0.39%		1	27	4	0	0	0
T7 SWCV	0.10%		0	10	1	0	0	0
T7 tractor	5.79%		24	398	73	1	5	4
T7 tractor construction	0.29%		1	22	4	0	0	0
T7 utility	0.01%		0	1	0	0	0	0
T7IS	0.04%		1	2	23	0	0	0
UBUS	0.50%		6	57	40	0	1	1
TOTAL			**192**	**1,911**	**1,800**	**6**	**28**	**26**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020

Based on EMFAC2011

BASELINE

25 mph

	Emission year	Daily						
	2020	**1,243,349**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.04%		0	4	0	0	0	0
LDA	31.51%		17	70	849	0	2	2
LDT1	4.95%		7	27	297	0	1	1
LDT2	12.28%		9	44	446	0	1	1
LHD1	16.53%		52	494	481	0	7	6
LHD2	3.01%		10	131	67	0	2	2
MCY	0.54%		34	17	244	0	0	0
MDV	16.20%		27	110	990	0	1	1
MH	0.31%		1	13	16	0	0	0
Motor Coach	0.02%		0	3	1	0	0	0
OBUS	0.09%		0	2	6	0	0	0
SBUS	0.31%		5	54	56	0	0	0
T6 Ag	0.15%		1	15	4	0	0	0
T6 CAIRP heavy	0.01%		0	0	0	0	0	0
T6 CAIRP small	0.02%		0	1	0	0	0	0
T6 instate construction heavy	0.17%		1	22	2	0	0	0
T6 instate construction small	0.42%		2	24	5	0	1	1
T6 instate heavy	0.41%		1	47	4	0	0	0
T6 instate small	1.05%		4	57	13	0	1	1
T6 OOS heavy	0.00%		0	0	0	0	0	0
T6 OOS small	0.01%		0	0	0	0	0	0
T6 public	0.04%		0	6	0	0	0	0
T6 utility	0.01%		0	1	0	0	0	0
T6TS	0.39%		2	6	26	0	0	0
T7 Ag	0.29%		3	54	14	0	1	1
T7 CAIRP	2.41%		20	213	65	1	4	4
T7 CAIRP construction	0.09%		1	8	2	0	0	0
T7 NNOOS	2.71%		19	163	62	1	3	3
T7 NOOS	0.88%		7	78	24	0	1	1
T7 other port	0.04%		1	11	2	0	0	0
T7 POAK	0.15%		3	42	9	0	0	0
T7 POLA	0.25%		5	67	15	0	1	1
T7 public	0.03%		0	9	1	0	0	0
T7 Single	0.22%		1	31	4	0	0	0
T7 single construction	0.23%		1	33	4	0	0	0
T7 SWCV	0.06%		0	13	1	0	0	0
T7 tractor	3.43%		28	486	93	2	6	5
T7 tractor construction	0.17%		1	26	5	0	0	0
T7 utility	0.00%		0	1	0	0	0	0
T7IS	0.03%		1	4	35	0	0	0
UBUS	0.50%		10	116	69	0	2	2
TOTAL			**275**	**2,500**	**3,914**	**7**	**38**	**35**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020

Based on EMFAC2011

BASELINE

30 mph

	Emission year	Daily						
	2020	**4,090,940**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.02%		0	6	1	0	0	0
LDA	39.87%		57	270	3,242	0	7	6
LDT1	6.27%		24	102	1,126	0	2	2
LDT2	15.54%		31	169	1,703	0	3	3
LHD1	5.93%		49	548	459	0	7	6
LHD2	1.07%		10	142	63	0	2	2
MCY	0.68%		126	69	980	0	0	0
MDV	20.50%		89	424	3,771	0	4	4
MH	0.14%		1	20	20	0	0	0
Motor Coach	0.02%		0	6	1	0	0	0
OBUS	0.04%		0	3	8	0	0	0
SBUS	0.15%		7	86	75	0	0	0
T6 Ag	0.07%		1	22	5	0	1	1
T6 CAIRP heavy	0.00%		0	1	0	0	0	0
T6 CAIRP small	0.01%		0	1	0	0	0	0
T6 instate construction heavy	0.08%		1	32	3	0	0	0
T6 instate construction small	0.20%		2	35	8	0	1	1
T6 instate heavy	0.20%		2	71	7	0	1	1
T6 instate small	0.52%		6	83	20	1	2	2
T6 OOS heavy	0.00%		0	0	0	0	0	0
T6 OOS small	0.01%		0	1	0	0	0	0
T6 public	0.02%		0	9	1	0	0	0
T6 utility	0.01%		0	1	0	0	0	0
T6TS	0.18%		2	9	32	0	0	0
T7 Ag	0.22%		7	123	31	0	3	3
T7 CAIRP	1.80%		42	471	153	3	9	9
T7 CAIRP construction	0.07%		2	18	6	0	0	0
T7 NNOOS	2.02%		40	361	146	3	8	8
T7 NOOS	0.65%		15	172	56	1	3	3
T7 other port	0.03%		2	24	6	0	0	0
T7 POAK	0.11%		6	92	22	0	1	1
T7 POLA	0.19%		10	147	35	0	1	1
T7 public	0.02%		0	22	1	0	0	0
T7 Single	0.17%		3	69	10	0	1	1
T7 single construction	0.17%		3	74	10	0	1	1
T7 SWCV	0.05%		1	31	3	0	0	0
T7 tractor	2.55%		59	1,086	216	4	14	13
T7 tractor construction	0.13%		3	59	11	0	1	1
T7 utility	0.00%		0	1	0	0	0	0
T7IS	0.02%		2	10	70	0	0	0
UBUS	0.26%		14	184	94	0	3	3
TOTAL			**617**	**5,054**	**12,392**	**14**	**76**	**70**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020

Based on EMFAC2011

BASELINE

35 mph

	Emission year	Daily						
	2020	**2,675,239**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.03%		0	5	1	0	0	0
LDA	35.12%		27	147	1,721	0	3	3
LDT1	5.52%		12	56	595	0	1	1
LDT2	13.69%		15	92	904	0	1	1
LHD1	3.45%		17	237	146	0	3	2
LHD2	0.68%		4	63	23	0	1	1
MCY	0.60%		69	40	566	0	0	0
MDV	18.05%		43	231	2,001	0	2	2
MH	0.23%		1	19	19	0	0	0
Motor Coach	0.04%		1	9	2	0	0	0
OBUS	0.07%		0	3	7	0	0	0
SBUS	0.21%		5	76	57	0	0	0
T6 Ag	0.11%		1	21	5	0	1	1
T6 CAIRP heavy	0.00%		0	1	0	0	0	0
T6 CAIRP small	0.02%		0	1	0	0	0	0
T6 instate construction heavy	0.13%		1	30	3	0	0	0
T6 instate construction small	0.31%		2	32	8	0	1	1
T6 instate heavy	0.31%		2	65	6	0	1	1
T6 instate small	0.79%		5	75	19	1	2	2
T6 OOS heavy	0.00%		0	0	0	0	0	0
T6 OOS small	0.01%		0	1	0	0	0	0
T6 public	0.03%		0	9	0	0	0	0
T6 utility	0.01%		0	1	0	0	0	0
T6TS	0.30%		2	10	30	0	0	0
T7 Ag	0.53%		10	184	45	1	4	4
T7 CAIRP	4.37%		58	685	237	4	15	14
T7 CAIRP construction	0.16%		2	26	9	0	1	1
T7 NNOOS	4.92%		55	523	227	5	14	13
T7 NOOS	1.59%		21	250	86	2	6	5
T7 other port	0.07%		2	35	9	0	0	0
T7 POAK	0.28%		8	133	34	0	1	1
T7 POLA	0.45%		13	213	54	0	2	2
T7 public	0.05%		0	33	2	0	0	0
T7 Single	0.40%		4	101	16	0	1	1
T7 single construction	0.42%		4	109	16	0	1	1
T7 SWCV	0.11%		1	47	4	0	0	0
T7 tractor	6.22%		81	1,595	334	6	23	21
T7 tractor construction	0.31%		4	87	17	0	1	1
T7 utility	0.01%		0	2	0	0	0	0
T7IS	0.05%		2	15	93	0	0	0
UBUS	0.34%		10	152	68	0	2	2
TOTAL			**482**	**5,414**	**7,361**	**21**	**89**	**82**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020

Based on EMFAC2011

BASELINE

40 mph

	Emission year	Daily						
	2020	**1,293,237**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.08%		0	6	1	0	0	0
LDA	25.23%		8	49	554	0	1	1
LDT1	3.96%		4	19	191	0	0	0
LDT2	9.83%		4	31	291	0	0	0
LHD1	2.74%		6	112	49	0	1	1
LHD2	0.62%		2	31	9	0	0	0
MCY	0.43%		24	14	205	0	0	0
MDV	12.97%		13	77	645	0	1	1
MH	0.56%		1	22	19	0	0	0
Motor Coach	0.08%		0	8	2	0	0	0
OBUS	0.17%		0	4	7	0	0	0
SBUS	0.27%		2	46	31	0	0	0
T6 Ag	0.28%		1	24	5	0	1	1
T6 CAIRP heavy	0.01%		0	1	0	0	0	0
T6 CAIRP small	0.04%		0	1	0	0	0	0
T6 instate construction heavy	0.32%		1	34	3	0	0	0
T6 instate construction small	0.78%		2	35	9	0	1	1
T6 instate heavy	0.77%		2	75	8	0	1	1
T6 instate small	1.97%		6	84	23	1	3	3
T6 OOS heavy	0.01%		0	0	0	0	0	0
T6 OOS small	0.02%		0	1	0	0	0	0
T6 public	0.08%		0	10	1	0	0	0
T6 utility	0.02%		0	1	0	0	0	0
T6TS	0.72%		2	12	30	0	0	0
T7 Ag	1.01%		8	158	38	0	4	3
T7 CAIRP	8.24%		46	577	214	4	15	14
T7 CAIRP construction	0.30%		2	22	8	0	1	1
T7 NNOOS	9.27%		44	439	205	4	14	12
T7 NOOS	3.00%		17	211	78	1	5	5
T7 other port	0.14%		2	29	8	0	0	0
T7 POAK	0.52%		7	112	31	0	1	1
T7 POLA	0.86%		11	179	49	0	2	2
T7 public	0.10%		0	29	1	0	0	0
T7 Single	0.76%		3	87	14	0	1	1
T7 single construction	0.78%		3	93	14	0	1	1
T7 SWCV	0.21%		1	41	3	0	0	0
T7 tractor	11.71%		65	1,357	301	5	22	20
T7 tractor construction	0.58%		3	74	15	0	1	1
T7 utility	0.02%		0	2	0	0	0	0
T7IS	0.09%		1	13	67	0	0	0
UBUS	0.46%		5	101	40	0	1	1
TOTAL			**297**	**4,222**	**3,172**	**19**	**80**	**74**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020

Based on EMFAC2011

BASELINE

45 mph

	Emission year	Daily						
	2020	**2,640,826**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.04%		0	6	1	0	0	0
LDA	29.48%		18	114	1,231	0	2	2
LDT1	4.63%		8	44	427	0	1	1
LDT2	11.49%		10	71	646	0	1	1
LHD1	1.86%		8	157	64	0	1	1
LHD2	0.41%		2	44	12	0	0	0
MCY	0.50%		60	35	536	0	0	0
MDV	15.15%		28	180	1,438	0	1	1
MH	0.30%		1	22	20	0	0	0
Motor Coach	0.07%		1	13	4	0	0	0
OBUS	0.09%		0	4	8	0	0	0
SBUS	0.08%		1	27	18	0	0	0
T6 Ag	0.13%		1	22	5	0	1	1
T6 CAIRP heavy	0.01%		0	1	0	0	0	0
T6 CAIRP small	0.02%		0	1	0	0	0	0
T6 instate construction heavy	0.15%		1	31	3	0	0	0
T6 instate construction small	0.36%		2	31	9	0	1	1
T6 instate heavy	0.35%		2	68	7	0	1	1
T6 instate small	0.91%		5	74	22	1	3	3
T6 OOS heavy	0.00%		0	0	0	0	0	0
T6 OOS small	0.01%		0	1	0	0	0	0
T6 public	0.04%		0	9	1	0	0	0
T6 utility	0.01%		0	1	0	0	0	0
T6TS	0.39%		2	14	32	0	0	0
T7 Ag	0.89%		12	276	67	1	7	7
T7 CAIRP	7.33%		74	986	394	7	30	27
T7 CAIRP construction	0.27%		3	37	14	0	1	1
T7 NNOOS	8.24%		71	747	377	7	27	25
T7 NOOS	2.67%		27	360	143	2	11	10
T7 other port	0.12%		3	50	15	0	1	1
T7 POAK	0.46%		11	191	56	0	3	3
T7 POLA	0.76%		17	305	91	1	5	4
T7 public	0.09%		0	52	3	0	0	0
T7 Single	0.67%		5	150	26	1	2	2
T7 single construction	0.70%		5	161	26	1	2	2
T7 SWCV	0.19%		1	73	6	0	1	0
T7 tractor	10.41%		104	2,338	551	9	44	40
T7 tractor construction	0.52%		5	128	27	0	2	2
T7 utility	0.01%		0	3	0	0	0	0
T7IS	0.06%		1	18	83	0	0	0
UBUS	0.12%		3	57	20	0	1	1
TOTAL			**490**	**6,903**	**6,382**	**31**	**150**	**138**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020

Based on EMFAC2011

BASELINE

50 mph

	Emission year	Daily						
	2020	**1,847,232**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.05%		0	5	1	0	0	0
LDA	21.38%		9	58	586	0	1	1
LDT1	3.36%		4	22	204	0	0	0
LDT2	8.33%		5	36	307	0	0	0
LHD1	10.86%		25	542	269	0	4	4
LHD2	2.04%		5	143	38	0	1	1
MCY	0.36%		34	18	312	0	0	0
MDV	10.99%		14	91	688	0	1	1
MH	0.33%		1	19	15	0	0	0
Motor Coach	0.09%		0	11	3	0	0	0
OBUS	0.10%		0	3	6	0	0	0
SBUS	0.04%		0	10	7	0	0	0
T6 Ag	0.16%		1	19	4	0	1	1
T6 CAIRP heavy	0.01%		0	0	0	0	0	0
T6 CAIRP small	0.02%		0	1	0	0	0	0
T6 instate construction heavy	0.19%		1	27	3	0	0	0
T6 instate construction small	0.46%		2	27	8	0	1	1
T6 instate heavy	0.46%		1	59	7	0	1	1
T6 instate small	1.18%		4	64	20	0	3	3
T6 OOS heavy	0.00%		0	0	0	0	0	0
T6 OOS small	0.01%		0	0	0	0	0	0
T6 public	0.05%		0	8	0	0	0	0
T6 utility	0.01%		0	1	0	0	0	0
T6TS	0.42%		1	11	24	0	0	0
T7 Ag	1.05%		9	221	54	1	6	6
T7 CAIRP	8.56%		54	774	332	5	28	25
T7 CAIRP construction	0.31%		2	29	12	0	1	1
T7 NNOOS	9.63%		52	585	318	6	25	23
T7 NOOS	3.12%		20	282	121	2	10	9
T7 other port	0.14%		2	39	12	0	1	1
T7 POAK	0.54%		8	149	47	0	3	2
T7 POLA	0.89%		12	239	76	1	4	4
T7 public	0.11%		0	42	2	0	0	0
T7 Single	0.79%		4	119	22	0	2	2
T7 single construction	0.81%		4	128	22	1	2	2
T7 SWCV	0.22%		1	59	5	0	0	0
T7 tractor	12.17%		76	1,848	463	8	40	37
T7 tractor construction	0.61%		4	101	23	0	2	2
T7 utility	0.02%		0	3	0	0	0	0
T7IS	0.07%		1	15	67	0	0	0
UBUS	0.07%		1	25	8	0	0	0
TOTAL			**356**	**5,835**	**4,088**	**25**	**140**	**128**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020

Based on EMFAC2011

BASELINE

55 mph

	Emission year	Daily						
	2020	**561,897**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.10%		0	3	1	0	0	0
LDA	11.66%		1	10	92	0	0	0
LDT1	1.83%		1	4	32	0	0	0
LDT2	4.54%		1	6	48	0	0	0
LHD1	6.01%		5	134	45	0	1	1
LHD2	1.36%		1	38	8	0	0	0
MCY	0.20%		6	3	63	0	0	0
MDV	6.00%		2	15	109	0	0	0
MH	0.61%		0	12	9	0	0	0
Motor Coach	0.13%		0	5	1	0	0	0
OBUS	0.18%		0	2	3	0	0	0
SBUS	0.08%		0	6	4	0	0	0
T6 Ag	0.37%		1	13	3	0	1	0
T6 CAIRP heavy	0.01%		0	0	0	0	0	0
T6 CAIRP small	0.05%		0	1	0	0	0	0
T6 instate construction heavy	0.42%		0	18	2	0	0	0
T6 instate construction small	1.03%		1	18	6	0	1	1
T6 instate heavy	1.01%		1	40	5	0	1	1
T6 instate small	2.61%		2	43	14	0	2	2
T6 OOS heavy	0.01%		0	0	0	0	0	0
T6 OOS small	0.03%		0	0	0	0	0	0
T6 public	0.11%		0	6	0	0	0	0
T6 utility	0.03%		0	0	0	0	0	0
T6TS	0.74%		1	6	14	0	0	0
T7 Ag	1.63%		4	104	26	0	3	3
T7 CAIRP	13.32%		23	360	165	2	15	14
T7 CAIRP construction	0.49%		1	13	6	0	1	1
T7 NNOOS	14.99%		22	272	158	3	14	12
T7 NOOS	4.85%		9	131	60	1	5	5
T7 other port	0.22%		1	18	6	0	0	0
T7 POAK	0.84%		3	69	24	0	1	1
T7 POLA	1.38%		5	111	38	0	2	2
T7 public	0.16%		0	20	1	0	0	0
T7 Single	1.22%		2	56	11	0	1	1
T7 single construction	1.27%		2	60	11	0	1	1
T7 SWCV	0.34%		0	28	2	0	0	0
T7 tractor	18.93%		33	863	230	4	22	20
T7 tractor construction	0.94%		2	47	11	0	1	1
T7 utility	0.03%		0	1	0	0	0	0
T7IS	0.13%		1	9	42	0	0	0
UBUS	0.11%		0	14	4	0	0	0
TOTAL			**133**	**2,561**	**1,253**	**12**	**74**	**68**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020

Based on EMFAC2011

BASELINE

60 mph

	Emission year	Daily						
	2020	**468,928**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.25%		0	7	1	0	0	0
LDA	19.51%		2	14	121	0	0	0
LDT1	3.07%		1	6	44	0	0	0
LDT2	7.60%		1	9	64	0	0	0
MCY	0.33%		11	5	113	0	0	0
MDV	10.03%		3	22	146	0	0	0
MH	1.49%		1	24	20	0	1	1
Motor Coach	0.09%		0	3	1	0	0	0
OBUS	0.43%		0	4	8	0	0	0
SBUS	0.10%		0	6	5	0	0	0
T6 Ag	0.88%		1	26	6	0	1	1
T6 CAIRP heavy	0.04%		0	1	0	0	0	0
T6 CAIRP small	0.12%		0	1	0	0	0	0
T6 instate construction heavy	1.01%		1	37	4	0	1	1
T6 instate construction small	2.46%		2	36	13	0	2	2
T6 instate heavy	2.43%		2	80	10	0	2	1
T6 instate small	6.26%		4	86	31	1	5	5
T6 OOS heavy	0.02%		0	0	0	0	0	0
T6 OOS small	0.07%		0	1	0	0	0	0
T6 public	0.26%		0	12	1	0	0	0
T6 utility	0.06%		0	1	0	0	0	0
T6TS	1.82%		1	13	32	0	0	0
T7 Ag	1.11%		2	60	15	0	2	2
T7 CAIRP	9.06%		13	206	99	1	10	9
T7 CAIRP construction	0.33%		0	8	4	0	0	0
T7 NNOOS	10.19%		12	155	95	2	9	8
T7 NOOS	3.30%		5	75	36	1	4	3
T7 other port	0.15%		0	10	4	0	0	0
T7 POAK	0.57%		2	40	14	0	1	1
T7 POLA	0.94%		3	63	23	0	2	1
T7 public	0.11%		0	12	1	0	0	0
T7 Single	0.83%		1	32	6	0	1	1
T7 single construction	0.86%		1	34	7	0	1	1
T7 SWCV	0.23%		0	16	1	0	0	0
T7 tractor	12.87%		18	494	138	2	14	13
T7 tractor construction	0.64%		1	27	7	0	1	1
T7 utility	0.02%		0	1	0	0	0	0
T7IS	0.07%		0	4	21	0	0	0
UBUS	0.39%		1	50	14	0	0	0
0.00%	0.00%		0	0	0	0	0	0
0.00%	0.00%		0	0	0	0	0	0
TOTAL			**90**	**1,679**	**1,105**	**8**	**57**	**53**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020

Based on EMFAC2011

BASELINE

65 mph

	Emission year	Daily						
	2020	**8,918,699**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.00%		0	2	0	0	0	0
LDA	46.63%		115	657	5,332	0	14	13
LDT1	7.33%		46	272	1,952	0	4	3
LDT2	18.17%		61	417	2,803	0	6	5
MCY	0.80%		635	219	7,012	0	0	0
MDV	23.98%		178	1,076	6,540	0	8	8
MH	0.03%		0	9	9	0	0	0
Motor Coach	0.01%		0	4	1	0	0	0
OBUS	0.01%		0	1	3	0	0	0
T6 Ag	0.02%		0	9	2	0	0	0
T6 CAIRP heavy	0.00%		0	0	0	0	0	0
T6 CAIRP small	0.00%		0	0	0	0	0	0
T6 instate construction heavy	0.02%		0	13	2	0	0	0
T6 instate construction small	0.05%		1	13	5	0	1	1
T6 instate heavy	0.04%		1	29	4	0	1	1
T6 instate small	0.12%		1	31	12	0	2	2
T6 OOS heavy	0.00%		0	0	0	0	0	0
T6 OOS small	0.00%		0	0	0	0	0	0
T6 public	0.00%		0	4	0	0	0	0
T6 utility	0.00%		0	0	0	0	0	0
T6TS	0.03%		0	5	14	0	0	0
T7 Ag	0.07%		3	78	21	0	3	3
T7 CAIRP	0.60%		16	269	136	2	14	13
T7 CAIRP construction	0.02%		1	10	5	0	1	0
T7 NNOOS	0.68%		15	203	130	2	13	12
T7 NOOS	0.22%		6	98	50	1	5	5
T7 other port	0.01%		1	14	5	0	0	0
T7 POAK	0.04%		2	52	19	0	1	1
T7 POLA	0.06%		4	83	31	0	2	2
T7 public	0.01%		0	15	1	0	0	0
T7 Single	0.06%		1	42	9	0	1	1
T7 single construction	0.06%		1	45	9	0	1	1
T7 SWCV	0.02%		0	21	2	0	0	0
T7 tractor	0.86%		22	647	189	3	21	19
T7 tractor construction	0.04%		1	36	9	0	1	1
T7 utility	0.00%		0	1	0	0	0	0
T7IS	0.00%		0	5	31	0	0	0
0.00%	0.00%		0	0	0	0	0	0
0.00%	0.00%		0	0	0	0	0	0
0.00%	0.00%		0	0	0	0	0	0
0.00%	0.00%		0	0	0	0	0	0
0.00%	0.00%		0	0	0	0	0	0
0.00%	0.00%		0	0	0	0	0	0
0.00%	0.00%		0	0	0	0	0	0
TOTAL			**1,112**	**4,383**	**24,340**	**9**	**101**	**93**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

70 mph

	Emission year	Daily						
	2020	**4,851,391**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
LDA	48.12%		70	380	2,954	0	9	8
LDT1	7.56%		27	160	1,095	0	2	2
LDT2	18.75%		37	241	1,553	0	3	3
MCY	0.82%		477	130	5,699	0	0	0
MDV	24.74%		108	626	3,670	0	5	5
TOTAL			**719**	**1,537**	**14,970**	**0**	**19**	**18**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020

Based on EMFAC2011

BASELINE

Other Non-Running Exhaust Emissions (Idling, break/tire wear, off-gas emissions)

	Emission year	Daily						
	2020	**30,153,671**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses - TOT	0.04%		0	3	1	0	3	1
LDA - TOT	35.12%		1,766	327	5,337	3	1,058	426
LDT1 - TOT	5.52%		924	124	2,193	1	167	68
LDT2 - TOT	13.69%		1,151	248	2,989	1	412	166
LHD1 - TOT	5.71%		873	1,456	4,408	1	235	95
LHD2 - TOT	1.04%		74	159	368	0	57	23
MCY - TOT	0.60%		406	22	732	0	18	7
MDV - TOT	18.06%		2,435	666	7,309	3	544	219
MH - TOT	0.25%		4	1	8	0	11	4
Motor Coach - TOT	0.04%		2	16	10	0	4	2
OBUS - TOT	0.08%		36	54	400	0	2	1
PTO - TOT	0.08%		0	0	0	0	0	0
SBUS - TOT	0.11%		9	66	79	0	36	15
T6 Ag - TOT	0.13%		1	19	9	0	13	5
T6 CAIRP heavy - TOT	0.01%		0	0	0	0	0	0
T6 CAIRP small - TOT	0.02%		0	1	0	0	2	1
T6 instate construction heavy - T	0.15%		0	16	3	0	14	6
T6 instate construction small - TC	0.37%		1	18	9	0	35	14
T6 instate heavy - TOT	0.36%		1	35	8	0	34	14
T6 instate small - TOT	0.93%		2	44	23	0	88	36
T6 OOS heavy - TOT	0.00%		0	0	0	0	0	0
T6 OOS small - TOT	0.01%		0	0	0	0	1	0
T6 public - TOT	0.04%		0	11	2	0	4	2
T6 utility - TOT	0.01%		0	2	1	0	1	0
T6TS - TOT	0.32%		103	110	1,149	0	10	4
T7 Ag - TOT	0.46%		21	131	101	0	31	12
T7 CAIRP - TOT	3.76%		309	1,639	1,724	3	250	94
T7 CAIRP construction - TOT	0.14%		11	60	63	0	9	3
T7 NNOOS - TOT	4.23%		401	2,086	2,258	4	281	105
T7 NOOS - TOT	1.37%		139	739	779	1	91	35
T7 other port - TOT	0.06%		2	9	10	0	4	2
T7 POAK - TOT	0.24%		10	53	57	0	16	6
T7 POLA - TOT	0.39%		20	106	115	0	26	9
T7 public - TOT	0.05%		6	117	32	0	3	1
T7 Single - TOT	0.35%		11	83	64	0	23	8
T7 single construction - TOT	0.36%		12	87	65	0	23	9
T7 SWCV - TOT	0.10%		8	105	43	0	6	2
T7 tractor - TOT	5.35%		99	658	554	1	349	128
T7 tractor construction - TOT	0.27%		10	68	56	0	18	6
T7 utility - TOT	0.01%		1	14	8	0	1	0
T7IS - TOT	0.04%		6	10	179	0	1	0
UBUS - TOT	0.18%		5	6	43	0	80	34
TOTAL			**8,860**	**9,371**	**31,190**	**18**	**3,960**	**1,567**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

	ROG	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
TOTAL	**14,128**	**54,076**	**116,614**	**176**	**4,855**	**2,391**

Year 2020

Based on EMFAC2011

PROJECT

5 mph

	Emission year	Daily						
	2020	**18,675**			**lbs/day**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.09%		0	0	0	0	0	0
LDA	13.52%		0	1	8	0	0	0
LDT1	2.12%		0	0	3	0	0	0
LDT2	5.27%		0	0	4	0	0	0
LHD1	41.66%		5	22	60	0	0	0
LHD2	6.67%		1	6	7	0	0	0
MCY	0.23%		0	0	2	0	0	0
MDV	6.95%		1	1	10	0	0	0
MH	0.64%		0	1	2	0	0	0
Motor Coach	0.04%		0	0	0	0	0	0
OBUS	0.20%		0	0	1	0	0	0
SBUS	0.32%		0	2	3	0	0	0
T6 Ag	0.30%		0	1	0	0	0	0
T6 CAIRP heavy	0.01%		0	0	0	0	0	0
T6 CAIRP small	0.04%		0	0	0	0	0	0
T6 instate construction heavy	0.35%		0	2	0	0	0	0
T6 instate construction small	0.85%		0	2	1	0	0	0
T6 instate heavy	0.84%		0	4	1	0	0	0
T6 instate small	2.15%		1	5	2	0	0	0
T6 OOS heavy	0.01%		0	0	0	0	0	0
T6 OOS small	0.02%		0	0	0	0	0	0
T6 public	0.09%		0	1	0	0	0	0
T6 utility	0.02%		0	0	0	0	0	0
T6TS	0.83%		0	0	3	0	0	0
T7 Ag	0.43%		1	3	1	0	0	0
T7 CAIRP	3.56%		4	12	8	0	0	0
T7 CAIRP construction	0.13%		0	0	0	0	0	0
T7 NNOOS	4.00%		4	9	7	0	0	0
T7 NOOS	1.30%		1	5	3	0	0	0
T7 other port	0.06%		0	1	0	0	0	0
T7 POAK	0.23%		1	2	1	0	0	0
T7 POLA	0.37%		1	4	2	0	0	0
T7 public	0.04%		0	1	0	0	0	0
T7 Single	0.33%		0	2	1	0	0	0
T7 single construction	0.34%		0	2	1	0	0	0
T7 SWCV	0.09%		0	1	0	0	0	0
T7 tractor	5.06%		6	29	11	0	0	0
T7 tractor construction	0.25%		0	2	1	0	0	0
T7 utility	0.01%		0	0	0	0	0	0
T7IS	0.04%		0	0	2	0	0	0
UBUS	0.55%		1	4	4	0	0	0
TOTAL	100%		**30**	**125**	**148**	**0**	**2**	**2**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020

Based on EMFAC2011

PROJECT

10 mph

Emission year	Daily						
2020	**78,936**			**lbs/year**			
Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.13%	0	2	0	0	0	0
LDA	11.72%	1	2	27	0	0	0
LDT1	1.84%	0	1	10	0	0	0
LDT2	4.57%	1	1	14	0	0	0
LHD1	38.05%	18	89	185	0	2	2
LHD2	6.50%	3	24	23	0	0	0
MCY	0.20%	1	0	8	0	0	0
MDV	6.03%	2	4	32	0	0	0
MH	1.04%	1	5	9	0	0	0
Motor Coach	0.04%	0	1	0	0	0	0
OBUS	0.32%	0	0	4	0	0	0
SBUS	0.36%	1	8	11	0	0	0
T6 Ag	0.47%	1	6	2	0	0	0
T6 CAIRP heavy	0.02%	0	0	0	0	0	0
T6 CAIRP small	0.06%	0	0	0	0	0	0
T6 instate construction heavy	0.54%	1	9	1	0	0	0
T6 instate construction small	1.32%	2	10	4	0	0	0
T6 instate heavy	1.30%	2	19	3	0	0	0
T6 instate small	3.36%	5	23	9	0	0	0
T6 OOS heavy	0.01%	0	0	0	0	0	0
T6 OOS small	0.04%	0	0	0	0	0	0
T6 public	0.14%	0	2	0	0	0	0
T6 utility	0.03%	0	0	0	0	0	0
T6TS	1.35%	1	1	15	0	0	0
T7 Ag	0.53%	2	12	4	0	0	0
T7 CAIRP	4.36%	12	48	25	0	1	1
T7 CAIRP construction	0.16%	0	2	1	0	0	0
T7 NNOOS	4.90%	11	37	24	0	1	0
T7 NOOS	1.59%	4	17	9	0	0	0
T7 other port	0.07%	0	2	1	0	0	0
T7 POAK	0.28%	2	9	4	0	0	0
T7 POLA	0.45%	3	15	6	0	0	0
T7 public	0.05%	0	2	0	0	0	0
T7 Single	0.40%	1	7	2	0	0	0
T7 single construction	0.41%	1	7	2	0	0	0
T7 SWCV	0.11%	0	3	0	0	0	0
T7 tractor	6.19%	17	110	35	0	1	1
T7 tractor construction	0.31%	1	6	2	0	0	0
T7 utility	0.01%	0	0	0	0	0	0
T7IS	0.06%	0	0	12	0	0	0
UBUS	0.64%	2	16	15	0	0	0
TOTAL	100%	**96**	**501**	**500**	**1**	**7**	**6**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020

Based on EMFAC2011

PROJECT

15 mph

	Emission year	Daily						
	2020	**893,139**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.05%		0	5	1	0	0	0
LDA	30.94%		23	60	723	0	3	3
LDT1	4.86%		9	24	261	0	1	1
LDT2	12.06%		12	38	382	0	1	1
LHD1	21.39%		80	477	815	0	8	8
LHD2	3.60%		12	127	99	0	2	2
MCY	0.53%		34	12	206	0	0	0
MDV	15.91%		35	96	855	0	2	2
MH	0.34%		2	14	23	0	0	0
Motor Coach	0.01%		0	2	1	0	0	0
OBUS	0.10%		1	1	9	0	0	0
SBUS	0.18%		5	31	43	0	0	0
T6 Ag	0.17%		2	17	5	0	1	1
T6 CAIRP heavy	0.01%		0	0	0	0	0	0
T6 CAIRP small	0.02%		0	1	0	0	0	0
T6 instate construction heavy	0.19%		1	26	3	0	0	0
T6 instate construction small	0.47%		4	29	8	0	1	0
T6 instate heavy	0.47%		3	56	7	0	0	0
T6 instate small	1.20%		9	69	20	0	1	1
T6 OOS heavy	0.00%		0	0	0	0	0	0
T6 OOS small	0.01%		0	1	0	0	0	0
T6 public	0.05%		0	7	1	0	0	0
T6 utility	0.01%		0	1	0	0	0	0
T6TS	0.43%		3	4	37	0	0	0
T7 Ag	0.18%		4	34	11	0	1	1
T7 CAIRP	1.46%		23	136	55	1	2	2
T7 CAIRP construction	0.05%		1	5	2	0	0	0
T7 NNOOS	1.64%		22	105	53	1	2	2
T7 NOOS	0.53%		8	50	20	0	1	1
T7 other port	0.02%		1	7	2	0	0	0
T7 POAK	0.09%		3	27	8	0	0	0
T7 POLA	0.15%		5	43	13	0	0	0
T7 public	0.02%		0	6	0	0	0	0
T7 Single	0.13%		2	19	4	0	0	0
T7 single construction	0.14%		2	21	4	0	0	0
T7 SWCV	0.04%		0	8	1	0	0	0
T7 tractor	2.07%		32	308	78	1	3	3
T7 tractor construction	0.10%		2	17	4	0	0	0
T7 utility	0.00%		0	0	0	0	0	0
T7IS	0.02%		1	1	26	0	0	0
UBUS	0.32%		8	71	58	0	2	1
TOTAL			**350**	**1,954**	**3,839**	**4**	**32**	**30**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020

Based on EMFAC2011

PROJECT

20 mph

	Emission year	Daily						
	2020	**547,866**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.06%		0	3	0	0	0	0
LDA	19.42%		6	21	253	0	1	1
LDT1	3.05%		3	8	90	0	0	0
LDT2	7.57%		3	13	133	0	0	0
LHD1	28.66%		49	346	487	0	5	5
LHD2	4.76%		8	89	59	0	2	1
MCY	0.33%		11	5	71	0	0	0
MDV	9.98%		10	33	296	0	0	0
MH	0.42%		1	9	13	0	0	0
Motor Coach	0.04%		0	2	0	0	0	0
OBUS	0.13%		0	1	5	0	0	0
PTO	2.42%		7	161	22	1	1	1
SBUS	0.29%		3	23	31	0	0	0
T6 Ag	0.21%		1	10	2	0	0	0
T6 CAIRP heavy	0.01%		0	0	0	0	0	0
T6 CAIRP small	0.03%		0	1	0	0	0	0
T6 instate construction heavy	0.24%		0	15	1	0	0	0
T6 instate construction small	0.59%		1	17	3	0	0	0
T6 instate heavy	0.58%		1	33	3	0	0	0
T6 instate small	1.50%		3	40	8	0	1	1
T6 OOS heavy	0.00%		0	0	0	0	0	0
T6 OOS small	0.02%		0	0	0	0	0	0
T6 public	0.06%		0	4	0	0	0	0
T6 utility	0.01%		0	0	0	0	0	0
T6TS	0.53%		2	3	20	0	0	0
T7 Ag	0.50%		3	44	12	0	1	1
T7 CAIRP	4.07%		17	176	51	1	3	3
T7 CAIRP construction	0.15%		1	7	2	0	0	0
T7 NNOOS	4.58%		16	136	49	1	3	2
T7 NOOS	1.48%		6	64	19	0	1	1
T7 other port	0.07%		1	9	2	0	0	0
T7 POAK	0.26%		2	35	7	0	0	0
T7 POLA	0.42%		4	55	12	0	0	0
T7 public	0.05%		0	7	0	0	0	0
T7 Single	0.37%		1	25	3	0	0	0
T7 single construction	0.39%		1	27	4	0	0	0
T7 SWCV	0.10%		0	10	1	0	0	0
T7 tractor	5.79%		24	398	73	1	5	4
T7 tractor construction	0.29%		1	22	4	0	0	0
T7 utility	0.01%		0	1	0	0	0	0
T7IS	0.04%		1	2	23	0	0	0
UBUS	0.50%		6	58	40	0	1	1
TOTAL			**192**	**1,911**	**1,801**	**6**	**28**	**26**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020

Based on EMFAC2011

PROJECT

25 mph

	Emission year	Daily						
	2020	**1,258,538**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.04%		0	4	0	0	0	0
LDA	31.51%		18	71	859	0	2	2
LDT1	4.95%		7	27	301	0	1	1
LDT2	12.28%		10	44	452	0	1	1
LHD1	16.53%		53	500	487	0	7	7
LHD2	3.01%		10	132	68	0	2	2
MCY	0.54%		34	17	247	0	0	0
MDV	16.20%		27	111	1,002	0	1	1
MH	0.31%		1	13	16	0	0	0
Motor Coach	0.02%		0	3	1	0	0	0
OBUS	0.09%		0	2	6	0	0	0
SBUS	0.31%		6	55	57	0	0	0
T6 Ag	0.15%		1	15	4	0	0	0
T6 CAIRP heavy	0.01%		0	0	0	0	0	0
T6 CAIRP small	0.02%		0	1	0	0	0	0
T6 instate construction heavy	0.17%		1	22	2	0	0	0
T6 instate construction small	0.42%		2	24	5	0	1	1
T6 instate heavy	0.41%		1	48	4	0	0	0
T6 instate small	1.05%		4	58	13	0	1	1
T6 OOS heavy	0.00%		0	0	0	0	0	0
T6 OOS small	0.01%		0	0	0	0	0	0
T6 public	0.04%		0	6	0	0	0	0
T6 utility	0.01%		0	1	0	0	0	0
T6TS	0.39%		2	6	26	0	0	0
T7 Ag	0.29%		3	55	14	0	1	1
T7 CAIRP	2.41%		20	215	66	1	4	4
T7 CAIRP construction	0.09%		1	8	2	0	0	0
T7 NNOOS	2.71%		19	165	63	1	4	3
T7 NOOS	0.88%		7	79	24	0	1	1
T7 other port	0.04%		1	11	2	0	0	0
T7 POAK	0.15%		3	42	9	0	0	0
T7 POLA	0.25%		5	68	15	0	1	1
T7 public	0.03%		0	9	1	0	0	0
T7 Single	0.22%		1	31	4	0	0	0
T7 single construction	0.23%		1	33	5	0	0	0
T7 SWCV	0.06%		0	13	1	0	0	0
T7 tractor	3.43%		28	492	94	2	6	5
T7 tractor construction	0.17%		1	27	5	0	0	0
T7 utility	0.00%		0	1	0	0	0	0
T7IS	0.03%		1	4	35	0	0	0
UBUS	0.50%		10	117	70	0	2	2
TOTAL			**279**	**2,530**	**3,962**	**7**	**38**	**35**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020

Based on EMFAC2011

PROJECT

30 mph

Emission year	Daily						
2020	**4,095,755**			**lbs/year**			
Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.02%	0	6	1	0	0	0
LDA	39.87%	57	271	3,246	0	7	6
LDT1	6.27%	24	102	1,127	0	2	2
LDT2	15.54%	31	169	1,705	0	3	3
LHD1	5.93%	49	548	459	0	7	6
LHD2	1.07%	10	142	63	0	2	2
MCY	0.68%	127	69	981	0	0	0
MDV	20.50%	89	424	3,775	0	4	4
MH	0.14%	1	20	20	0	0	0
Motor Coach	0.02%	0	6	1	0	0	0
OBUS	0.04%	0	3	8	0	0	0
SBUS	0.15%	7	87	75	0	0	0
T6 Ag	0.07%	1	22	5	0	1	1
T6 CAIRP heavy	0.00%	0	1	0	0	0	0
T6 CAIRP small	0.01%	0	1	0	0	0	0
T6 instate construction heavy	0.08%	1	32	3	0	0	0
T6 instate construction small	0.20%	2	35	8	0	1	1
T6 instate heavy	0.20%	2	71	7	0	1	1
T6 instate small	0.52%	6	83	20	1	2	2
T6 OOS heavy	0.00%	0	0	0	0	0	0
T6 OOS small	0.01%	0	1	0	0	0	0
T6 public	0.02%	0	9	1	0	0	0
T6 utility	0.01%	0	1	0	0	0	0
T6TS	0.18%	2	9	32	0	0	0
T7 Ag	0.22%	7	123	31	0	3	3
T7 CAIRP	1.80%	42	472	153	3	9	9
T7 CAIRP construction	0.07%	2	18	6	0	0	0
T7 NNOOS	2.02%	40	361	146	3	8	8
T7 NOOS	0.65%	15	172	56	1	3	3
T7 other port	0.03%	2	24	6	0	0	0
T7 POAK	0.11%	6	92	22	0	1	1
T7 POLA	0.19%	10	147	35	0	1	1
T7 public	0.02%	0	22	1	0	0	0
T7 Single	0.17%	3	69	10	0	1	1
T7 single construction	0.17%	3	74	10	0	1	1
T7 SWCV	0.05%	1	31	3	0	0	0
T7 tractor	2.55%	59	1,087	216	4	14	13
T7 tractor construction	0.13%	3	59	11	0	1	1
T7 utility	0.00%	0	1	0	0	0	0
T7IS	0.02%	2	10	70	0	0	0
UBUS	0.26%	14	184	94	0	3	3
TOTAL		**618**	**5,060**	**12,407**	**14**	**76**	**70**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020

Based on EMFAC2011

PROJECT

35 mph

	Emission year	Daily						
	2020	**2,702,821**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.03%		0	6	1	0	0	0
LDA	35.12%		27	149	1,739	0	3	3
LDT1	5.52%		12	56	601	0	1	1
LDT2	13.69%		15	93	913	0	1	1
LHD1	3.45%		17	239	147	0	3	3
LHD2	0.68%		4	64	23	0	1	1
MCY	0.60%		70	41	572	0	0	0
MDV	18.05%		43	233	2,021	0	2	2
MH	0.23%		1	19	19	0	0	0
Motor Coach	0.04%		1	9	2	0	0	0
OBUS	0.07%		0	3	7	0	0	0
SBUS	0.21%		5	77	58	0	0	0
T6 Ag	0.11%		1	21	5	0	1	1
T6 CAIRP heavy	0.00%		0	1	0	0	0	0
T6 CAIRP small	0.02%		0	1	0	0	0	0
T6 instate construction heavy	0.13%		1	30	3	0	0	0
T6 instate construction small	0.31%		2	32	8	0	1	1
T6 instate heavy	0.31%		2	66	6	0	1	1
T6 instate small	0.79%		5	76	19	1	2	2
T6 OOS heavy	0.00%		0	0	0	0	0	0
T6 OOS small	0.01%		0	1	0	0	0	0
T6 public	0.03%		0	9	0	0	0	0
T6 utility	0.01%		0	1	0	0	0	0
T6TS	0.30%		2	10	30	0	0	0
T7 Ag	0.53%		10	186	45	1	4	4
T7 CAIRP	4.37%		58	692	239	4	15	14
T7 CAIRP construction	0.16%		2	26	9	0	1	1
T7 NNOOS	4.92%		56	528	229	5	14	13
T7 NOOS	1.59%		21	253	87	2	6	5
T7 other port	0.07%		2	35	9	0	0	0
T7 POAK	0.28%		8	135	34	0	2	1
T7 POLA	0.45%		14	216	55	0	2	2
T7 public	0.05%		0	33	2	0	0	0
T7 Single	0.40%		4	102	16	0	1	1
T7 single construction	0.42%		4	110	16	0	1	1
T7 SWCV	0.11%		1	47	4	0	0	0
T7 tractor	6.22%		82	1,612	337	6	23	21
T7 tractor construction	0.31%		4	88	17	0	1	1
T7 utility	0.01%		0	2	0	0	0	0
T7IS	0.05%		2	16	94	0	0	0
UBUS	0.34%		10	154	68	0	2	2
TOTAL			**487**	**5,470**	**7,437**	**21**	**90**	**83**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020

Based on EMFAC2011

PROJECT

40 mph

	Emission year	Daily						
	2020	**1,255,822**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.08%		0	6	1	0	0	0
LDA	25.23%		8	48	538	0	1	1
LDT1	3.96%		3	18	186	0	0	0
LDT2	9.83%		4	30	282	0	0	0
LHD1	2.74%		6	109	47	0	1	1
LHD2	0.62%		2	30	9	0	0	0
MCY	0.43%		23	14	199	0	0	0
MDV	12.97%		13	75	626	0	1	1
MH	0.56%		1	22	19	0	0	0
Motor Coach	0.08%		0	8	2	0	0	0
OBUS	0.17%		0	4	7	0	0	0
SBUS	0.27%		2	45	31	0	0	0
T6 Ag	0.28%		1	23	5	0	1	1
T6 CAIRP heavy	0.01%		0	1	0	0	0	0
T6 CAIRP small	0.04%		0	1	0	0	0	0
T6 instate construction heavy	0.32%		1	33	3	0	0	0
T6 instate construction small	0.78%		2	34	9	0	1	1
T6 instate heavy	0.77%		2	73	7	0	1	1
T6 instate small	1.97%		5	82	22	1	3	2
T6 OOS heavy	0.01%		0	0	0	0	0	0
T6 OOS small	0.02%		0	1	0	0	0	0
T6 public	0.08%		0	10	1	0	0	0
T6 utility	0.02%		0	1	0	0	0	0
T6TS	0.72%		2	12	30	0	0	0
T7 Ag	1.01%		7	154	37	0	4	3
T7 CAIRP	8.24%		45	561	208	4	14	13
T7 CAIRP construction	0.30%		2	21	8	0	1	0
T7 NNOOS	9.27%		43	426	199	4	13	12
T7 NOOS	3.00%		16	204	76	1	5	5
T7 other port	0.14%		2	28	8	0	0	0
T7 POAK	0.52%		6	109	30	0	1	1
T7 POLA	0.86%		10	174	48	0	2	2
T7 public	0.10%		0	28	1	0	0	0
T7 Single	0.76%		3	84	14	0	1	1
T7 single construction	0.78%		3	90	14	0	1	1
T7 SWCV	0.21%		1	40	3	0	0	0
T7 tractor	11.71%		63	1,318	292	5	21	20
T7 tractor construction	0.58%		3	72	14	0	1	1
T7 utility	0.02%		0	2	0	0	0	0
T7IS	0.09%		1	12	65	0	0	0
UBUS	0.46%		5	98	38	0	1	1
TOTAL			**288**	**4,100**	**3,080**	**18**	**78**	**71**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020

Based on EMFAC2011

PROJECT

45 mph

	Emission year	Daily						
	2020	**2,646,666**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.04%		0	6	1	0	0	0
LDA	29.48%		18	115	1,234	0	2	2
LDT1	4.63%		8	44	428	0	1	1
LDT2	11.49%		10	72	648	0	1	1
LHD1	1.86%		8	158	64	0	1	1
LHD2	0.41%		2	44	12	0	0	0
MCY	0.50%		60	35	537	0	0	0
MDV	15.15%		29	181	1,441	0	1	1
MH	0.30%		1	22	20	0	0	0
Motor Coach	0.07%		1	14	4	0	0	0
OBUS	0.09%		0	4	8	0	0	0
SBUS	0.08%		1	27	18	0	0	0
T6 Ag	0.13%		1	22	5	0	1	1
T6 CAIRP heavy	0.01%		0	1	0	0	0	0
T6 CAIRP small	0.02%		0	1	0	0	0	0
T6 instate construction heavy	0.15%		1	31	3	0	0	0
T6 instate construction small	0.36%		2	31	9	0	1	1
T6 instate heavy	0.35%		2	68	7	0	1	1
T6 instate small	0.91%		5	75	22	1	3	3
T6 OOS heavy	0.00%		0	0	0	0	0	0
T6 OOS small	0.01%		0	1	0	0	0	0
T6 public	0.04%		0	9	1	0	0	0
T6 utility	0.01%		0	1	0	0	0	0
T6TS	0.39%		2	14	32	0	0	0
T7 Ag	0.89%		12	277	67	1	7	7
T7 CAIRP	7.33%		74	988	395	7	30	28
T7 CAIRP construction	0.27%		3	37	15	0	1	1
T7 NNOOS	8.24%		71	749	378	7	27	25
T7 NOOS	2.67%		27	361	144	2	11	10
T7 other port	0.12%		3	50	15	0	1	1
T7 POAK	0.46%		11	191	56	0	3	3
T7 POLA	0.76%		17	306	91	1	5	4
T7 public	0.09%		0	52	3	0	0	0
T7 Single	0.67%		5	150	26	1	2	2
T7 single construction	0.70%		5	161	27	1	2	2
T7 SWCV	0.19%		1	74	6	0	1	0
T7 tractor	10.41%		104	2,343	552	9	44	40
T7 tractor construction	0.52%		5	128	27	0	2	2
T7 utility	0.01%		0	3	0	0	0	0
T7IS	0.06%		1	18	83	0	0	0
UBUS	0.12%		3	57	20	0	1	1
TOTAL			**491**	**6,918**	**6,396**	**31**	**151**	**138**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020

Based on EMFAC2011

PROJECT

50 mph

	Emission year	Daily						
	2020	**1,762,601**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.05%		0	5	1	0	0	0
LDA	21.38%		8	55	559	0	1	1
LDT1	3.36%		4	21	195	0	0	0
LDT2	8.33%		5	34	293	0	0	0
LHD1	10.86%		24	517	256	0	4	3
LHD2	2.04%		5	136	36	0	1	1
MCY	0.36%		32	17	298	0	0	0
MDV	10.99%		13	87	656	0	1	1
MH	0.33%		1	18	15	0	0	0
Motor Coach	0.09%		0	10	3	0	0	0
OBUS	0.10%		0	3	6	0	0	0
SBUS	0.04%		0	10	7	0	0	0
T6 Ag	0.16%		1	18	4	0	1	1
T6 CAIRP heavy	0.01%		0	0	0	0	0	0
T6 CAIRP small	0.02%		0	1	0	0	0	0
T6 instate construction heavy	0.19%		0	26	3	0	0	0
T6 instate construction small	0.46%		1	26	8	0	1	1
T6 instate heavy	0.46%		1	57	6	0	1	1
T6 instate small	1.18%		4	61	20	0	3	3
T6 OOS heavy	0.00%		0	0	0	0	0	0
T6 OOS small	0.01%		0	0	0	0	0	0
T6 public	0.05%		0	8	0	0	0	0
T6 utility	0.01%		0	1	0	0	0	0
T6TS	0.42%		1	11	23	0	0	0
T7 Ag	1.05%		9	211	51	1	6	5
T7 CAIRP	8.56%		52	738	317	5	26	24
T7 CAIRP construction	0.31%		2	28	12	0	1	1
T7 NNOOS	9.63%		49	558	303	6	24	22
T7 NOOS	3.12%		19	269	115	2	10	9
T7 other port	0.14%		2	37	12	0	1	1
T7 POAK	0.54%		7	142	45	0	3	2
T7 POLA	0.89%		12	228	73	1	4	4
T7 public	0.11%		0	40	2	0	0	0
T7 Single	0.79%		3	113	21	0	2	2
T7 single construction	0.81%		3	122	21	0	2	2
T7 SWCV	0.22%		1	57	5	0	0	0
T7 tractor	12.17%		73	1,763	442	7	39	35
T7 tractor construction	0.61%		4	97	22	0	2	2
T7 utility	0.02%		0	2	0	0	0	0
T7IS	0.07%		1	14	64	0	0	0
UBUS	0.07%		1	23	7	0	0	0
TOTAL			**339**	**5,568**	**3,901**	**24**	**133**	**122**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020

Based on EMFAC2011

PROJECT

55 mph

	Emission year	Daily						
	2020	**532,019**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.10%		0	3	0	0	0	0
LDA	11.66%		1	9	87	0	0	0
LDT1	1.83%		1	4	31	0	0	0
LDT2	4.54%		1	6	46	0	0	0
LHD1	6.01%		4	127	42	0	1	1
LHD2	1.36%		1	36	8	0	0	0
MCY	0.20%		6	3	60	0	0	0
MDV	6.00%		2	15	103	0	0	0
MH	0.61%		0	11	8	0	0	0
Motor Coach	0.13%		0	5	1	0	0	0
OBUS	0.18%		0	2	3	0	0	0
SBUS	0.08%		0	6	4	0	0	0
T6 Ag	0.37%		1	12	3	0	0	0
T6 CAIRP heavy	0.01%		0	0	0	0	0	0
T6 CAIRP small	0.05%		0	1	0	0	0	0
T6 instate construction heavy	0.42%		0	17	2	0	0	0
T6 instate construction small	1.03%		1	17	6	0	1	1
T6 instate heavy	1.01%		1	38	4	0	1	1
T6 instate small	2.61%		2	40	14	0	2	2
T6 OOS heavy	0.01%		0	0	0	0	0	0
T6 OOS small	0.03%		0	0	0	0	0	0
T6 public	0.11%		0	5	0	0	0	0
T6 utility	0.03%		0	0	0	0	0	0
T6TS	0.74%		1	6	13	0	0	0
T7 Ag	1.63%		4	98	24	0	3	3
T7 CAIRP	13.32%		22	341	156	2	14	13
T7 CAIRP construction	0.49%		1	13	6	0	1	0
T7 NNOOS	14.99%		21	257	149	3	13	12
T7 NOOS	4.85%		8	124	57	1	5	5
T7 other port	0.22%		1	17	6	0	0	0
T7 POAK	0.84%		3	66	22	0	1	1
T7 POLA	1.38%		5	105	36	0	2	2
T7 public	0.16%		0	19	1	0	0	0
T7 Single	1.22%		1	53	10	0	1	1
T7 single construction	1.27%		2	57	10	0	1	1
T7 SWCV	0.34%		0	27	2	0	0	0
T7 tractor	18.93%		31	818	217	3	21	19
T7 tractor construction	0.94%		2	45	11	0	1	1
T7 utility	0.03%		0	1	0	0	0	0
T7IS	0.13%		1	8	40	0	0	0
UBUS	0.11%		0	13	4	0	0	0
TOTAL			**126**	**2,425**	**1,187**	**11**	**70**	**65**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020

Based on EMFAC2011

PROJECT

60 mph

	Emission year	Daily						
	2020	**178,114**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.25%		0	3	0	0	0	0
LDA	19.51%		1	5	46	0	0	0
LDT1	3.07%		0	2	17	0	0	0
LDT2	7.60%		0	3	24	0	0	0
MCY	0.33%		4	2	43	0	0	0
MDV	10.03%		1	9	55	0	0	0
MH	1.49%		0	9	8	0	0	0
Motor Coach	0.09%		0	1	0	0	0	0
OBUS	0.43%		0	2	3	0	0	0
SBUS	0.10%		0	2	2	0	0	0
T6 Ag	0.88%		0	10	2	0	0	0
T6 CAIRP heavy	0.04%		0	0	0	0	0	0
T6 CAIRP small	0.12%		0	0	0	0	0	0
T6 instate construction heavy	1.01%		0	14	2	0	0	0
T6 instate construction small	2.46%		1	14	5	0	1	1
T6 instate heavy	2.43%		1	31	4	0	1	1
T6 instate small	6.26%		2	33	12	0	2	2
T6 OOS heavy	0.02%		0	0	0	0	0	0
T6 OOS small	0.07%		0	0	0	0	0	0
T6 public	0.26%		0	4	0	0	0	0
T6 utility	0.06%		0	0	0	0	0	0
T6TS	1.82%		0	5	12	0	0	0
T7 Ag	1.11%		1	23	6	0	1	1
T7 CAIRP	9.06%		5	78	38	1	4	3
T7 CAIRP construction	0.33%		0	3	1	0	0	0
T7 NNOOS	10.19%		5	59	36	1	3	3
T7 NOOS	3.30%		2	28	14	0	1	1
T7 other port	0.15%		0	4	1	0	0	0
T7 POAK	0.57%		1	15	5	0	0	0
T7 POLA	0.94%		1	24	9	0	1	1
T7 public	0.11%		0	4	0	0	0	0
T7 Single	0.83%		0	12	2	0	0	0
T7 single construction	0.86%		0	13	3	0	0	0
T7 SWCV	0.23%		0	6	1	0	0	0
T7 tractor	12.87%		7	188	53	1	5	5
T7 tractor construction	0.64%		0	10	3	0	0	0
T7 utility	0.02%		0	0	0	0	0	0
T7IS	0.07%		0	2	8	0	0	0
UBUS	0.39%		0	19	5	0	0	0
0.00%	0.00%		0	0	0	0	0	0
0.00%	0.00%		0	0	0	0	0	0
TOTAL			**34**	**638**	**420**	**3**	**22**	**20**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020

Based on EMFAC2011

PROJECT

65 mph

	Emission year	Daily						
	2020	**9,406,584**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.00%		0	3	0	0	0	0
LDA	46.63%		121	693	5,624	0	15	14
LDT1	7.33%		48	287	2,059	0	4	4
LDT2	18.17%		65	439	2,956	0	6	5
MCY	0.80%		670	231	7,395	0	0	0
MDV	23.98%		188	1,135	6,898	0	9	8
MH	0.03%		0	9	9	0	0	0
Motor Coach	0.01%		0	4	1	0	0	0
OBUS	0.01%		0	2	4	0	0	0
T6 Ag	0.02%		0	10	2	0	1	0
T6 CAIRP heavy	0.00%		0	0	0	0	0	0
T6 CAIRP small	0.00%		0	0	0	0	0	0
T6 instate construction heavy	0.02%		0	14	2	0	0	0
T6 instate construction small	0.05%		1	14	5	0	1	1
T6 instate heavy	0.04%		1	31	4	0	1	1
T6 instate small	0.12%		2	33	12	0	2	2
T6 OOS heavy	0.00%		0	0	0	0	0	0
T6 OOS small	0.00%		0	0	0	0	0	0
T6 public	0.00%		0	4	0	0	0	0
T6 utility	0.00%		0	0	0	0	0	0
T6TS	0.03%		0	5	15	0	0	0
T7 Ag	0.07%		3	82	22	0	3	3
T7 CAIRP	0.60%		16	284	143	2	15	14
T7 CAIRP construction	0.02%		1	11	5	0	1	1
T7 NNOOS	0.68%		16	214	137	2	14	13
T7 NOOS	0.22%		6	104	52	1	5	5
T7 other port	0.01%		1	14	5	0	0	0
T7 POAK	0.04%		2	55	20	0	1	1
T7 POLA	0.06%		4	87	33	0	2	2
T7 public	0.01%		0	16	1	0	0	0
T7 Single	0.06%		1	44	9	0	1	1
T7 single construction	0.06%		1	47	10	0	1	1
T7 SWCV	0.02%		0	22	2	0	0	0
T7 tractor	0.86%		23	682	200	3	22	20
T7 tractor construction	0.04%		1	38	10	0	1	1
T7 utility	0.00%		0	1	0	0	0	0
T7IS	0.00%		0	6	33	0	0	0
0.00%	0.00%		0	0	0	0	0	0
0.00%	0.00%		0	0	0	0	0	0
0.00%	0.00%		0	0	0	0	0	0
0.00%	0.00%		0	0	0	0	0	0
0.00%	0.00%		0	0	0	0	0	0
0.00%	0.00%		0	0	0	0	0	0
0.00%	0.00%		0	0	0	0	0	0
TOTAL			**1,172**	**4,622**	**25,671**	**9**	**107**	**98**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

70 mph

	Emission year	Daily						
	2020	**4,852,101**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
LDA	48.12%		70	380	2,955	0	9	8
LDT1	7.56%		27	160	1,095	0	2	2
LDT2	18.75%		37	241	1,553	0	3	3
MCY	0.82%		477	130	5,699	0	0	0
MDV	24.74%		108	626	3,671	0	5	5
TOTAL			**720**	**1,537**	**14,973**	**0**	**19**	**18**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020

Based on EMFAC2011

PROJECT

Other Non-Running Exhaust Emissions (Idling, break/tire wear, off-gas emissions)

Emission year	Daily						
2020	**30,229,637**			**lbs/year**			
Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses - TOT	0.04%	0	3	1	0	3	1
LDA - TOT	35.12%	1,771	327	5,351	3	1,060	428
LDT1 - TOT	5.52%	926	125	2,199	1	167	68
LDT2 - TOT	13.69%	1,154	249	2,996	1	413	166
LHD1 - TOT	5.71%	875	1,460	4,419	1	235	95
LHD2 - TOT	1.04%	74	160	369	0	57	23
MCY - TOT	0.60%	407	22	734	0	18	7
MDV - TOT	18.06%	2,441	668	7,327	3	545	220
MH - TOT	0.25%	4	1	8	0	11	4
Motor Coach - TOT	0.04%	2	16	10	0	4	2
OBUS - TOT	0.08%	36	54	401	0	2	1
PTO - TOT	0.08%	0	0	0	0	0	0
SBUS - TOT	0.11%	9	66	79	0	36	15
T6 Ag - TOT	0.13%	1	19	9	0	13	5
T6 CAIRP heavy - TOT	0.01%	0	0	0	0	0	0
T6 CAIRP small - TOT	0.02%	0	1	0	0	2	1
T6 instate construction heavy - T	0.15%	0	16	3	0	14	6
T6 instate construction small - TC	0.37%	1	18	9	0	35	14
T6 instate heavy - TOT	0.36%	1	35	8	0	34	14
T6 instate small - TOT	0.93%	2	44	24	0	88	37
T6 OOS heavy - TOT	0.00%	0	0	0	0	0	0
T6 OOS small - TOT	0.01%	0	0	0	0	1	0
T6 public - TOT	0.04%	0	11	2	0	4	2
T6 utility - TOT	0.01%	0	2	1	0	1	0
T6TS - TOT	0.32%	103	111	1,152	0	10	4
T7 Ag - TOT	0.46%	21	132	101	0	31	12
T7 CAIRP - TOT	3.76%	309	1,643	1,728	3	250	94
T7 CAIRP construction - TOT	0.14%	11	60	63	0	9	3
T7 NNOOS - TOT	4.23%	402	2,092	2,263	4	282	106
T7 NOOS - TOT	1.37%	140	741	781	1	92	35
T7 other port - TOT	0.06%	2	9	10	0	4	2
T7 POAK - TOT	0.24%	10	53	57	0	16	6
T7 POLA - TOT	0.39%	20	106	115	0	26	10
T7 public - TOT	0.05%	6	117	32	0	3	1
T7 Single - TOT	0.35%	11	84	64	0	23	8
T7 single construction - TOT	0.36%	12	87	65	0	24	9
T7 SWCV - TOT	0.10%	8	105	44	0	6	2
T7 tractor - TOT	5.35%	99	660	556	1	350	128
T7 tractor construction - TOT	0.27%	10	68	56	0	18	6
T7 utility - TOT	0.01%	1	14	8	0	1	0
T7IS - TOT	0.04%	6	11	179	0	1	0
UBUS - TOT	0.18%	5	6	43	0	80	34
TOTAL		**8,882**	**9,394**	**31,269**	**18**	**3,970**	**1,571**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

	ROG	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
TOTAL	**14,104**	**52,756**	**116,990**	**169**	**4,822**	**2,356**
Compare	**-23**	**-1,320**	**376**	**-7**	**-32**	**-35**

Year 2035

Based on EMFAC2011

BASELINE

5 mph

	Emission year	Daily						
	2035	**26,110**			**lbs/day**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.09%		0	0	0	0	0	0
LDA	9.45%		0	1	6	0	0	0
LDT1	1.47%		0	0	1	0	0	0
LDT2	3.61%		0	0	3	0	0	0
LHD1	46.81%		2	13	31	0	0	0
LHD2	7.49%		0	3	6	0	0	0
MCY	0.16%		0	0	2	0	0	0
MDV	4.77%		0	0	5	0	0	0
MH	0.72%		0	1	0	0	0	0
Motor Coach	0.04%		0	0	0	0	0	0
OBUS	0.22%		0	0	0	0	0	0
SBUS	0.30%		0	1	1	0	0	0
T6 Ag	0.24%		0	1	0	0	0	0
T6 CAIRP heavy	0.01%		0	0	0	0	0	0
T6 CAIRP small	0.04%		0	0	0	0	0	0
T6 instate construction heavy	0.39%		0	1	0	0	0	0
T6 instate construction small	1.06%		1	2	1	0	0	0
T6 instate heavy	0.91%		1	2	1	0	0	0
T6 instate small	2.48%		2	5	3	0	0	0
T6 OOS heavy	0.01%		0	0	0	0	0	0
T6 OOS small	0.02%		0	0	0	0	0	0
T6 public	0.10%		0	0	0	0	0	0
T6 utility	0.03%		0	0	0	0	0	0
T6TS	0.93%		0	0	1	0	0	0
T7 Ag	0.35%		0	1	1	0	0	0
T7 CAIRP	3.87%		6	15	11	0	0	0
T7 CAIRP construction	0.16%		0	1	0	0	0	0
T7 NNOOS	4.35%		6	14	11	0	0	0
T7 NOOS	1.41%		2	6	4	0	0	0
T7 other port	0.06%		0	0	0	0	0	0
T7 POAK	0.39%		1	2	1	0	0	0
T7 POLA	0.64%		1	3	2	0	0	0
T7 public	0.05%		0	0	0	0	0	0
T7 Single	0.36%		0	1	1	0	0	0
T7 single construction	0.41%		0	1	1	0	0	0
T7 SWCV	0.10%		0	0	0	0	0	0
T7 tractor	5.50%		8	22	16	0	0	0
T7 tractor construction	0.31%		0	1	1	0	0	0
T7 utility	0.01%		0	0	0	0	0	0
T7IS	0.03%		0	0	3	0	0	0
UBUS	0.63%		0	3	4	0	0	0
TOTAL	100%		**34**	**102**	**121**	**0**	**2**	**2**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035

Based on EMFAC2011

BASELINE

10 mph

	Emission year	Daily						
	2035	**113,074**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.13%		0	1	0	0	0	0
LDA	10.46%		1	2	26	0	0	0
LDT1	1.63%		0	0	5	0	0	0
LDT2	4.00%		0	1	12	0	0	0
LHD1	39.62%		8	50	101	0	2	1
LHD2	6.76%		2	13	22	0	0	0
MCY	0.18%		2	1	10	0	0	0
MDV	5.27%		1	2	20	0	0	0
MH	1.08%		0	4	2	0	0	0
Motor Coach	0.04%		0	0	0	0	0	0
OBUS	0.33%		0	0	1	0	0	0
SBUS	0.32%		1	4	3	0	0	0
T6 Ag	0.35%		1	2	1	0	0	0
T6 CAIRP heavy	0.02%		0	0	0	0	0	0
T6 CAIRP small	0.06%		0	0	0	0	0	0
T6 instate construction heavy	0.56%		1	4	2	0	0	0
T6 instate construction small	1.54%		2	9	5	0	0	0
T6 instate heavy	1.32%		2	9	4	0	0	0
T6 instate small	3.60%		6	22	11	0	0	0
T6 OOS heavy	0.01%		0	0	0	0	0	0
T6 OOS small	0.04%		0	0	0	0	0	0
T6 public	0.14%		0	1	0	0	0	0
T6 utility	0.04%		0	0	0	0	0	0
T6TS	1.39%		0	0	3	0	0	0
T7 Ag	0.39%		1	5	3	0	0	0
T7 CAIRP	4.39%		16	56	35	0	1	1
T7 CAIRP construction	0.18%		1	2	1	0	0	0
T7 NNOOS	4.94%		16	51	34	0	1	1
T7 NOOS	1.60%		6	20	13	0	0	0
T7 other port	0.07%		0	1	1	0	0	0
T7 POAK	0.44%		2	7	4	0	0	0
T7 POLA	0.73%		3	12	7	0	0	0
T7 public	0.06%		0	1	0	0	0	0
T7 Single	0.40%		1	4	3	0	0	0
T7 single construction	0.47%		1	4	3	0	0	0
T7 SWCV	0.12%		0	1	1	0	0	0
T7 tractor	6.24%		23	80	50	0	1	1
T7 tractor construction	0.35%		1	4	3	0	0	0
T7 utility	0.01%		0	0	0	0	0	0
T7IS	0.05%		0	0	14	0	0	0
UBUS	0.67%		2	14	14	0	0	0
TOTAL	100%		**104**	**394**	**415**	**2**	**7**	**7**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035

Based on EMFAC2011

BASELINE

15 mph

	Emission year	Daily						
	2035	**1,196,929**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.05%		0	3	1	0	0	0
LDA	10.46%		7	22	251	0	2	1
LDT1	1.63%		1	4	46	0	0	0
LDT2	4.00%		3	10	112	0	1	1
LHD1	39.62%		61	445	735	0	13	12
LHD2	6.76%		15	116	161	0	4	3
MCY	0.18%		15	6	90	0	0	0
MDV	5.27%		6	18	197	0	1	1
MH	1.08%		3	39	14	0	0	0
Motor Coach	0.04%		1	4	2	0	0	0
OBUS	0.33%		0	1	6	0	0	0
SBUS	0.32%		4	36	23	0	0	0
T6 Ag	0.35%		3	20	7	0	0	0
T6 CAIRP heavy	0.02%		0	1	0	0	0	0
T6 CAIRP small	0.06%		0	3	1	0	0	0
T6 instate construction heavy	0.56%		5	32	11	0	1	1
T6 instate construction small	1.54%		13	75	28	1	1	1
T6 instate heavy	1.32%		12	74	26	1	1	1
T6 instate small	3.60%		30	175	65	2	3	3
T6 OOS heavy	0.01%		0	0	0	0	0	0
T6 OOS small	0.04%		0	2	1	0	0	0
T6 public	0.14%		1	8	2	0	0	0
T6 utility	0.04%		0	1	1	0	0	0
T6TS	1.39%		1	5	22	0	0	0
T7 Ag	0.39%		8	38	19	0	1	1
T7 CAIRP	4.39%		88	448	215	3	8	7
T7 CAIRP construction	0.18%		4	18	9	0	0	0
T7 NNOOS	4.94%		86	404	210	3	7	7
T7 NOOS	1.60%		32	163	78	1	3	3
T7 other port	0.07%		2	10	4	0	0	0
T7 POAK	0.44%		11	59	26	0	1	1
T7 POLA	0.73%		18	97	43	0	2	1
T7 public	0.06%		1	8	2	0	0	0
T7 Single	0.40%		6	28	16	0	1	0
T7 single construction	0.47%		7	32	18	0	1	1
T7 SWCV	0.12%		2	9	4	0	0	0
T7 tractor	6.24%		126	641	308	4	11	10
T7 tractor construction	0.35%		7	36	17	0	1	1
T7 utility	0.01%		0	0	0	0	0	0
T7IS	0.05%		2	5	100	0	0	0
UBUS	0.67%		12	120	101	0	3	3
TOTAL			**597**	**3,216**	**2,972**	**17**	**64**	**59**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035

Based on EMFAC2011

BASELINE

20 mph

	Emission year	Daily						
	2035	**786,690**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.06%		0	2	0	0	0	0
LDA	20.41%		7	25	294	0	1	1
LDT1	3.18%		1	4	54	0	0	0
LDT2	7.80%		3	12	132	0	1	1
LHD1	28.01%		22	183	246	0	5	4
LHD2	4.65%		5	45	53	0	1	1
MCY	0.35%		16	7	103	0	0	0
MDV	10.29%		6	21	231	0	1	1
MH	0.41%		0	8	2	0	0	0
Motor Coach	0.04%		0	2	1	0	0	0
OBUS	0.12%		0	0	1	0	0	0
PTO	2.30%		10	80	32	1	2	2
SBUS	0.24%		1	14	7	0	0	0
T6 Ag	0.15%		0	4	1	0	0	0
T6 CAIRP heavy	0.01%		0	0	0	0	0	0
T6 CAIRP small	0.03%		0	1	0	0	0	0
T6 instate construction heavy	0.24%		1	7	2	0	0	0
T6 instate construction small	0.65%		2	16	4	0	0	0
T6 instate heavy	0.55%		1	16	4	0	0	0
T6 instate small	1.51%		4	37	10	0	1	1
T6 OOS heavy	0.00%		0	0	0	0	0	0
T6 OOS small	0.01%		0	0	0	0	0	0
T6 public	0.06%		0	2	0	0	0	0
T6 utility	0.02%		0	0	0	0	0	0
T6TS	0.51%		0	1	4	0	0	0
T7 Ag	0.34%		2	17	6	0	0	0
T7 CAIRP	3.85%		22	195	67	1	4	4
T7 CAIRP construction	0.16%		1	8	3	0	0	0
T7 NNOOS	4.34%		21	176	66	2	4	3
T7 NOOS	1.40%		8	71	25	0	1	1
T7 other port	0.06%		0	4	1	0	0	0
T7 POAK	0.39%		3	26	8	0	1	0
T7 POLA	0.64%		4	42	13	0	1	1
T7 public	0.05%		0	4	1	0	0	0
T7 Single	0.35%		2	12	5	0	0	0
T7 single construction	0.41%		2	14	6	0	0	0
T7 SWCV	0.10%		0	4	1	0	0	0
T7 tractor	5.48%		31	279	96	2	6	5
T7 tractor construction	0.31%		2	16	5	0	0	0
T7 utility	0.01%		0	0	0	0	0	0
T7IS	0.03%		0	2	25	0	0	0
UBUS	0.49%		4	49	35	0	1	1
TOTAL			**183**	**1,404**	**1,545**	**8**	**31**	**29**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035

Based on EMFAC2011

BASELINE

25 mph

	Emission year	Daily						
	2035	**1,716,624**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.04%		0	2	1	0	0	0
LDA	32.15%		17	78	928	0	4	3
LDT1	5.01%		3	14	169	0	1	1
LDT2	12.28%		8	37	415	0	1	1
LHD1	16.27%		26	253	266	0	6	5
LHD2	2.96%		7	64	62	0	2	2
MCY	0.55%		47	23	330	0	0	0
MDV	16.21%		14	65	728	0	2	2
MH	0.30%		0	11	3	0	0	0
Motor Coach	0.02%		0	2	1	0	0	0
OBUS	0.09%		0	1	1	0	0	0
SBUS	0.25%		2	29	14	0	0	0
T6 Ag	0.10%		1	6	2	0	0	0
T6 CAIRP heavy	0.01%		0	0	0	0	0	0
T6 CAIRP small	0.02%		0	1	0	0	0	0
T6 instate construction heavy	0.17%		1	9	2	0	0	0
T6 instate construction small	0.46%		2	22	6	0	0	0
T6 instate heavy	0.39%		2	21	6	0	0	0
T6 instate small	1.07%		5	51	14	0	1	1
T6 OOS heavy	0.00%		0	0	0	0	0	0
T6 OOS small	0.01%		0	0	0	0	0	0
T6 public	0.04%		0	2	0	0	0	0
T6 utility	0.01%		0	0	0	0	0	0
T6TS	0.38%		0	2	5	0	0	0
T7 Ag	0.21%		2	19	7	0	0	0
T7 CAIRP	2.30%		25	228	83	2	5	4
T7 CAIRP construction	0.09%		1	9	3	0	0	0
T7 NNOOS	2.59%		24	206	81	2	5	4
T7 NOOS	0.84%		9	83	30	1	2	2
T7 other port	0.04%		0	5	2	0	0	0
T7 POAK	0.23%		3	30	10	0	1	1
T7 POLA	0.38%		5	49	17	0	1	1
T7 public	0.03%		0	4	1	0	0	0
T7 Single	0.21%		2	14	6	0	0	0
T7 single construction	0.24%		2	17	7	0	0	0
T7 SWCV	0.06%		0	4	2	0	0	0
T7 tractor	3.27%		35	326	118	2	7	6
T7 tractor construction	0.18%		2	18	7	0	0	0
T7 utility	0.01%		0	0	0	0	0	0
T7IS	0.02%		1	4	36	0	0	0
UBUS	0.50%		7	96	58	0	2	2
TOTAL			**254**	**1,806**	**3,421**	**9**	**42**	**38**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035

Based on EMFAC2011

BASELINE

30 mph

	Emission year	Daily						
	2035	**5,427,609**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.02%		0	3	1	0	0	0
LDA	40.26%		51	285	3,384	0	11	10
LDT1	6.27%		10	51	617	0	2	2
LDT2	15.38%		24	135	1,513	0	4	4
LHD1	5.96%		24	275	246	0	6	5
LHD2	1.07%		6	69	57	0	2	2
MCY	0.69%		166	92	1,258	0	0	0
MDV	20.30%		44	236	2,653	0	5	5
MH	0.14%		1	16	4	0	0	0
Motor Coach	0.02%		0	4	2	0	0	0
OBUS	0.04%		0	1	2	0	0	0
SBUS	0.13%		3	43	19	0	0	0
T6 Ag	0.05%		1	8	2	0	0	0
T6 CAIRP heavy	0.00%		0	0	0	0	0	0
T6 CAIRP small	0.01%		0	1	0	0	0	0
T6 instate construction heavy	0.08%		1	13	4	0	0	0
T6 instate construction small	0.23%		3	31	9	0	1	1
T6 instate heavy	0.20%		3	31	9	0	1	1
T6 instate small	0.53%		7	72	22	1	2	2
T6 OOS heavy	0.00%		0	0	0	0	0	0
T6 OOS small	0.01%		0	1	0	0	0	0
T6 public	0.02%		0	3	1	0	0	0
T6 utility	0.01%		0	0	0	0	0	0
T6TS	0.18%		0	3	6	0	0	0
T7 Ag	0.16%		5	42	17	0	1	1
T7 CAIRP	1.75%		52	494	191	4	12	11
T7 CAIRP construction	0.07%		2	20	8	0	0	0
T7 NNOOS	1.97%		51	446	186	4	11	10
T7 NOOS	0.64%		19	180	69	1	4	4
T7 other port	0.03%		1	10	4	0	0	0
T7 POAK	0.18%		6	65	23	0	1	1
T7 POLA	0.29%		10	107	38	1	2	2
T7 public	0.02%		0	10	2	0	0	0
T7 Single	0.16%		4	31	14	0	1	1
T7 single construction	0.19%		4	36	16	0	1	1
T7 SWCV	0.05%		1	10	4	0	0	0
T7 tractor	2.48%		74	706	272	5	17	15
T7 tractor construction	0.14%		4	39	15	0	1	1
T7 utility	0.00%		0	1	0	0	0	0
T7IS	0.02%		1	10	71	0	0	0
UBUS	0.27%		10	149	77	0	3	2
TOTAL			**591**	**3,729**	**10,815**	**19**	**89**	**82**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035

Based on EMFAC2011

BASELINE

35 mph

	Emission year	Daily						
	2035	**3,888,715**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.03%		0	3	1	0	0	0
LDA	35.96%		27	172	1,999	0	6	5
LDT1	5.60%		5	31	364	0	1	1
LDT2	13.74%		13	81	894	0	2	2
LHD1	3.34%		10	125	92	0	2	2
LHD2	0.66%		3	32	23	0	1	1
MCY	0.62%		101	59	804	0	0	0
MDV	18.13%		23	142	1,567	0	3	3
MH	0.23%		1	15	4	0	0	0
Motor Coach	0.04%		1	7	3	0	0	0
OBUS	0.07%		0	1	1	0	0	0
SBUS	0.17%		2	38	16	0	0	0
T6 Ag	0.08%		1	8	2	0	0	0
T6 CAIRP heavy	0.00%		0	0	0	0	0	0
T6 CAIRP small	0.01%		0	1	0	0	0	0
T6 instate construction heavy	0.12%		1	12	4	0	0	0
T6 instate construction small	0.33%		3	30	9	0	1	1
T6 instate heavy	0.29%		2	29	9	0	1	1
T6 instate small	0.78%		6	69	22	1	2	2
T6 OOS heavy	0.00%		0	0	0	0	0	0
T6 OOS small	0.01%		0	1	0	0	0	0
T6 public	0.03%		0	3	1	0	0	0
T6 utility	0.01%		0	0	0	0	0	0
T6TS	0.29%		0	4	6	0	0	0
T7 Ag	0.37%		7	64	27	1	2	2
T7 CAIRP	4.11%		77	757	313	6	20	19
T7 CAIRP construction	0.17%		3	31	13	0	1	1
T7 NNOOS	4.62%		75	683	305	7	19	17
T7 NOOS	1.50%		28	276	114	2	7	7
T7 other port	0.07%		1	16	6	0	0	0
T7 POAK	0.41%		9	100	38	1	3	2
T7 POLA	0.68%		15	164	62	1	4	4
T7 public	0.05%		1	16	3	0	0	0
T7 Single	0.38%		6	47	23	1	1	1
T7 single construction	0.44%		6	55	26	1	2	1
T7 SWCV	0.11%		2	15	6	0	0	0
T7 tractor	5.84%		109	1,082	447	8	29	27
T7 tractor construction	0.33%		6	60	25	0	2	1
T7 utility	0.01%		0	1	0	0	0	0
T7IS	0.04%		2	17	100	0	0	0
UBUS	0.34%		7	131	59	0	2	2
TOTAL			**552**	**4,379**	**7,391**	**29**	**113**	**104**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035

Based on EMFAC2011

BASELINE

40 mph

	Emission year	Daily						
	2035	**1,964,352**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.07%		0	3	1	0	0	0
LDA	27.99%		9	65	727	0	2	2
LDT1	4.36%		2	12	132	0	0	0
LDT2	10.69%		4	31	325	0	1	1
LHD1	2.47%		4	58	36	0	1	1
LHD2	0.56%		1	15	9	0	0	0
MCY	0.48%		40	24	328	0	0	0
MDV	14.11%		8	54	570	0	1	1
MH	0.50%		1	17	4	0	0	0
Motor Coach	0.07%		1	5	3	0	0	0
OBUS	0.15%		0	1	1	0	0	0
SBUS	0.20%		1	21	9	0	0	0
T6 Ag	0.18%		1	8	3	0	0	0
T6 CAIRP heavy	0.01%		0	0	0	0	0	0
T6 CAIRP small	0.03%		0	1	0	0	0	0
T6 instate construction heavy	0.28%		1	13	4	0	0	0
T6 instate construction small	0.78%		3	32	11	0	1	1
T6 instate heavy	0.67%		3	32	10	0	1	1
T6 instate small	1.82%		6	75	26	1	3	2
T6 OOS heavy	0.01%		0	0	0	0	0	0
T6 OOS small	0.02%		0	1	0	0	0	0
T6 public	0.07%		0	4	1	0	0	0
T6 utility	0.02%		0	1	0	0	0	0
T6TS	0.64%		0	5	6	0	0	0
T7 Ag	0.64%		5	52	24	0	2	2
T7 CAIRP	7.18%		59	616	275	5	19	18
T7 CAIRP construction	0.29%		2	25	11	0	1	1
T7 NNOOS	8.08%		58	556	268	6	18	16
T7 NOOS	2.61%		22	224	100	2	7	6
T7 other port	0.12%		1	13	5	0	0	0
T7 POAK	0.73%		7	81	33	1	2	2
T7 POLA	1.19%		12	133	55	1	4	4
T7 public	0.09%		0	14	2	0	0	0
T7 Single	0.66%		4	39	20	0	1	1
T7 single construction	0.76%		5	45	23	1	1	1
T7 SWCV	0.19%		1	12	5	0	0	0
T7 tractor	10.20%		84	880	392	7	27	25
T7 tractor construction	0.57%		5	49	22	0	2	1
T7 utility	0.02%		0	1	0	0	0	0
T7IS	0.06%		1	14	69	0	0	0
UBUS	0.42%		4	84	33	0	1	1
TOTAL			**356**	**3,315**	**3,547**	**25**	**98**	**91**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035

Based on EMFAC2011

BASELINE

45 mph

	Emission year	Daily						
	2035	**4,155,338**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.03%		0	3	1	0	0	0
LDA	30.42%		19	144	1,552	0	4	4
LDT1	4.74%		4	26	283	0	1	1
LDT2	11.62%		9	68	694	0	2	1
LHD1	1.82%		5	90	50	0	1	1
LHD2	0.40%		1	24	13	0	0	0
MCY	0.52%		96	56	820	0	0	0
MDV	15.34%		17	120	1,217	0	2	2
MH	0.29%		0	18	5	0	0	0
Motor Coach	0.07%		1	10	5	0	0	0
OBUS	0.09%		0	2	2	0	0	0
SBUS	0.06%		1	13	6	0	0	0
T6 Ag	0.09%		1	8	3	0	0	0
T6 CAIRP heavy	0.00%		0	0	0	0	0	0
T6 CAIRP small	0.02%		0	1	0	0	0	0
T6 instate construction heavy	0.14%		1	13	5	0	1	0
T6 instate construction small	0.39%		3	32	12	0	1	1
T6 instate heavy	0.33%		2	31	11	0	1	1
T6 instate small	0.91%		6	74	28	1	3	3
T6 OOS heavy	0.00%		0	0	0	0	0	0
T6 OOS small	0.01%		0	1	0	0	0	0
T6 public	0.04%		0	4	1	0	0	0
T6 utility	0.01%		0	1	0	0	0	0
T6TS	0.38%		0	6	7	0	0	0
T7 Ag	0.62%		9	99	49	1	4	3
T7 CAIRP	6.91%		106	1,177	567	10	43	40
T7 CAIRP construction	0.28%		4	48	23	0	2	2
T7 NNOOS	7.78%		104	1,062	553	11	40	37
T7 NOOS	2.52%		39	429	206	4	16	14
T7 other port	0.11%		2	25	11	0	1	1
T7 POAK	0.70%		13	155	69	1	6	5
T7 POLA	1.15%		21	254	113	2	9	8
T7 public	0.09%		1	27	5	0	0	0
T7 Single	0.64%		8	74	41	1	3	3
T7 single construction	0.73%		9	85	47	1	3	3
T7 SWCV	0.18%		2	23	11	0	1	1
T7 tractor	9.83%		152	1,682	809	14	62	57
T7 tractor construction	0.55%		8	94	45	1	3	3
T7 utility	0.02%		0	1	1	0	0	0
T7IS	0.04%		1	21	97	0	0	0
UBUS	0.12%		2	54	19	0	1	1
TOTAL			**649**	**6,057**	**7,382**	**47**	**211**	**194**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035

Based on EMFAC2011

BASELINE

50 mph

	Emission year	Daily						
	2035	**2,319,397**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.05%		0	2	1	0	0	0
LDA	20.83%		7	55	552	0	2	1
LDT1	3.25%		1	10	101	0	0	0
LDT2	7.96%		3	26	247	0	1	1
LHD1	11.26%		13	266	144	0	3	3
LHD2	2.12%		4	67	33	0	1	1
MCY	0.36%		40	22	358	0	0	0
MDV	10.51%		6	45	433	0	1	1
MH	0.34%		0	13	3	0	0	0
Motor Coach	0.09%		1	7	4	0	0	0
OBUS	0.10%		0	1	1	0	0	0
SBUS	0.04%		0	4	2	0	0	0
T6 Ag	0.12%		0	6	2	0	0	0
T6 CAIRP heavy	0.01%		0	0	0	0	0	0
T6 CAIRP small	0.02%		0	1	0	0	0	0
T6 instate construction heavy	0.20%		1	10	4	0	0	0
T6 instate construction small	0.54%		2	23	9	0	1	1
T6 instate heavy	0.46%		2	23	9	0	1	1
T6 instate small	1.25%		4	55	22	1	3	2
T6 OOS heavy	0.00%		0	0	0	0	0	0
T6 OOS small	0.01%		0	0	0	0	0	0
T6 public	0.05%		0	3	1	0	0	0
T6 utility	0.01%		0	0	0	0	0	0
T6TS	0.43%		0	4	4	0	0	0
T7 Ag	0.77%		6	66	35	1	3	3
T7 CAIRP	8.59%		66	782	406	7	34	31
T7 CAIRP construction	0.35%		3	32	17	0	1	1
T7 NNOOS	9.66%		64	705	396	7	32	29
T7 NOOS	3.13%		24	285	148	2	12	11
T7 other port	0.14%		1	17	8	0	1	1
T7 POAK	0.87%		8	103	49	1	4	4
T7 POLA	1.42%		13	169	81	1	7	7
T7 public	0.11%		1	18	3	0	0	0
T7 Single	0.79%		5	49	29	1	2	2
T7 single construction	0.91%		6	57	34	1	3	2
T7 SWCV	0.23%		1	15	8	0	1	1
T7 tractor	12.21%		94	1,117	579	9	48	44
T7 tractor construction	0.68%		5	62	32	1	3	2
T7 utility	0.02%		0	1	1	0	0	0
T7IS	0.05%		1	15	66	0	0	0
UBUS	0.07%		1	20	6	0	0	0
TOTAL			**384**	**4,155**	**3,829**	**32**	**165**	**151**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035

Based on EMFAC2011

BASELINE

55 mph

	Emission year	Daily						
	2035	**1,183,876**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.09%		0	2	1	0	0	0
LDA	14.29%		3	19	180	0	1	1
LDT1	2.23%		0	3	33	0	0	0
LDT2	5.46%		1	9	81	0	0	0
LHD1	5.66%		4	100	46	0	1	1
LHD2	1.28%		1	27	12	0	0	0
MCY	0.24%		16	8	151	0	0	0
MDV	7.21%		2	16	142	0	0	0
MH	0.58%		0	13	3	0	0	0
Motor Coach	0.12%		0	5	3	0	0	0
OBUS	0.17%		0	1	1	0	0	0
SBUS	0.07%		0	4	2	0	0	0
T6 Ag	0.24%		0	6	3	0	0	0
T6 CAIRP heavy	0.01%		0	0	0	0	0	0
T6 CAIRP small	0.04%		0	1	0	0	0	0
T6 instate construction heavy	0.39%		1	10	4	0	1	0
T6 instate construction small	1.08%		2	23	10	0	1	1
T6 instate heavy	0.93%		2	23	10	0	1	1
T6 instate small	2.52%		4	55	24	1	3	3
T6 OOS heavy	0.01%		0	0	0	0	0	0
T6 OOS small	0.02%		0	0	0	0	0	0
T6 public	0.10%		0	3	1	0	0	0
T6 utility	0.03%		0	0	0	0	0	0
T6TS	0.69%		0	3	4	0	0	0
T7 Ag	1.08%		4	47	27	0	2	2
T7 CAIRP	12.13%		43	553	307	5	28	26
T7 CAIRP construction	0.50%		2	23	13	0	1	1
T7 NNOOS	13.65%		42	499	299	5	26	24
T7 NOOS	4.42%		16	201	112	2	10	9
T7 other port	0.20%		1	12	6	0	1	1
T7 POAK	1.23%		5	73	37	0	4	3
T7 POLA	2.01%		9	119	61	1	6	5
T7 public	0.15%		0	13	2	0	0	0
T7 Single	1.12%		3	35	22	0	2	2
T7 single construction	1.29%		4	40	26	0	2	2
T7 SWCV	0.32%		1	11	6	0	0	0
T7 tractor	17.25%		62	790	438	7	40	37
T7 tractor construction	0.96%		3	44	24	0	2	2
T7 utility	0.03%		0	1	0	0	0	0
T7IS	0.09%		1	14	63	0	0	0
UBUS	0.11%		0	17	5	0	0	0
TOTAL			**235**	**2,823**	**2,158**	**23**	**134**	**123**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035

Based on EMFAC2011

BASELINE

60 mph

	Emission year	Daily						
	2035	**580,422**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.21%		0	3	1	0	0	0
LDA	23.33%		2	16	135	0	0	0
LDT1	3.63%		0	3	25	0	0	0
LDT2	8.91%		1	7	60	0	0	0
MCY	0.40%		16	7	154	0	0	0
MDV	11.76%		2	13	106	0	0	0
MH	1.31%		0	14	4	0	0	0
Motor Coach	0.08%		0	2	1	0	0	0
OBUS	0.38%		0	1	1	0	0	0
SBUS	0.07%		0	2	1	0	0	0
T6 Ag	0.55%		0	7	3	0	0	0
T6 CAIRP heavy	0.03%		0	0	0	0	0	0
T6 CAIRP small	0.10%		0	1	0	0	0	0
T6 instate construction heavy	0.88%		1	11	5	0	1	1
T6 instate construction small	2.42%		2	26	12	0	2	1
T6 instate heavy	2.08%		2	26	11	0	2	1
T6 instate small	5.66%		4	61	28	1	4	3
T6 OOS heavy	0.02%		0	0	0	0	0	0
T6 OOS small	0.06%		0	1	0	0	0	0
T6 public	0.23%		0	3	1	0	0	0
T6 utility	0.06%		0	0	0	0	0	0
T6TS	1.59%		0	4	5	0	0	0
T7 Ag	0.69%		1	15	9	0	1	1
T7 CAIRP	7.72%		13	174	102	1	10	9
T7 CAIRP construction	0.32%		1	7	4	0	0	0
T7 NNOOS	8.69%		12	157	99	2	9	9
T7 NOOS	2.81%		5	63	37	1	4	3
T7 other port	0.13%		0	4	2	0	0	0
T7 POAK	0.78%		2	23	12	0	1	1
T7 POLA	1.28%		3	38	20	0	2	2
T7 public	0.10%		0	4	1	0	0	0
T7 Single	0.71%		1	11	7	0	1	1
T7 single construction	0.82%		1	13	9	0	1	1
T7 SWCV	0.20%		0	3	2	0	0	0
T7 tractor	10.98%		18	248	145	2	14	13
T7 tractor construction	0.61%		1	14	8	0	1	1
T7 utility	0.02%		0	0	0	0	0	0
T7IS	0.05%		0	3	17	0	0	0
UBUS	0.35%		1	33	9	0	0	0
0.00%	0.00%		0	0	0	0	0	0
0.00%	0.00%		0	0	0	0	0	0
TOTAL			**89**	**1,016**	**1,038**	**8**	**55**	**50**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035

Based on EMFAC2011

BASELINE

65 mph

	Emission year	Daily						
	2035	**11,680,949**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.00%		0	1	1	0	0	0
LDA	0.11%		0	8	1	0	0	0
LDT1	0.01%		0	1	0	0	0	0
LDT2	0.01%		0	1	0	0	0	0
MDV	0.02%		0	1	0	0	0	0
MH	0.01%		0	6	1	0	0	0
Motor Coach	0.01%		0	3	2	0	0	0
All Other Buses	0.00%		0	1	1	0	0	0
LDA	46.91%		100	657	5,130	0	22	21
LDT1	7.31%		19	120	939	0	3	3
LDT2	17.92%		47	311	2,296	0	8	8
MCY	0.80%		817	286	8,464	0	0	0
MDV	23.65%		86	556	4,034	0	11	10
MH	0.03%		0	7	2	0	0	0
Motor Coach	0.01%		0	3	2	0	0	0
OBUS	0.01%		0	0	1	0	0	0
T6 Ag	0.01%		0	3	1	0	0	0
T6 CAIRP heavy	0.00%		0	0	0	0	0	0
T6 CAIRP small	0.00%		0	0	0	0	0	0
T6 instate construction heavy	0.02%		0	5	2	0	0	0
T6 instate construction small	0.05%		1	12	6	0	1	1
T6 instate heavy	0.05%		1	12	5	0	1	1
T6 instate small	0.13%		2	28	13	0	2	2
T6 OOS heavy	0.00%		0	0	0	0	0	0
T6 OOS small	0.00%		0	0	0	0	0	0
T6 public	0.01%		0	1	0	0	0	0
T6 utility	0.00%		0	0	0	0	0	0
T6TS	0.04%		0	2	3	0	0	0
T7 Ag	0.06%		2	24	15	0	2	1
T7 CAIRP	0.62%		20	289	177	2	19	17
T7 CAIRP construction	0.03%		1	12	7	0	1	1
T7 NNOOS	0.70%		20	261	173	3	17	16
T7 NOOS	0.23%		7	105	65	1	7	6
T7 other port	0.01%		0	6	3	0	0	0
T7 POAK	0.06%		2	38	22	0	2	2
T7 POLA	0.10%		4	63	35	0	4	4
T7 public	0.01%		0	7	1	0	0	0
T7 Single	0.06%		1	18	13	0	1	1
T7 single construction	0.07%		2	21	15	0	1	1
T7 SWCV	0.02%		0	6	3	0	0	0
T7 tractor	0.88%		29	414	253	3	27	25
T7 tractor construction	0.05%		2	23	14	0	1	1
T7 utility	0.00%		0	0	0	0	0	0
T7IS	0.00%		0	6	33	0	0	0
TOTAL			**1,165**	**3,319**	**21,736**	**12**	**133**	**123**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

70 mph

	Emission year	Daily						
	2035	**6,442,069**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
LDA	48.56%		62	384	2,840	0	14	13
LDT1	7.57%		12	70	520	0	2	2
LDT2	18.55%		29	182	1,271	0	5	5
MCY	0.83%		625	173	6,966	0	0	0
MDV	24.49%		53	327	2,235	0	7	6
TOTAL			**782**	**1,136**	**13,832**	**0**	**28**	**26**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035

Based on EMFAC2011

BASELINE

Other Non-Running Exhaust Emissions (Idling, break/tire wear, off-gas emissions)

Emission year	Daily						
2035	**41,482,154**			**lbs/year**			
Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses - TOT	0.04%	0	2	1	0	5	2
LDA - TOT	35.58%	1,560	288	4,715	4	1,483	603
LDT1 - TOT	5.54%	486	59	954	1	231	94
LDT2 - TOT	13.59%	1,136	147	2,144	2	566	230
LHD1 - TOT	5.70%	750	1,542	4,002	1	322	130
LHD2 - TOT	1.04%	62	169	391	0	79	32
MCY - TOT	0.61%	547	30	1,047	0	25	10
MDV - TOT	17.94%	2,306	306	4,181	3	747	303
MH - TOT	0.25%	2	1	7	0	15	6
Motor Coach - TOT	0.04%	3	14	16	0	5	2
OBUS - TOT	0.08%	34	41	303	0	3	1
PTO - TOT	0.08%	0	0	0	0	0	0
SBUS - TOT	0.09%	6	36	56	0	37	16
T6 Ag - TOT	0.09%	0	9	6	0	12	5
T6 CAIRP heavy - TOT	0.00%	0	0	0	0	1	0
T6 CAIRP small - TOT	0.02%	0	1	1	0	2	1
T6 instate construction heavy - T	0.15%	1	9	6	0	19	8
T6 instate construction small - TC	0.41%	1	21	14	0	53	22
T6 instate heavy - TOT	0.35%	1	22	14	0	45	19
T6 instate small - TOT	0.95%	3	50	33	0	124	51
T6 OOS heavy - TOT	0.00%	0	0	0	0	0	0
T6 OOS small - TOT	0.01%	0	0	0	0	1	1
T6 public - TOT	0.04%	0	9	5	0	5	2
T6 utility - TOT	0.01%	0	2	1	0	1	1
T6TS - TOT	0.32%	80	81	740	0	13	5
T7 Ag - TOT	0.32%	24	125	136	0	29	11
T7 CAIRP - TOT	3.64%	447	2,320	2,520	4	332	124
T7 CAIRP construction - TOT	0.15%	18	95	103	0	14	5
T7 NNOOS - TOT	4.09%	548	2,844	3,089	5	374	140
T7 NOOS - TOT	1.32%	202	1,049	1,139	2	121	46
T7 other port - TOT	0.06%	3	13	15	0	5	2
T7 POAK - TOT	0.37%	21	112	121	0	33	12
T7 POLA - TOT	0.60%	43	225	244	0	54	20
T7 public - TOT	0.05%	13	101	75	0	4	2
T7 Single - TOT	0.33%	22	112	122	0	30	11
T7 single construction - TOT	0.39%	25	129	140	0	35	13
T7 SWCV - TOT	0.10%	15	83	87	0	9	3
T7 tractor - TOT	5.17%	167	866	941	2	464	170
T7 tractor construction - TOT	0.29%	19	100	108	0	26	10
T7 utility - TOT	0.01%	3	14	15	0	1	0
T7IS - TOT	0.03%	5	12	182	0	1	0
UBUS - TOT	0.18%	6	6	41	0	111	47
TOTAL		**8,560**	**11,045**	**27,717**	**26**	**5,438**	**2,159**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

	ROG	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
TOTAL	**14,535**	**47,896**	**107,918**	**258**	**6,610**	**3,238**

Year 2035

Based on EMFAC2011

PROJECT

5 mph

	Emission year	Daily						
	2035	**30,478**			**lbs/day**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.09%		0	0	0	0	0	0
LDA	9.45%		0	1	7	0	0	0
LDT1	1.47%		0	0	1	0	0	0
LDT2	3.61%		0	0	3	0	0	0
LHD1	46.81%		3	15	37	0	0	0
LHD2	7.49%		1	4	7	0	0	0
MCY	0.16%		1	0	3	0	0	0
MDV	4.77%		0	1	5	0	0	0
MH	0.72%		0	1	0	0	0	0
Motor Coach	0.04%		0	0	0	0	0	0
OBUS	0.22%		0	0	0	0	0	0
SBUS	0.30%		0	1	1	0	0	0
T6 Ag	0.24%		0	1	0	0	0	0
T6 CAIRP heavy	0.01%		0	0	0	0	0	0
T6 CAIRP small	0.04%		0	0	0	0	0	0
T6 instate construction heavy	0.39%		0	1	1	0	0	0
T6 instate construction small	1.06%		1	2	1	0	0	0
T6 instate heavy	0.91%		1	2	1	0	0	0
T6 instate small	2.48%		2	5	3	0	0	0
T6 OOS heavy	0.01%		0	0	0	0	0	0
T6 OOS small	0.02%		0	0	0	0	0	0
T6 public	0.10%		0	0	0	0	0	0
T6 utility	0.03%		0	0	0	0	0	0
T6TS	0.93%		0	0	1	0	0	0
T7 Ag	0.35%		1	2	1	0	0	0
T7 CAIRP	3.87%		7	18	13	0	0	0
T7 CAIRP construction	0.16%		0	1	1	0	0	0
T7 NNOOS	4.35%		7	16	13	0	0	0
T7 NOOS	1.41%		2	6	5	0	0	0
T7 other port	0.06%		0	0	0	0	0	0
T7 POAK	0.39%		1	2	2	0	0	0
T7 POLA	0.64%		1	4	3	0	0	0
T7 public	0.05%		0	0	0	0	0	0
T7 Single	0.36%		0	1	1	0	0	0
T7 single construction	0.41%		1	1	1	0	0	0
T7 SWCV	0.10%		0	0	0	0	0	0
T7 tractor	5.50%		10	25	19	0	0	0
T7 tractor construction	0.31%		1	1	1	0	0	0
T7 utility	0.01%		0	0	0	0	0	0
T7IS	0.03%		0	0	3	0	0	0
UBUS	0.63%		0	4	4	0	0	0
TOTAL	100%		**40**	**119**	**141**	**1**	**2**	**2**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035

Based on EMFAC2011

PROJECT

10 mph

	Emission year	Daily						
	2035	**99,426**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.13%		0	1	0	0	0	0
LDA	10.46%		1	2	23	0	0	0
LDT1	1.63%		0	0	4	0	0	0
LDT2	4.00%		0	1	10	0	0	0
LHD1	39.62%		7	44	89	0	1	1
LHD2	6.76%		2	11	19	0	0	0
MCY	0.18%		2	0	9	0	0	0
MDV	5.27%		1	2	18	0	0	0
MH	1.08%		0	4	2	0	0	0
Motor Coach	0.04%		0	0	0	0	0	0
OBUS	0.33%		0	0	1	0	0	0
SBUS	0.32%		1	4	3	0	0	0
T6 Ag	0.35%		1	2	1	0	0	0
T6 CAIRP heavy	0.02%		0	0	0	0	0	0
T6 CAIRP small	0.06%		0	0	0	0	0	0
T6 instate construction heavy	0.56%		1	3	2	0	0	0
T6 instate construction small	1.54%		2	8	4	0	0	0
T6 instate heavy	1.32%		2	8	4	0	0	0
T6 instate small	3.60%		5	19	9	0	0	0
T6 OOS heavy	0.01%		0	0	0	0	0	0
T6 OOS small	0.04%		0	0	0	0	0	0
T6 public	0.14%		0	1	0	0	0	0
T6 utility	0.04%		0	0	0	0	0	0
T6TS	1.39%		0	0	3	0	0	0
T7 Ag	0.39%		1	4	3	0	0	0
T7 CAIRP	4.39%		14	49	31	0	1	1
T7 CAIRP construction	0.18%		1	2	1	0	0	0
T7 NNOOS	4.94%		14	45	30	0	1	1
T7 NOOS	1.60%		5	18	11	0	0	0
T7 other port	0.07%		0	1	1	0	0	0
T7 POAK	0.44%		2	7	4	0	0	0
T7 POLA	0.73%		3	11	6	0	0	0
T7 public	0.06%		0	1	0	0	0	0
T7 Single	0.40%		1	3	2	0	0	0
T7 single construction	0.47%		1	4	3	0	0	0
T7 SWCV	0.12%		0	1	1	0	0	0
T7 tractor	6.24%		21	71	44	0	1	1
T7 tractor construction	0.35%		1	4	2	0	0	0
T7 utility	0.01%		0	0	0	0	0	0
T7IS	0.05%		0	0	12	0	0	0
UBUS	0.67%		1	12	13	0	0	0
TOTAL	100%		**91**	**346**	**365**	**2**	**6**	**6**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035

Based on EMFAC2011

PROJECT

15 mph

	Emission year	Daily						
	2035	**1,197,717**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.05%		0	3	1	0	0	0
LDA	10.46%		7	22	251	0	2	1
LDT1	1.63%		1	4	46	0	0	0
LDT2	4.00%		3	10	112	0	1	1
LHD1	39.62%		61	445	735	0	13	12
LHD2	6.76%		15	116	161	0	4	3
MCY	0.18%		15	6	90	0	0	0
MDV	5.27%		6	18	197	0	1	1
MH	1.08%		3	39	14	0	0	0
Motor Coach	0.04%		1	4	2	0	0	0
OBUS	0.33%		0	1	6	0	0	0
SBUS	0.32%		4	36	23	0	0	0
T6 Ag	0.35%		3	20	7	0	0	0
T6 CAIRP heavy	0.02%		0	1	0	0	0	0
T6 CAIRP small	0.06%		0	3	1	0	0	0
T6 instate construction heavy	0.56%		5	32	11	0	1	1
T6 instate construction small	1.54%		13	75	28	1	1	1
T6 instate heavy	1.32%		12	75	26	1	1	1
T6 instate small	3.60%		30	176	65	2	3	3
T6 OOS heavy	0.01%		0	0	0	0	0	0
T6 OOS small	0.04%		0	2	1	0	0	0
T6 public	0.14%		1	8	2	0	0	0
T6 utility	0.04%		0	1	1	0	0	0
T6TS	1.39%		1	5	22	0	0	0
T7 Ag	0.39%		8	38	19	0	1	1
T7 CAIRP	4.39%		88	449	216	3	8	7
T7 CAIRP construction	0.18%		4	18	9	0	0	0
T7 NNOOS	4.94%		86	405	210	3	7	7
T7 NOOS	1.60%		32	163	79	1	3	3
T7 other port	0.07%		2	10	4	0	0	0
T7 POAK	0.44%		11	59	26	0	1	1
T7 POLA	0.73%		18	97	43	0	2	1
T7 public	0.06%		1	8	2	0	0	0
T7 Single	0.40%		6	28	16	0	1	0
T7 single construction	0.47%		7	33	18	0	1	1
T7 SWCV	0.12%		2	9	4	0	0	0
T7 tractor	6.24%		126	641	308	4	11	10
T7 tractor construction	0.35%		7	36	17	0	1	1
T7 utility	0.01%		0	0	0	0	0	0
T7IS	0.05%		2	5	100	0	0	0
UBUS	0.67%		12	121	101	0	3	3
TOTAL			**597**	**3,218**	**2,974**	**17**	**64**	**59**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035

Based on EMFAC2011

PROJECT

20 mph

	Emission year	Daily						
	2035	**765,203**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.06%		0	2	0	0	0	0
LDA	20.41%		6	24	286	0	1	1
LDT1	3.18%		1	4	52	0	0	0
LDT2	7.80%		3	11	128	0	1	0
LHD1	28.01%		21	178	240	0	4	4
LHD2	4.65%		5	44	51	0	1	1
MCY	0.35%		15	7	101	0	0	0
MDV	10.29%		5	20	225	0	1	1
MH	0.41%		0	8	2	0	0	0
Motor Coach	0.04%		0	2	1	0	0	0
OBUS	0.12%		0	0	1	0	0	0
PTO	2.30%		10	77	31	1	2	2
SBUS	0.24%		1	13	7	0	0	0
T6 Ag	0.15%		0	4	1	0	0	0
T6 CAIRP heavy	0.01%		0	0	0	0	0	0
T6 CAIRP small	0.03%		0	1	0	0	0	0
T6 instate construction heavy	0.24%		1	6	2	0	0	0
T6 instate construction small	0.65%		1	15	4	0	0	0
T6 instate heavy	0.55%		1	15	4	0	0	0
T6 instate small	1.51%		3	36	10	0	1	1
T6 OOS heavy	0.00%		0	0	0	0	0	0
T6 OOS small	0.01%		0	0	0	0	0	0
T6 public	0.06%		0	2	0	0	0	0
T6 utility	0.02%		0	0	0	0	0	0
T6TS	0.51%		0	1	4	0	0	0
T7 Ag	0.34%		2	16	6	0	0	0
T7 CAIRP	3.85%		21	190	66	1	4	4
T7 CAIRP construction	0.16%		1	8	3	0	0	0
T7 NNOOS	4.34%		21	171	64	1	4	3
T7 NOOS	1.40%		8	69	24	0	1	1
T7 other port	0.06%		0	4	1	0	0	0
T7 POAK	0.39%		3	25	8	0	0	0
T7 POLA	0.64%		4	41	13	0	1	1
T7 public	0.05%		0	3	1	0	0	0
T7 Single	0.35%		2	12	5	0	0	0
T7 single construction	0.41%		2	14	5	0	0	0
T7 SWCV	0.10%		0	4	1	0	0	0
T7 tractor	5.48%		30	272	94	2	5	5
T7 tractor construction	0.31%		2	15	5	0	0	0
T7 utility	0.01%		0	0	0	0	0	0
T7IS	0.03%		0	2	24	0	0	0
UBUS	0.49%		4	48	34	0	1	1
TOTAL			**178**	**1,365**	**1,503**	**8**	**30**	**28**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035

Based on EMFAC2011

PROJECT

25 mph

	Emission year	Daily						
	2035	**1,675,332**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.04%		0	2	1	0	0	0
LDA	32.15%		16	76	906	0	4	3
LDT1	5.01%		3	14	165	0	1	1
LDT2	12.28%		8	36	405	0	1	1
LHD1	16.27%		25	247	259	0	6	5
LHD2	2.96%		6	63	60	0	2	2
MCY	0.55%		45	23	322	0	0	0
MDV	16.21%		14	63	711	0	2	2
MH	0.30%		0	10	3	0	0	0
Motor Coach	0.02%		0	2	1	0	0	0
OBUS	0.09%		0	1	1	0	0	0
SBUS	0.25%		2	28	14	0	0	0
T6 Ag	0.10%		1	6	1	0	0	0
T6 CAIRP heavy	0.01%		0	0	0	0	0	0
T6 CAIRP small	0.02%		0	1	0	0	0	0
T6 instate construction heavy	0.17%		1	9	2	0	0	0
T6 instate construction small	0.46%		2	21	6	0	0	0
T6 instate heavy	0.39%		2	21	6	0	0	0
T6 instate small	1.07%		5	49	14	0	1	1
T6 OOS heavy	0.00%		0	0	0	0	0	0
T6 OOS small	0.01%		0	0	0	0	0	0
T6 public	0.04%		0	2	0	0	0	0
T6 utility	0.01%		0	0	0	0	0	0
T6TS	0.38%		0	2	5	0	0	0
T7 Ag	0.21%		2	19	7	0	0	0
T7 CAIRP	2.30%		24	222	81	2	5	4
T7 CAIRP construction	0.09%		1	9	3	0	0	0
T7 NNOOS	2.59%		24	201	79	2	4	4
T7 NOOS	0.84%		9	81	29	1	2	2
T7 other port	0.04%		0	5	2	0	0	0
T7 POAK	0.23%		3	29	10	0	1	1
T7 POLA	0.38%		5	48	16	0	1	1
T7 public	0.03%		0	4	1	0	0	0
T7 Single	0.21%		2	14	6	0	0	0
T7 single construction	0.24%		2	16	7	0	0	0
T7 SWCV	0.06%		0	4	2	0	0	0
T7 tractor	3.27%		35	318	115	2	7	6
T7 tractor construction	0.18%		2	18	6	0	0	0
T7 utility	0.01%		0	0	0	0	0	0
T7IS	0.02%		1	4	35	0	0	0
UBUS	0.50%		7	94	56	0	2	2
TOTAL			**248**	**1,762**	**3,338**	**9**	**41**	**37**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035

Based on EMFAC2011

PROJECT

30 mph

	Emission year	Daily						
	2035	**5,375,282**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.02%		0	3	1	0	0	0
LDA	40.26%		51	282	3,352	0	11	10
LDT1	6.27%		10	51	611	0	2	2
LDT2	15.38%		24	133	1,499	0	4	4
LHD1	5.96%		24	272	243	0	6	5
LHD2	1.07%		6	68	56	0	2	2
MCY	0.69%		165	91	1,246	0	0	0
MDV	20.30%		44	234	2,628	0	5	5
MH	0.14%		1	15	4	0	0	0
Motor Coach	0.02%		0	4	2	0	0	0
OBUS	0.04%		0	1	2	0	0	0
SBUS	0.13%		3	42	19	0	0	0
T6 Ag	0.05%		1	8	2	0	0	0
T6 CAIRP heavy	0.00%		0	0	0	0	0	0
T6 CAIRP small	0.01%		0	1	0	0	0	0
T6 instate construction heavy	0.08%		1	13	4	0	0	0
T6 instate construction small	0.23%		3	31	9	0	1	1
T6 instate heavy	0.20%		3	30	9	0	1	1
T6 instate small	0.53%		7	72	21	1	2	2
T6 OOS heavy	0.00%		0	0	0	0	0	0
T6 OOS small	0.01%		0	1	0	0	0	0
T6 public	0.02%		0	3	1	0	0	0
T6 utility	0.01%		0	0	0	0	0	0
T6TS	0.18%		0	3	6	0	0	0
T7 Ag	0.16%		4	41	16	0	1	1
T7 CAIRP	1.75%		52	489	189	4	12	11
T7 CAIRP construction	0.07%		2	20	8	0	0	0
T7 NNOOS	1.97%		50	441	184	4	11	10
T7 NOOS	0.64%		19	178	69	1	4	4
T7 other port	0.03%		1	10	4	0	0	0
T7 POAK	0.18%		6	65	23	0	1	1
T7 POLA	0.29%		10	106	38	1	2	2
T7 public	0.02%		0	10	2	0	0	0
T7 Single	0.16%		4	31	14	0	1	1
T7 single construction	0.19%		4	35	16	0	1	1
T7 SWCV	0.05%		1	9	4	0	0	0
T7 tractor	2.48%		74	699	270	5	16	15
T7 tractor construction	0.14%		4	39	15	0	1	1
T7 utility	0.00%		0	1	0	0	0	0
T7IS	0.02%		1	10	70	0	0	0
UBUS	0.27%		10	148	76	0	3	2
TOTAL			**585**	**3,694**	**10,711**	**19**	**89**	**82**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035

Based on EMFAC2011

PROJECT

35 mph

	Emission year	Daily						
	2035	**3,758,089**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.03%		0	3	1	0	0	0
LDA	35.96%		26	166	1,932	0	6	5
LDT1	5.60%		5	30	352	0	1	1
LDT2	13.74%		12	78	864	0	2	2
LHD1	3.34%		9	121	89	0	2	2
LHD2	0.66%		3	31	22	0	1	1
MCY	0.62%		98	57	777	0	0	0
MDV	18.13%		23	138	1,514	0	3	3
MH	0.23%		1	15	4	0	0	0
Motor Coach	0.04%		1	6	3	0	0	0
OBUS	0.07%		0	1	1	0	0	0
SBUS	0.17%		2	36	16	0	0	0
T6 Ag	0.08%		1	8	2	0	0	0
T6 CAIRP heavy	0.00%		0	0	0	0	0	0
T6 CAIRP small	0.01%		0	1	0	0	0	0
T6 instate construction heavy	0.12%		1	12	4	0	0	0
T6 instate construction small	0.33%		3	29	9	0	1	1
T6 instate heavy	0.29%		2	28	9	0	1	1
T6 instate small	0.78%		6	67	21	1	2	2
T6 OOS heavy	0.00%		0	0	0	0	0	0
T6 OOS small	0.01%		0	1	0	0	0	0
T6 public	0.03%		0	3	1	0	0	0
T6 utility	0.01%		0	0	0	0	0	0
T6TS	0.29%		0	4	6	0	0	0
T7 Ag	0.37%		6	62	26	1	2	2
T7 CAIRP	4.11%		74	731	303	6	20	18
T7 CAIRP construction	0.17%		3	30	12	0	1	1
T7 NNOOS	4.62%		72	660	295	6	18	17
T7 NOOS	1.50%		27	266	110	2	7	7
T7 other port	0.07%		1	16	6	0	0	0
T7 POAK	0.41%		9	96	37	1	3	2
T7 POLA	0.68%		15	158	60	1	4	4
T7 public	0.05%		1	15	3	0	0	0
T7 Single	0.38%		5	46	22	1	1	1
T7 single construction	0.44%		6	53	25	1	2	1
T7 SWCV	0.11%		1	14	6	0	0	0
T7 tractor	5.84%		106	1,045	432	8	28	26
T7 tractor construction	0.33%		6	58	24	0	2	1
T7 utility	0.01%		0	1	0	0	0	0
T7IS	0.04%		2	16	96	0	0	0
UBUS	0.34%		7	127	57	0	2	2
TOTAL			**534**	**4,232**	**7,143**	**28**	**109**	**100**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035

Based on EMFAC2011

PROJECT

40 mph

	Emission year	Daily						
	2035	**1,953,357**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.07%		0	3	1	0	0	0
LDA	27.99%		9	64	723	0	2	2
LDT1	4.36%		2	12	132	0	0	0
LDT2	10.69%		4	30	323	0	1	1
LHD1	2.47%		4	57	35	0	1	1
LHD2	0.56%		1	15	9	0	0	0
MCY	0.48%		39	24	327	0	0	0
MDV	14.11%		8	53	567	0	1	1
MH	0.50%		1	17	4	0	0	0
Motor Coach	0.07%		1	5	2	0	0	0
OBUS	0.15%		0	1	1	0	0	0
SBUS	0.20%		1	21	9	0	0	0
T6 Ag	0.18%		1	8	3	0	0	0
T6 CAIRP heavy	0.01%		0	0	0	0	0	0
T6 CAIRP small	0.03%		0	1	0	0	0	0
T6 instate construction heavy	0.28%		1	13	4	0	0	0
T6 instate construction small	0.78%		3	32	11	0	1	1
T6 instate heavy	0.67%		3	32	10	0	1	1
T6 instate small	1.82%		6	74	26	1	3	2
T6 OOS heavy	0.01%		0	0	0	0	0	0
T6 OOS small	0.02%		0	1	0	0	0	0
T6 public	0.07%		0	4	1	0	0	0
T6 utility	0.02%		0	1	0	0	0	0
T6TS	0.64%		0	5	6	0	0	0
T7 Ag	0.64%		5	52	24	0	2	1
T7 CAIRP	7.18%		59	613	273	5	19	18
T7 CAIRP construction	0.29%		2	25	11	0	1	1
T7 NNOOS	8.08%		57	553	267	6	18	16
T7 NOOS	2.61%		21	223	99	2	7	6
T7 other port	0.12%		1	13	5	0	0	0
T7 POAK	0.73%		7	81	33	0	2	2
T7 POLA	1.19%		12	132	55	1	4	4
T7 public	0.09%		0	13	2	0	0	0
T7 Single	0.66%		4	38	20	0	1	1
T7 single construction	0.76%		5	44	23	1	1	1
T7 SWCV	0.19%		1	12	5	0	0	0
T7 tractor	10.20%		84	875	390	7	27	25
T7 tractor construction	0.57%		5	49	22	0	2	1
T7 utility	0.02%		0	1	0	0	0	0
T7IS	0.06%		1	14	69	0	0	0
UBUS	0.42%		4	84	33	0	1	1
TOTAL			**354**	**3,296**	**3,527**	**25**	**98**	**90**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035

Based on EMFAC2011

PROJECT

45 mph

	Emission year	Daily						
	2035	**4,061,873**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.03%		0	3	1	0	0	0
LDA	30.42%		19	141	1,517	0	4	4
LDT1	4.74%		4	25	277	0	1	1
LDT2	11.62%		9	67	678	0	2	1
LHD1	1.82%		5	88	49	0	1	1
LHD2	0.40%		1	24	13	0	0	0
MCY	0.52%		93	55	802	0	0	0
MDV	15.34%		16	117	1,189	0	2	2
MH	0.29%		0	17	5	0	0	0
Motor Coach	0.07%		1	10	5	0	0	0
OBUS	0.09%		0	1	2	0	0	0
SBUS	0.06%		1	13	6	0	0	0
T6 Ag	0.09%		1	8	3	0	0	0
T6 CAIRP heavy	0.00%		0	0	0	0	0	0
T6 CAIRP small	0.02%		0	1	0	0	0	0
T6 instate construction heavy	0.14%		1	13	5	0	1	0
T6 instate construction small	0.39%		2	31	12	0	1	1
T6 instate heavy	0.33%		2	31	11	0	1	1
T6 instate small	0.91%		6	73	27	1	3	3
T6 OOS heavy	0.00%		0	0	0	0	0	0
T6 OOS small	0.01%		0	1	0	0	0	0
T6 public	0.04%		0	4	1	0	0	0
T6 utility	0.01%		0	0	0	0	0	0
T6TS	0.38%		0	6	7	0	0	0
T7 Ag	0.62%		9	97	48	1	4	3
T7 CAIRP	6.91%		104	1,150	554	10	42	39
T7 CAIRP construction	0.28%		4	47	23	0	2	2
T7 NNOOS	7.78%		102	1,038	541	11	39	36
T7 NOOS	2.52%		38	419	202	3	15	14
T7 other port	0.11%		2	24	11	0	1	1
T7 POAK	0.70%		13	152	67	1	5	5
T7 POLA	1.15%		21	249	111	2	9	8
T7 public	0.09%		1	26	5	0	0	0
T7 Single	0.64%		8	72	40	1	3	3
T7 single construction	0.73%		9	83	46	1	3	3
T7 SWCV	0.18%		2	23	11	0	1	1
T7 tractor	9.83%		148	1,644	791	14	60	55
T7 tractor construction	0.55%		8	92	44	1	3	3
T7 utility	0.02%		0	1	1	0	0	0
T7IS	0.04%		1	21	95	0	0	0
UBUS	0.12%		2	52	19	0	1	1
TOTAL			**634**	**5,921**	**7,216**	**46**	**206**	**190**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035

Based on EMFAC2011

PROJECT

50 mph

	Emission year	Daily						
	2035	**2,270,373**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.05%		0	2	1	0	0	0
LDA	20.83%		7	53	541	0	2	1
LDT1	3.25%		1	10	99	0	0	0
LDT2	7.96%		3	25	242	0	1	1
LHD1	11.26%		13	260	140	0	3	3
LHD2	2.12%		3	66	33	0	1	1
MCY	0.36%		39	22	350	0	0	0
MDV	10.51%		6	44	424	0	1	1
MH	0.34%		0	13	3	0	0	0
Motor Coach	0.09%		1	7	4	0	0	0
OBUS	0.10%		0	1	1	0	0	0
SBUS	0.04%		0	4	2	0	0	0
T6 Ag	0.12%		0	6	2	0	0	0
T6 CAIRP heavy	0.01%		0	0	0	0	0	0
T6 CAIRP small	0.02%		0	1	0	0	0	0
T6 instate construction heavy	0.20%		1	10	4	0	0	0
T6 instate construction small	0.54%		2	23	9	0	1	1
T6 instate heavy	0.46%		2	23	9	0	1	1
T6 instate small	1.25%		4	53	21	1	2	2
T6 OOS heavy	0.00%		0	0	0	0	0	0
T6 OOS small	0.01%		0	0	0	0	0	0
T6 public	0.05%		0	3	1	0	0	0
T6 utility	0.01%		0	0	0	0	0	0
T6TS	0.43%		0	4	4	0	0	0
T7 Ag	0.77%		6	65	34	1	3	3
T7 CAIRP	8.59%		65	765	397	6	33	30
T7 CAIRP construction	0.35%		3	31	16	0	1	1
T7 NNOOS	9.66%		63	690	387	7	31	28
T7 NOOS	3.13%		24	279	145	2	12	11
T7 other port	0.14%		1	16	8	0	1	1
T7 POAK	0.87%		8	101	48	1	4	4
T7 POLA	1.42%		13	165	79	1	7	6
T7 public	0.11%		1	18	3	0	0	0
T7 Single	0.79%		5	48	29	1	2	2
T7 single construction	0.91%		5	55	33	1	3	2
T7 SWCV	0.23%		1	15	8	0	1	1
T7 tractor	12.21%		92	1,093	567	9	47	43
T7 tractor construction	0.68%		5	61	32	1	3	2
T7 utility	0.02%		0	1	1	0	0	0
T7IS	0.05%		1	15	65	0	0	0
UBUS	0.07%		1	19	6	0	0	0
TOTAL			**376**	**4,068**	**3,748**	**31**	**161**	**148**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035

Based on EMFAC2011

PROJECT

55 mph

	Emission year	Daily						
	2035	**1,149,015**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.09%		0	2	1	0	0	0
LDA	14.29%		2	19	175	0	1	1
LDT1	2.23%		0	3	32	0	0	0
LDT2	5.46%		1	9	78	0	0	0
LHD1	5.66%		4	97	44	0	1	1
LHD2	1.28%		1	26	12	0	0	0
MCY	0.24%		16	8	146	0	0	0
MDV	7.21%		2	16	137	0	0	0
MH	0.58%		0	12	3	0	0	0
Motor Coach	0.12%		0	5	3	0	0	0
OBUS	0.17%		0	1	1	0	0	0
SBUS	0.07%		0	4	2	0	0	0
T6 Ag	0.24%		0	6	2	0	0	0
T6 CAIRP heavy	0.01%		0	0	0	0	0	0
T6 CAIRP small	0.04%		0	1	0	0	0	0
T6 instate construction heavy	0.39%		1	10	4	0	1	0
T6 instate construction small	1.08%		2	23	10	0	1	1
T6 instate heavy	0.93%		1	23	9	0	1	1
T6 instate small	2.52%		4	53	23	1	3	3
T6 OOS heavy	0.01%		0	0	0	0	0	0
T6 OOS small	0.02%		0	0	0	0	0	0
T6 public	0.10%		0	3	1	0	0	0
T6 utility	0.03%		0	0	0	0	0	0
T6TS	0.69%		0	3	4	0	0	0
T7 Ag	1.08%		4	45	26	0	2	2
T7 CAIRP	12.13%		42	536	298	5	27	25
T7 CAIRP construction	0.50%		2	22	12	0	1	1
T7 NNOOS	13.65%		41	484	290	5	25	23
T7 NOOS	4.42%		15	195	108	2	10	9
T7 other port	0.20%		1	11	6	0	1	1
T7 POAK	1.23%		5	71	36	0	3	3
T7 POLA	2.01%		8	116	59	1	6	5
T7 public	0.15%		0	13	2	0	0	0
T7 Single	1.12%		3	34	22	0	2	2
T7 single construction	1.29%		4	39	25	0	2	2
T7 SWCV	0.32%		1	11	6	0	0	0
T7 tractor	17.25%		60	766	425	6	39	36
T7 tractor construction	0.96%		3	43	24	0	2	2
T7 utility	0.03%		0	1	0	0	0	0
T7IS	0.09%		1	13	61	0	0	0
UBUS	0.11%		0	17	5	0	0	0
TOTAL			**228**	**2,740**	**2,094**	**23**	**130**	**120**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035

Based on EMFAC2011

PROJECT

60 mph

	Emission year	Daily						
	2035	**563,479**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.21%		0	3	1	0	0	0
LDA	23.33%		2	15	131	0	0	0
LDT1	3.63%		0	3	24	0	0	0
LDT2	8.91%		1	7	59	0	0	0
MCY	0.40%		15	7	150	0	0	0
MDV	11.76%		2	13	103	0	0	0
MH	1.31%		0	14	4	0	0	0
Motor Coach	0.08%		0	1	1	0	0	0
OBUS	0.38%		0	1	1	0	0	0
SBUS	0.07%		0	2	1	0	0	0
T6 Ag	0.55%		0	7	3	0	0	0
T6 CAIRP heavy	0.03%		0	0	0	0	0	0
T6 CAIRP small	0.10%		0	1	0	0	0	0
T6 instate construction heavy	0.88%		1	11	5	0	1	1
T6 instate construction small	2.42%		2	25	11	0	2	1
T6 instate heavy	2.08%		2	25	11	0	2	1
T6 instate small	5.66%		4	59	27	1	4	3
T6 OOS heavy	0.02%		0	0	0	0	0	0
T6 OOS small	0.06%		0	1	0	0	0	0
T6 public	0.23%		0	3	1	0	0	0
T6 utility	0.06%		0	0	0	0	0	0
T6TS	1.59%		0	4	5	0	0	0
T7 Ag	0.69%		1	14	9	0	1	1
T7 CAIRP	7.72%		12	168	99	1	10	9
T7 CAIRP construction	0.32%		1	7	4	0	0	0
T7 NNOOS	8.69%		12	152	97	2	9	8
T7 NOOS	2.81%		5	61	36	1	4	3
T7 other port	0.13%		0	4	2	0	0	0
T7 POAK	0.78%		2	22	12	0	1	1
T7 POLA	1.28%		2	36	20	0	2	2
T7 public	0.10%		0	4	1	0	0	0
T7 Single	0.71%		1	11	7	0	1	1
T7 single construction	0.82%		1	12	8	0	1	1
T7 SWCV	0.20%		0	3	2	0	0	0
T7 tractor	10.98%		18	241	141	2	14	13
T7 tractor construction	0.61%		1	13	8	0	1	1
T7 utility	0.02%		0	0	0	0	0	0
T7IS	0.05%		0	3	17	0	0	0
UBUS	0.35%		1	32	9	0	0	0
0.00%	0.00%		0	0	0	0	0	0
0.00%	0.00%		0	0	0	0	0	0
TOTAL			**87**	**986**	**1,008**	**8**	**53**	**49**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035

Based on EMFAC2011

PROJECT

65 mph

	Emission year	Daily						
	2035	**12,401,283**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.00%		0	1	1	0	0	0
LDA	0.11%		0	9	2	0	0	0
LDT1	0.01%		0	1	0	0	0	0
LDT2	0.01%		0	1	0	0	0	0
MDV	0.02%		0	1	0	0	0	0
MH	0.01%		0	6	1	0	0	0
Motor Coach	0.01%		0	3	2	0	0	0
All Other Buses	0.00%		0	1	1	0	0	0
LDA	46.91%		106	697	5,447	0	24	22
LDT1	7.31%		20	127	997	0	4	3
LDT2	17.92%		50	331	2,438	0	9	8
MCY	0.80%		868	303	8,986	0	0	0
MDV	23.65%		91	591	4,283	0	11	11
MH	0.03%		0	7	2	0	0	0
Motor Coach	0.01%		0	3	2	0	0	0
OBUS	0.01%		0	1	1	0	0	0
T6 Ag	0.01%		0	3	2	0	0	0
T6 CAIRP heavy	0.00%		0	0	0	0	0	0
T6 CAIRP small	0.00%		0	0	0	0	0	0
T6 instate construction heavy	0.02%		0	5	2	0	0	0
T6 instate construction small	0.05%		1	13	6	0	1	1
T6 instate heavy	0.05%		1	13	6	0	1	1
T6 instate small	0.13%		2	30	14	0	2	2
T6 OOS heavy	0.00%		0	0	0	0	0	0
T6 OOS small	0.00%		0	0	0	0	0	0
T6 public	0.01%		0	1	0	0	0	0
T6 utility	0.00%		0	0	0	0	0	0
T6TS	0.04%		0	2	3	0	0	0
T7 Ag	0.06%		2	26	16	0	2	2
T7 CAIRP	0.62%		21	307	188	3	20	18
T7 CAIRP construction	0.03%		1	13	8	0	1	1
T7 NNOOS	0.70%		21	277	184	3	19	17
T7 NOOS	0.23%		8	112	69	1	7	7
T7 other port	0.01%		0	7	4	0	0	0
T7 POAK	0.06%		3	41	23	0	3	2
T7 POLA	0.10%		4	66	38	0	4	4
T7 public	0.01%		0	7	2	0	0	0
T7 Single	0.06%		2	19	14	0	1	1
T7 single construction	0.07%		2	22	16	0	2	1
T7 SWCV	0.02%		0	6	4	0	0	0
T7 tractor	0.88%		30	439	269	4	28	26
T7 tractor construction	0.05%		2	25	15	0	2	1
T7 utility	0.00%		0	0	0	0	0	0
T7IS	0.00%		0	6	35	0	0	0
TOTAL			**1,237**	**3,524**	**23,077**	**13**	**142**	**131**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

70 mph

	Emission year	Daily						
	2035	**6,440,043**			**lbs/year**			
	Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
LDA	48.56%		62	384	2,839	0	14	13
LDT1	7.57%		12	70	520	0	2	2
LDT2	18.55%		29	182	1,271	0	5	5
MCY	0.83%		625	173	6,964	0	0	0
MDV	24.49%		53	327	2,234	0	7	6
TOTAL			**781**	**1,136**	**13,828**	**0**	**28**	**26**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035

Based on EMFAC2011

PROJECT

Other Non-Running Exhaust Emissions (Idling, break/tire wear, off-gas emissions)

Emission year	Daily						
2035	**41,740,950**			**lbs/year**			
Percent of VMT		**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.04%	0	2	1	0	5	2
LDA	35.58%	1,570	289	4,744	4	1,493	607
LDT1	5.54%	489	59	960	1	232	94
LDT2	13.59%	1,143	148	2,158	2	570	231
LHD1	5.70%	755	1,551	4,027	1	324	131
LHD2	1.04%	63	170	393	0	79	32
MCY	0.61%	551	30	1,054	0	25	10
MDV	17.94%	2,321	308	4,207	3	751	305
MH	0.25%	2	1	7	0	15	6
Motor Coach	0.04%	3	14	16	0	5	2
OBUS	0.08%	34	41	304	0	3	1
PTO	0.08%	0	0	0	0	0	0
SBUS	0.09%	6	36	56	0	37	16
T6 Ag	0.09%	0	9	6	0	12	5
T6 CAIRP heavy	0.00%	0	0	0	0	1	0
T6 CAIRP small	0.02%	0	1	1	0	2	1
T6 instate construction heavy	0.15%	1	9	6	0	19	8
T6 instate construction small	0.41%	1	21	14	0	53	22
T6 instate heavy	0.35%	1	22	15	0	46	19
T6 instate small	0.95%	3	50	33	0	125	52
T6 OOS heavy	0.00%	0	0	0	0	0	0
T6 OOS small	0.01%	0	0	0	0	1	1
T6 public	0.04%	0	9	5	0	5	2
T6 utility	0.01%	0	2	1	0	1	1
T6TS	0.32%	80	81	745	0	13	5
T7 Ag	0.32%	24	126	137	0	30	11
T7 CAIRP	3.64%	450	2,335	2,536	4	334	125
T7 CAIRP construction	0.15%	18	96	104	0	14	5
T7 NNOOS	4.09%	551	2,862	3,109	5	376	141
T7 NOOS	1.32%	203	1,055	1,146	2	122	46
T7 other port	0.06%	3	14	15	0	5	2
T7 POAK	0.37%	22	112	122	0	33	12
T7 POLA	0.60%	44	226	246	0	55	20
T7 public	0.05%	13	101	75	0	4	2
T7 Single	0.33%	22	113	122	0	30	11
T7 single construction	0.39%	25	130	141	0	35	13
T7 SWCV	0.10%	15	84	87	0	9	3
T7 tractor	5.17%	168	872	947	2	467	171
T7 tractor construction	0.29%	19	100	109	0	26	10
T7 utility	0.01%	3	14	15	0	1	0
T7IS	0.03%	5	12	183	0	1	0
UBUS	0.18%	6	6	42	0	112	48
TOTAL		**8,614**	**11,114**	**27,890**	**26**	**5,472**	**2,173**

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

	ROG	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
TOTAL	**14,584**	**47,521**	**108,561**	**254**	**6,631**	**3,240**
Compare	**49**	**-375**	**643**	**-4**	**21**	**1**

Year 2020 (MTons/Year)

Based on EMFAC2011

BASELINE

5 mph

	Emission year	Annual VMT		GWP	GWP			
	2020	**9,060,170**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.09%		0	0	20	21	18	19
LDA	13.52%		0	0	1,379	1,380	937	939
LDT1	2.12%		0	0	251	251	176	177
LDT2	5.27%		0	0	731	732	544	545
LHD1	41.66%		5	0	7,375	7,423	6,638	6,685
LHD2	6.67%		1	0	850	862	765	777
MCY	0.23%		0	0	6	6	5	5
MDV	6.95%		0	0	1,230	1,233	959	961
MH	0.64%		0	0	145	147	131	133
Motor Coach	0.04%		0	0	13	13	12	12
OBUS	0.20%		0	0	45	45	41	41
SBUS	0.32%		0	0	75	80	68	73
T6 Ag	0.30%		0	0	71	73	63	66
T6 CAIRP heavy	0.01%		0	0	3	3	3	3
T6 CAIRP small	0.04%		0	0	10	10	9	9
T6 instate construction heavy	0.35%		0	0	82	85	73	77
T6 instate construction small	0.85%		0	0	198	202	178	182
T6 instate heavy	0.84%		1	0	196	205	177	185
T6 instate small	2.15%		1	0	501	511	451	461
T6 OOS heavy	0.01%		0	0	2	2	1	1
T6 OOS small	0.02%		0	0	5	6	5	5
T6 public	0.09%		0	0	21	22	19	20
T6 utility	0.02%		0	0	5	5	4	5
T6TS	0.83%		0	0	190	190	171	171
T7 Ag	0.43%		1	0	157	165	142	149
T7 CAIRP	3.56%		3	0	1,278	1,305	1,150	1,177
T7 CAIRP construction	0.13%		0	0	47	48	42	43
T7 NNOOS	4.00%		2	0	1,435	1,456	1,292	1,312
T7 NOOS	1.30%		1	0	465	475	419	429
T7 other port	0.06%		0	0	22	23	20	21
T7 POAK	0.23%		1	0	83	89	75	80
T7 POLA	0.37%		1	0	137	145	123	131
T7 public	0.04%		0	0	16	17	15	16
T7 Single	0.33%		0	0	118	122	107	111
T7 single construction	0.34%		0	0	123	127	110	115
T7 SWCV	0.09%		0	0	33	35	30	32
T7 tractor	5.06%		6	0	1,826	1,888	1,643	1,706
T7 tractor construction	0.25%		0	0	91	95	82	86
T7 utility	0.01%		0	0	3	3	2	2
T7IS	0.04%		0	0	9	9	8	8
UBUS	0.55%		1	0	121	129	109	117
TOTAL			**27**	**1**	**19,368**	**19,638**	**16,815**	**17,086**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020 (MTons/Year)

Based on EMFAC2011

BASELINE

10 mph

	Emission year	Annual VMT		GWP	GWP			
	2020	**39,236,678**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.13%		0	0	111	115	100	104
LDA	11.72%		1	0	3,844	3,849	2,613	2,618
LDT1	1.84%		0	0	699	701	492	494
LDT2	4.57%		0	0	2,039	2,042	1,515	1,519
LHD1	38.05%		20	1	22,935	23,132	20,642	20,839
LHD2	6.50%		5	0	2,827	2,881	2,545	2,598
MCY	0.20%		0	0	19	20	17	18
MDV	6.03%		1	0	3,429	3,438	2,673	2,681
MH	1.04%		1	0	837	847	753	763
Motor Coach	0.04%		0	0	56	58	51	52
OBUS	0.32%		0	0	257	258	232	232
SBUS	0.36%		2	0	303	320	273	289
T6 Ag	0.47%		1	0	394	407	355	368
T6 CAIRP heavy	0.02%		0	0	16	16	14	14
T6 CAIRP small	0.06%		0	0	53	54	48	49
T6 instate construction heavy	0.54%		2	0	456	475	410	429
T6 instate construction small	1.32%		2	0	1,104	1,125	994	1,015
T6 instate heavy	1.30%		4	0	1,096	1,139	987	1,029
T6 instate small	3.36%		5	0	2,801	2,851	2,521	2,571
T6 OOS heavy	0.01%		0	0	9	9	8	8
T6 OOS small	0.04%		0	0	31	31	28	28
T6 public	0.14%		1	0	118	123	106	111
T6 utility	0.03%		0	0	28	28	25	25
T6TS	1.35%		0	0	1,077	1,079	969	972
T7 Ag	0.53%		3	0	690	717	621	648
T7 CAIRP	4.36%		11	0	5,601	5,707	5,040	5,147
T7 CAIRP construction	0.16%		0	0	206	210	185	189
T7 NNOOS	4.90%		8	0	6,291	6,372	5,662	5,743
T7 NOOS	1.59%		4	0	2,040	2,078	1,836	1,874
T7 other port	0.07%		1	0	96	102	87	92
T7 POAK	0.28%		2	0	366	387	329	350
T7 POLA	0.45%		3	0	599	632	539	573
T7 public	0.05%		0	0	71	76	64	69
T7 Single	0.40%		2	0	519	534	467	482
T7 single construction	0.41%		2	0	537	554	483	500
T7 SWCV	0.11%		1	0	145	152	130	137
T7 tractor	6.19%		25	1	8,002	8,247	7,202	7,446
T7 tractor construction	0.31%		1	0	400	413	360	373
T7 utility	0.01%		0	0	11	12	10	11
T7IS	0.06%		0	0	50	51	45	46
UBUS	0.64%		4	0	579	614	521	556
TOTAL			**113**	**4**	**70,742**	**71,856**	**61,950**	**63,065**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020 (MTons/Year)

Based on EMFAC2011

BASELINE

15 mph

	Emission year	Annual VMT		GWP	GWP			
	2020	**415,334,363**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.05%		1	0	347	356	312	322
LDA	30.94%		13	0	82,772	82,897	56,255	56,380
LDT1	4.86%		5	0	15,039	15,088	10,590	10,639
LDT2	12.06%		8	0	43,896	43,975	32,627	32,706
LHD1	21.39%		101	3	99,099	100,090	89,189	90,181
LHD2	3.60%		27	1	13,006	13,270	11,705	11,969
MCY	0.53%		3	0	446	471	401	427
MDV	15.91%		20	1	73,831	74,030	57,543	57,742
MH	0.34%		3	0	2,050	2,079	1,845	1,874
Motor Coach	0.01%		0	0	163	167	147	151
OBUS	0.10%		0	0	593	595	533	536
SBUS	0.18%		6	0	1,242	1,305	1,118	1,181
T6 Ag	0.17%		4	0	1,226	1,262	1,103	1,139
T6 CAIRP heavy	0.01%		0	0	49	50	44	45
T6 CAIRP small	0.02%		0	0	166	168	150	152
T6 instate construction heavy	0.19%		5	0	1,417	1,471	1,276	1,329
T6 instate construction small	0.47%		6	0	3,435	3,495	3,091	3,152
T6 instate heavy	0.47%		12	0	3,410	3,528	3,069	3,187
T6 instate small	1.20%		15	0	8,713	8,857	7,842	7,986
T6 OOS heavy	0.00%		0	0	28	29	25	26
T6 OOS small	0.01%		0	0	95	96	86	87
T6 public	0.05%		1	0	366	381	330	344
T6 utility	0.01%		0	0	86	88	78	79
T6TS	0.43%		1	0	2,481	2,489	2,233	2,241
T7 Ag	0.18%		7	0	2,007	2,078	1,806	1,877
T7 CAIRP	1.46%		29	1	16,293	16,576	14,664	14,946
T7 CAIRP construction	0.05%		1	0	599	610	539	550
T7 NNOOS	1.64%		22	1	18,300	18,518	16,470	16,688
T7 NOOS	0.53%		10	0	5,933	6,037	5,340	5,443
T7 other port	0.02%		1	0	280	295	252	267
T7 POAK	0.09%		6	0	1,064	1,120	958	1,014
T7 POLA	0.15%		9	0	1,743	1,832	1,569	1,657
T7 public	0.02%		1	0	207	218	186	198
T7 Single	0.13%		4	0	1,510	1,550	1,359	1,399
T7 single construction	0.14%		4	0	1,563	1,606	1,406	1,450
T7 SWCV	0.04%		2	0	422	438	379	396
T7 tractor	2.07%		65	2	23,280	23,921	20,952	21,593
T7 tractor construction	0.10%		4	0	1,163	1,198	1,047	1,081
T7 utility	0.00%		0	0	33	34	30	31
T7IS	0.02%		0	0	100	103	90	93
UBUS	0.32%		15	0	2,865	3,013	2,578	2,726
TOTAL			**412**	**13**	**431,319**	**435,382**	**351,218**	**355,281**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020 (MTons/Year)

Based on EMFAC2011

BASELINE

20 mph

	Emission year	Annual VMT		GWP	GWP			
	2020	**272,981,430**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.06%		1	0	225	231	202	208
LDA	19.42%		5	0	27,283	27,329	18,543	18,589
LDT1	3.05%		2	0	4,956	4,974	3,490	3,508
LDT2	7.57%		3	0	14,467	14,496	10,753	10,782
LHD1	28.66%		78	2	66,987	67,758	60,288	61,059
LHD2	4.76%		20	1	9,364	9,564	8,428	8,627
MCY	0.33%		1	0	160	171	144	155
MDV	9.98%		7	0	24,332	24,406	18,964	19,037
MH	0.42%		2	0	1,240	1,259	1,116	1,135
Motor Coach	0.04%		1	0	237	242	213	218
OBUS	0.13%		0	0	346	348	311	314
PTO	2.42%		36	1	14,131	14,490	12,718	13,077
SBUS	0.29%		5	0	1,011	1,063	910	962
T6 Ag	0.21%		2	0	794	817	715	737
T6 CAIRP heavy	0.01%		0	0	32	32	28	29
T6 CAIRP small	0.03%		0	0	108	109	97	98
T6 instate construction heavy	0.24%		3	0	919	952	827	860
T6 instate construction small	0.59%		4	0	2,226	2,264	2,004	2,041
T6 instate heavy	0.58%		7	0	2,210	2,283	1,989	2,062
T6 instate small	1.50%		9	0	5,648	5,737	5,083	5,172
T6 OOS heavy	0.00%		0	0	18	18	16	17
T6 OOS small	0.02%		0	0	62	63	56	56
T6 public	0.06%		1	0	238	246	214	223
T6 utility	0.01%		0	0	56	57	50	51
T6TS	0.53%		1	0	1,448	1,455	1,303	1,310
T7 Ag	0.50%		10	0	2,906	3,004	2,615	2,713
T7 CAIRP	4.07%		40	1	23,591	23,983	21,232	21,624
T7 CAIRP construction	0.15%		1	0	868	882	781	796
T7 NNOOS	4.58%		31	1	26,498	26,800	23,848	24,150
T7 NOOS	1.48%		14	0	8,591	8,734	7,732	7,875
T7 other port	0.07%		2	0	406	426	365	385
T7 POAK	0.26%		8	0	1,541	1,618	1,387	1,464
T7 POLA	0.42%		13	0	2,523	2,647	2,271	2,394
T7 public	0.05%		2	0	299	316	270	286
T7 Single	0.37%		6	0	2,186	2,242	1,967	2,023
T7 single construction	0.39%		6	0	2,263	2,322	2,036	2,096
T7 SWCV	0.10%		2	0	610	634	549	572
T7 tractor	5.79%		90	3	33,708	34,595	30,338	31,225
T7 tractor construction	0.29%		5	0	1,684	1,732	1,516	1,564
T7 utility	0.01%		0	0	48	49	43	45
T7IS	0.04%		0	0	97	101	87	91
UBUS	0.50%		13	0	2,823	2,952	2,541	2,669
TOTAL			**432**	**14**	**289,141**	**293,400**	**248,042**	**252,301**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020 (MTons/Year)

Based on EMFAC2011

BASELINE

25 mph

	Emission year	Annual VMT		GWP	GWP			
	2020	**595,668,528**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.04%		1	0	320	329	288	297
LDA	31.51%		15	0	80,134	80,283	54,463	54,613
LDT1	4.95%		6	0	14,557	14,614	10,251	10,308
LDT2	12.28%		10	0	42,485	42,579	31,578	31,672
LHD1	16.53%		107	3	66,318	67,377	59,686	60,745
LHD2	3.01%		28	1	10,830	11,110	9,747	10,027
MCY	0.54%		4	0	510	546	459	495
MDV	16.20%		24	1	71,458	71,694	55,694	55,929
MH	0.31%		3	0	1,579	1,607	1,421	1,449
Motor Coach	0.02%		1	0	285	292	257	263
OBUS	0.09%		0	0	429	433	386	390
SBUS	0.31%		12	0	2,058	2,174	1,852	1,968
T6 Ag	0.15%		3	0	1,133	1,165	1,020	1,051
T6 CAIRP heavy	0.01%		0	0	45	46	41	41
T6 CAIRP small	0.02%		0	0	154	155	138	140
T6 instate construction heavy	0.17%		5	0	1,310	1,356	1,179	1,225
T6 instate construction small	0.42%		5	0	3,175	3,226	2,857	2,909
T6 instate heavy	0.41%		10	0	3,152	3,254	2,837	2,939
T6 instate small	1.05%		12	0	8,054	8,176	7,248	7,371
T6 OOS heavy	0.00%		0	0	26	26	23	24
T6 OOS small	0.01%		0	0	88	89	79	80
T6 public	0.04%		1	0	339	352	305	318
T6 utility	0.01%		0	0	80	81	72	73
T6TS	0.39%		1	0	1,796	1,808	1,617	1,629
T7 Ag	0.29%		12	0	3,504	3,621	3,154	3,270
T7 CAIRP	2.41%		46	1	28,448	28,904	25,603	26,059
T7 CAIRP construction	0.09%		2	0	1,046	1,063	942	959
T7 NNOOS	2.71%		35	1	31,953	32,303	28,758	29,108
T7 NOOS	0.88%		17	1	10,360	10,526	9,324	9,490
T7 other port	0.04%		2	0	489	513	440	464
T7 POAK	0.15%		9	0	1,859	1,948	1,673	1,762
T7 POLA	0.25%		14	0	3,043	3,186	2,739	2,882
T7 public	0.03%		2	0	361	381	325	345
T7 Single	0.22%		7	0	2,636	2,701	2,372	2,438
T7 single construction	0.23%		7	0	2,729	2,799	2,456	2,526
T7 SWCV	0.06%		3	0	736	764	662	691
T7 tractor	3.43%		106	3	40,649	41,689	36,584	37,624
T7 tractor construction	0.17%		6	0	2,031	2,087	1,828	1,884
T7 utility	0.00%		0	0	58	60	52	54
T7IS	0.03%		1	0	139	147	125	133
UBUS	0.50%		25	1	6,025	6,273	5,422	5,671
TOTAL			**543**	**17**	**446,381**	**451,737**	**365,958**	**371,314**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020 (MTons/Year)

Based on EMFAC2011

BASELINE

30 mph

	Emission year	Annual VMT		GWP	GWP			
	2020	**1,883,380,323**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.02%		1	0	467	479	420	433
LDA	39.87%		56	2	275,953	276,509	187,555	188,111
LDT1	6.27%		21	1	50,125	50,335	35,297	35,507
LDT2	15.54%		35	1	146,283	146,631	108,729	109,077
LHD1	5.93%		114	4	65,034	66,162	58,531	59,659
LHD2	1.07%		30	1	11,160	11,452	10,044	10,336
MCY	0.68%		14	0	1,885	2,027	1,696	1,839
MDV	20.50%		89	3	246,043	246,915	191,763	192,635
MH	0.14%		4	0	2,000	2,040	1,800	1,840
Motor Coach	0.02%		1	0	630	643	567	580
OBUS	0.04%		1	0	512	518	461	466
SBUS	0.15%		18	1	2,936	3,114	2,643	2,821
T6 Ag	0.07%		5	0	1,651	1,697	1,486	1,532
T6 CAIRP heavy	0.00%		0	0	66	67	59	60
T6 CAIRP small	0.01%		0	0	224	226	202	204
T6 instate construction heavy	0.08%		7	0	1,910	1,976	1,719	1,785
T6 instate construction small	0.20%		7	0	4,628	4,700	4,165	4,238
T6 instate heavy	0.20%		15	0	4,595	4,741	4,136	4,281
T6 instate small	0.52%		17	1	11,741	11,912	10,567	10,738
T6 OOS heavy	0.00%		0	0	38	38	34	35
T6 OOS small	0.01%		0	0	129	130	116	117
T6 public	0.02%		2	0	494	513	444	463
T6 utility	0.01%		0	0	116	118	104	106
T6TS	0.18%		2	0	2,143	2,162	1,929	1,947
T7 Ag	0.22%		26	1	7,739	7,993	6,965	7,219
T7 CAIRP	1.80%		98	3	62,823	63,794	56,541	57,511
T7 CAIRP construction	0.07%		4	0	2,311	2,347	2,080	2,116
T7 NNOOS	2.02%		75	2	70,564	71,307	63,508	64,250
T7 NOOS	0.65%		36	1	22,879	23,233	20,591	20,945
T7 other port	0.03%		5	0	1,081	1,130	973	1,022
T7 POAK	0.11%		19	1	4,104	4,294	3,694	3,883
T7 POLA	0.19%		31	1	6,720	7,023	6,048	6,351
T7 public	0.02%		5	0	798	842	718	762
T7 Single	0.17%		14	0	5,821	5,963	5,239	5,380
T7 single construction	0.17%		15	0	6,026	6,178	5,423	5,575
T7 SWCV	0.05%		6	0	1,625	1,689	1,463	1,526
T7 tractor	2.55%		227	7	89,766	92,002	80,790	83,025
T7 tractor construction	0.13%		12	0	4,485	4,606	4,036	4,158
T7 utility	0.00%		0	0	128	131	116	119
T7IS	0.02%		2	0	270	289	243	262
UBUS	0.26%		38	1	9,718	10,096	8,746	9,124
TOTAL			**1,055**	**34**	**1,127,621**	**1,138,025**	**891,639**	**902,043**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020 (MTons/Year)

Based on EMFAC2011

BASELINE

35 mph

	Emission year	Annual VMT		GWP	GWP			
	2020	**1,349,384,105**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.03%		1	0	481	493	433	445
LDA	35.12%		34	1	155,568	155,900	105,735	106,067
LDT1	5.52%		13	0	28,255	28,380	19,897	20,022
LDT2	13.69%		21	1	82,455	82,662	61,287	61,494
LHD1	3.45%		54	2	24,385	24,918	21,946	22,480
LHD2	0.68%		14	0	4,799	4,942	4,319	4,462
MCY	0.60%		9	0	1,132	1,223	1,019	1,110
MDV	18.05%		53	2	138,685	139,205	108,090	108,610
MH	0.23%		4	0	2,030	2,073	1,827	1,870
Motor Coach	0.04%		2	0	1,040	1,061	936	957
OBUS	0.07%		1	0	516	523	465	472
SBUS	0.21%		17	1	2,668	2,840	2,402	2,573
T6 Ag	0.11%		5	0	1,700	1,747	1,530	1,577
T6 CAIRP heavy	0.00%		0	0	68	69	61	62
T6 CAIRP small	0.02%		0	0	231	233	208	210
T6 instate construction heavy	0.13%		7	0	1,966	2,034	1,769	1,837
T6 instate construction small	0.31%		7	0	4,764	4,835	4,287	4,359
T6 instate heavy	0.31%		15	0	4,730	4,878	4,257	4,405
T6 instate small	0.79%		17	1	12,085	12,255	10,876	11,046
T6 OOS heavy	0.00%		0	0	39	40	35	36
T6 OOS small	0.01%		0	0	132	134	119	120
T6 public	0.03%		2	0	508	528	457	477
T6 utility	0.01%		0	0	119	121	108	109
T6TS	0.30%		2	0	2,161	2,184	1,945	1,968
T7 Ag	0.53%		42	1	12,772	13,186	11,495	11,909
T7 CAIRP	4.37%		157	5	103,683	105,229	93,315	94,860
T7 CAIRP construction	0.16%		6	0	3,814	3,871	3,432	3,490
T7 NNOOS	4.92%		120	4	116,458	117,637	104,812	105,991
T7 NOOS	1.59%		57	2	37,759	38,323	33,983	34,547
T7 other port	0.07%		8	0	1,784	1,862	1,605	1,684
T7 POAK	0.28%		30	1	6,774	7,075	6,097	6,397
T7 POLA	0.45%		49	2	11,091	11,572	9,982	10,463
T7 public	0.05%		8	0	1,316	1,391	1,185	1,259
T7 Single	0.40%		23	1	9,607	9,836	8,647	8,875
T7 single construction	0.42%		25	1	9,945	10,190	8,950	9,196
T7 SWCV	0.11%		11	0	2,683	2,788	2,414	2,520
T7 tractor	6.22%		365	12	148,149	151,747	133,334	136,932
T7 tractor construction	0.31%		20	1	7,401	7,598	6,661	6,858
T7 utility	0.01%		0	0	212	217	191	196
T7IS	0.05%		4	0	391	426	352	387
UBUS	0.34%		35	1	9,009	9,353	8,108	8,452
TOTAL			**1,239**	**39**	**953,366**	**965,578**	**788,571**	**800,782**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020 (MTons/Year)

Based on EMFAC2011

BASELINE

40 mph

	Emission year	Annual VMT		GWP	GWP			
	2020	**681,630,144**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.08%		2	0	581	596	523	538
LDA	25.23%		12	0	52,354	52,470	35,584	35,699
LDT1	3.96%		4	0	9,508	9,552	6,695	6,739
LDT2	9.83%		7	0	27,744	27,817	20,622	20,694
LHD1	2.74%		27	1	9,386	9,651	8,448	8,712
LHD2	0.62%		8	0	2,174	2,248	1,956	2,030
MCY	0.43%		3	0	403	437	363	396
MDV	12.97%		18	1	46,665	46,847	36,370	36,552
MH	0.56%		5	0	2,270	2,323	2,043	2,096
Motor Coach	0.08%		2	0	945	963	850	869
OBUS	0.17%		1	0	555	564	499	508
SBUS	0.27%		11	0	1,614	1,723	1,453	1,561
T6 Ag	0.28%		6	0	2,055	2,112	1,850	1,906
T6 CAIRP heavy	0.01%		0	0	82	83	74	75
T6 CAIRP small	0.04%		0	0	279	282	251	254
T6 instate construction heavy	0.32%		8	0	2,377	2,458	2,139	2,220
T6 instate construction small	0.78%		8	0	5,760	5,844	5,184	5,268
T6 instate heavy	0.77%		18	1	5,719	5,896	5,147	5,324
T6 instate small	1.97%		20	1	14,612	14,811	13,151	13,349
T6 OOS heavy	0.01%		0	0	47	48	42	43
T6 OOS small	0.02%		0	0	160	161	144	145
T6 public	0.08%		2	0	615	639	553	577
T6 utility	0.02%		0	0	144	147	130	132
T6TS	0.72%		3	0	2,323	2,352	2,091	2,120
T7 Ag	1.01%		38	1	11,601	11,975	10,441	10,815
T7 CAIRP	8.24%		138	4	94,179	95,540	84,761	86,122
T7 CAIRP construction	0.30%		5	0	3,464	3,515	3,118	3,169
T7 NNOOS	9.27%		105	3	105,784	106,818	95,205	96,240
T7 NOOS	3.00%		50	2	34,298	34,794	30,868	31,364
T7 other port	0.14%		7	0	1,620	1,689	1,458	1,527
T7 POAK	0.52%		27	1	6,153	6,417	5,538	5,801
T7 POLA	0.86%		43	1	10,074	10,496	9,067	9,489
T7 public	0.10%		7	0	1,196	1,264	1,076	1,145
T7 Single	0.76%		21	1	8,727	8,931	7,854	8,058
T7 single construction	0.78%		22	1	9,033	9,253	8,130	8,349
T7 SWCV	0.21%		10	0	2,437	2,534	2,193	2,290
T7 tractor	11.71%		324	10	134,570	137,768	121,113	124,311
T7 tractor construction	0.58%		18	1	6,723	6,898	6,051	6,226
T7 utility	0.02%		0	0	192	197	173	178
T7IS	0.09%		3	0	293	323	264	294
UBUS	0.46%		24	1	6,128	6,366	5,515	5,753
TOTAL			**1,009**	**32**	**624,847**	**634,798**	**538,989**	**548,940**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020 (MTons/Year)

Based on EMFAC2011

BASELINE

45 mph

	Emission year	Annual VMT		GWP	GWP			
	2020	**1,441,902,286**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.04%		1	0	547	561	493	507
LDA	29.48%		28	1	124,533	124,812	84,642	84,921
LDT1	4.63%		11	0	22,614	22,721	15,924	16,031
LDT2	11.49%		18	1	65,985	66,159	49,045	49,219
LHD1	1.86%		39	1	13,183	13,567	11,864	12,249
LHD2	0.41%		11	0	3,021	3,128	2,719	2,826
MCY	0.50%		9	0	1,009	1,094	908	993
MDV	15.15%		45	1	110,984	111,424	86,500	86,940
MH	0.30%		5	0	2,370	2,423	2,133	2,186
Motor Coach	0.07%		3	0	1,714	1,747	1,543	1,576
OBUS	0.09%		1	0	610	620	549	559
SBUS	0.08%		7	0	952	1,018	857	923
T6 Ag	0.13%		5	0	1,936	1,989	1,742	1,795
T6 CAIRP heavy	0.01%		0	0	77	78	69	71
T6 CAIRP small	0.02%		0	0	263	265	237	239
T6 instate construction heavy	0.15%		8	0	2,239	2,315	2,015	2,091
T6 instate construction small	0.36%		8	0	5,425	5,502	4,883	4,959
T6 instate heavy	0.35%		17	1	5,387	5,551	4,848	5,013
T6 instate small	0.91%		18	1	13,762	13,944	12,386	12,568
T6 OOS heavy	0.00%		0	0	44	45	40	41
T6 OOS small	0.01%		0	0	151	152	136	137
T6 public	0.04%		2	0	579	602	521	544
T6 utility	0.01%		0	0	136	138	122	124
T6TS	0.39%		3	0	2,553	2,587	2,297	2,332
T7 Ag	0.89%		68	2	21,049	21,724	18,944	19,619
T7 CAIRP	7.33%		244	8	170,875	173,282	153,787	156,195
T7 CAIRP construction	0.27%		9	0	6,285	6,375	5,657	5,747
T7 NNOOS	8.24%		185	6	191,929	193,754	172,736	174,561
T7 NOOS	2.67%		89	3	62,229	63,107	56,006	56,884
T7 other port	0.12%		12	0	2,940	3,062	2,646	2,768
T7 POAK	0.46%		47	2	11,164	11,629	10,048	10,513
T7 POLA	0.76%		76	2	18,278	19,023	16,450	17,195
T7 public	0.09%		13	0	2,169	2,296	1,952	2,079
T7 Single	0.67%		37	1	15,834	16,200	14,250	14,616
T7 single construction	0.70%		40	1	16,390	16,783	14,751	15,144
T7 SWCV	0.19%		18	1	4,421	4,600	3,979	4,158
T7 tractor	10.41%		579	18	244,158	249,866	219,742	225,450
T7 tractor construction	0.52%		32	1	12,198	12,511	10,978	11,291
T7 utility	0.01%		1	0	349	357	314	322
T7IS	0.06%		4	0	379	422	341	384
UBUS	0.12%		14	0	3,404	3,543	3,063	3,203
TOTAL			**1,710**	**54**	**1,164,123**	**1,180,976**	**992,117**	**1,008,970**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020 (MTons/Year)

Based on EMFAC2011

BASELINE

50 mph

	Emission year	Annual VMT		GWP	GWP			
	2020	**804,830,759**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.05%		1	0	386	395	347	357
LDA	21.38%		11	0	50,367	50,479	34,233	34,345
LDT1	3.36%		4	0	9,145	9,189	6,440	6,483
LDT2	8.33%		7	0	26,683	26,753	19,833	19,903
LHD1	10.86%		107	3	42,055	43,112	37,850	38,906
LHD2	2.04%		28	1	8,215	8,493	7,393	7,672
MCY	0.36%		4	0	428	463	385	420
MDV	10.99%		18	1	44,880	45,057	34,979	35,156
MH	0.33%		4	0	1,503	1,540	1,353	1,389
Motor Coach	0.09%		2	0	1,091	1,112	982	1,003
OBUS	0.10%		1	0	367	374	330	337
SBUS	0.04%		2	0	286	307	258	278
T6 Ag	0.16%		4	0	1,364	1,401	1,227	1,265
T6 CAIRP heavy	0.01%		0	0	54	55	49	50
T6 CAIRP small	0.02%		0	0	185	187	167	168
T6 instate construction heavy	0.19%		5	0	1,577	1,630	1,419	1,472
T6 instate construction small	0.46%		5	0	3,821	3,874	3,439	3,492
T6 instate heavy	0.46%		12	0	3,794	3,910	3,415	3,530
T6 instate small	1.18%		13	0	9,693	9,819	8,724	8,850
T6 OOS heavy	0.00%		0	0	31	32	28	29
T6 OOS small	0.01%		0	0	106	107	96	96
T6 public	0.05%		2	0	408	424	367	383
T6 utility	0.01%		0	0	96	97	86	88
T6TS	0.42%		2	0	1,537	1,558	1,383	1,405
T7 Ag	1.05%		44	1	13,401	13,831	12,061	12,491
T7 CAIRP	8.56%		153	5	108,788	110,296	97,909	99,417
T7 CAIRP construction	0.31%		6	0	4,001	4,058	3,601	3,658
T7 NNOOS	9.63%		116	4	122,192	123,332	109,973	111,113
T7 NOOS	3.12%		56	2	39,618	40,168	35,656	36,206
T7 other port	0.14%		8	0	1,872	1,948	1,684	1,761
T7 POAK	0.54%		29	1	7,108	7,398	6,397	6,687
T7 POLA	0.89%		47	2	11,637	12,102	10,473	10,938
T7 public	0.11%		8	0	1,381	1,463	1,243	1,325
T7 Single	0.79%		23	1	10,081	10,312	9,072	9,304
T7 single construction	0.81%		25	1	10,435	10,683	9,391	9,640
T7 SWCV	0.22%		12	0	2,815	2,931	2,533	2,649
T7 tractor	12.17%		365	12	155,444	159,044	139,899	143,500
T7 tractor construction	0.61%		20	1	7,766	7,963	6,989	7,187
T7 utility	0.02%		1	0	222	227	200	205
T7IS	0.07%		3	0	245	273	220	249
UBUS	0.07%		5	0	1,058	1,106	952	1,000
TOTAL			**1,153**	**37**	**706,134**	**717,503**	**613,038**	**624,407**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020 (MTons/Year)

Based on EMFAC2011

BASELINE

55 mph

	Emission year	Annual VMT		GWP	GWP			
	2020	**410,804,972**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.10%		1	0	431	442	388	399
LDA	11.66%		3	0	14,534	14,565	9,878	9,910
LDT1	1.83%		1	0	2,639	2,651	1,858	1,871
LDT2	4.54%		2	0	7,698	7,718	5,722	5,742
LHD1	6.01%		45	1	12,467	12,906	11,220	11,659
LHD2	1.36%		13	0	2,879	3,003	2,591	2,715
MCY	0.20%		1	0	129	139	116	126
MDV	6.00%		5	0	12,949	12,999	10,092	10,142
MH	0.61%		4	0	1,525	1,564	1,372	1,411
Motor Coach	0.13%		2	0	857	873	771	787
OBUS	0.18%		1	0	352	358	317	323
SBUS	0.08%		2	0	288	309	259	280
T6 Ag	0.37%		4	0	1,525	1,568	1,373	1,415
T6 CAIRP heavy	0.01%		0	0	61	62	55	56
T6 CAIRP small	0.05%		0	0	207	209	186	188
T6 instate construction heavy	0.42%		6	0	1,764	1,824	1,588	1,648
T6 instate construction small	1.03%		6	0	4,275	4,333	3,847	3,906
T6 instate heavy	1.01%		13	0	4,244	4,374	3,820	3,950
T6 instate small	2.61%		14	0	10,844	10,983	9,760	9,899
T6 OOS heavy	0.01%		0	0	35	35	31	32
T6 OOS small	0.03%		0	0	119	120	107	108
T6 public	0.11%		2	0	456	475	410	429
T6 utility	0.03%		0	0	107	109	96	98
T6TS	0.74%		2	0	1,472	1,493	1,325	1,345
T7 Ag	1.63%		34	1	10,520	10,860	9,468	9,808
T7 CAIRP	13.32%		119	4	85,406	86,582	76,865	78,041
T7 CAIRP construction	0.49%		4	0	3,141	3,185	2,827	2,871
T7 NNOOS	14.99%		90	3	95,929	96,817	86,336	87,224
T7 NOOS	4.85%		44	1	31,103	31,532	27,992	28,422
T7 other port	0.22%		6	0	1,469	1,529	1,322	1,382
T7 POAK	0.84%		23	1	5,580	5,806	5,022	5,248
T7 POLA	1.38%		37	1	9,136	9,498	8,222	8,584
T7 public	0.16%		7	0	1,084	1,149	976	1,041
T7 Single	1.22%		18	1	7,914	8,096	7,122	7,304
T7 single construction	1.27%		20	1	8,192	8,387	7,373	7,568
T7 SWCV	0.34%		9	0	2,210	2,302	1,989	2,081
T7 tractor	18.93%		286	9	122,033	124,856	109,830	112,653
T7 tractor construction	0.94%		16	1	6,097	6,252	5,487	5,642
T7 utility	0.03%		0	0	175	178	157	161
T7IS	0.13%		3	0	256	285	230	259
UBUS	0.11%		5	0	887	933	798	844
TOTAL			**849**	**27**	**472,988**	**481,360**	**419,202**	**427,574**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020 (MTons/Year)

Based on EMFAC2011

BASELINE

60 mph

	Emission year	Annual VMT		GWP	GWP			
	2020	**201,406,434**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.25%		1	0	508	521	457	470
LDA	19.51%		3	0	12,815	12,842	8,710	8,737
LDT1	3.07%		1	0	2,327	2,337	1,638	1,649
LDT2	7.60%		2	0	6,787	6,804	5,045	5,062
MCY	0.33%		1	0	119	128	107	116
MDV	10.03%		4	0	11,416	11,459	8,898	8,941
MH	1.49%		5	0	1,952	1,999	1,757	1,803
Motor Coach	0.09%		1	0	286	291	257	263
OBUS	0.43%		1	0	473	480	426	433
SBUS	0.10%		1	0	173	185	156	168
T6 Ag	0.88%		5	0	1,796	1,846	1,616	1,667
T6 CAIRP heavy	0.04%		0	0	72	73	64	66
T6 CAIRP small	0.12%		0	0	244	246	219	222
T6 instate construction heavy	1.01%		7	0	2,077	2,148	1,870	1,941
T6 instate construction small	2.46%		7	0	5,033	5,103	4,530	4,599
T6 instate heavy	2.43%		16	0	4,998	5,152	4,498	4,652
T6 instate small	6.26%		17	1	12,769	12,933	11,492	11,656
T6 OOS heavy	0.02%		0	0	41	42	37	38
T6 OOS small	0.07%		0	0	140	141	126	127
T6 public	0.26%		2	0	537	559	483	506
T6 utility	0.06%		0	0	126	128	114	115
T6TS	1.82%		3	0	1,980	2,005	1,782	1,807
T7 Ag	1.11%		12	0	3,513	3,627	3,162	3,276
T7 CAIRP	9.06%		40	1	28,517	28,912	25,665	26,060
T7 CAIRP construction	0.33%		1	0	1,049	1,064	944	959
T7 NNOOS	10.19%		30	1	32,031	32,328	28,828	29,125
T7 NOOS	3.30%		15	0	10,385	10,529	9,347	9,491
T7 other port	0.15%		2	0	491	510	442	461
T7 POAK	0.57%		8	0	1,863	1,939	1,677	1,753
T7 POLA	0.94%		12	0	3,050	3,172	2,745	2,867
T7 public	0.11%		2	0	362	384	326	348
T7 Single	0.83%		6	0	2,642	2,704	2,378	2,439
T7 single construction	0.86%		7	0	2,735	2,801	2,462	2,528
T7 SWCV	0.23%		3	0	738	769	664	695
T7 tractor	12.87%		96	3	40,747	41,696	36,672	37,622
T7 tractor construction	0.64%		5	0	2,036	2,088	1,832	1,884
T7 utility	0.02%		0	0	58	60	52	54
T7IS	0.07%		1	0	75	83	67	75
UBUS	0.39%		10	0	1,538	1,634	1,384	1,480
TOTAL			**327**	**10**	**198,498**	**201,723**	**172,928**	**176,154**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020 (MTons/Year)

Based on EMFAC2011

BASELINE

65 mph

	Emission year	Annual VMT		GWP	GWP			
	2020	**4,053,289,303**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.00%		1	0	191	196	172	177
LDA	46.63%		136	4	689,546	690,882	468,654	469,990
LDT1	7.33%		56	2	125,164	125,718	88,133	88,686
LDT2	18.17%		86	3	365,115	365,961	271,379	272,226
MCY	0.80%		45	1	6,677	7,121	6,009	6,454
MDV	23.98%		222	7	614,121	616,307	478,636	480,823
MH	0.03%		2	0	838	856	754	773
Motor Coach	0.01%		1	0	390	398	351	359
OBUS	0.01%		0	0	217	220	195	198
T6 Ag	0.02%		2	0	677	696	609	628
T6 CAIRP heavy	0.00%		0	0	27	27	24	25
T6 CAIRP small	0.00%		0	0	92	93	83	84
T6 instate construction heavy	0.02%		3	0	783	810	704	731
T6 instate construction small	0.05%		3	0	1,896	1,923	1,706	1,733
T6 instate heavy	0.04%		6	0	1,883	1,942	1,694	1,753
T6 instate small	0.12%		6	0	4,810	4,873	4,329	4,392
T6 OOS heavy	0.00%		0	0	15	16	14	14
T6 OOS small	0.00%		0	0	53	53	47	48
T6 public	0.00%		1	0	202	211	182	191
T6 utility	0.00%		0	0	48	48	43	44
T6TS	0.03%		1	0	908	918	817	827
T7 Ag	0.07%		16	1	4,792	4,950	4,312	4,471
T7 CAIRP	0.60%		56	2	38,898	39,445	35,008	35,556
T7 CAIRP construction	0.02%		2	0	1,431	1,451	1,288	1,308
T7 NNOOS	0.68%		42	1	43,691	44,104	39,322	39,735
T7 NOOS	0.22%		20	1	14,166	14,365	12,749	12,949
T7 other port	0.01%		3	0	669	697	602	630
T7 POAK	0.04%		11	0	2,541	2,647	2,287	2,392
T7 POLA	0.06%		17	1	4,161	4,329	3,745	3,913
T7 public	0.01%		3	0	494	524	444	475
T7 Single	0.06%		9	0	3,604	3,689	3,244	3,329
T7 single construction	0.06%		9	0	3,731	3,822	3,358	3,449
T7 SWCV	0.02%		4	0	1,006	1,050	906	949
T7 tractor	0.86%		133	4	55,580	56,895	50,022	51,337
T7 tractor construction	0.04%		7	0	2,777	2,849	2,499	2,571
T7 utility	0.00%		0	0	79	81	72	73
T7IS	0.00%		1	0	119	130	107	118
TOTAL			**903**	**29**	**1,991,391**	**2,000,297**	**0** **1,484,503**	**1,493,409**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

70 mph

	Emission year	Annual VMT		GWP	GWP			
	2020	**2,235,397,943**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
LDA	48.12%		79	3	420,807	421,589	286,000	286,783
LDT1	7.56%		33	1	76,362	76,692	53,768	54,097
LDT2	18.75%		50	2	222,718	223,216	165,539	166,037
MCY	0.82%		27	1	4,611	4,880	4,150	4,419
MDV	24.74%		131	4	374,613	375,903	291,966	293,256
TOTAL			**321**	**10**	**1,099,112**	**1,102,279**	**0** **801,424**	**804,591**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020 (MTons/Year)

Based on EMFAC2011

BASELINE

Other Non-Running Exhaust Emissions (Idling, break/tire wear, off-gas emissions)

	Emission year	Annual VMT	GWP	GWP			
	2020	**10,463,323,837**	**310**	**1**	**MTons**		**MTons**
	Percent of VMT	**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.04%	0	0	52	56	47	51
LDA	35.12%	51	2	43,051	43,558	30,285	30,792
LDT1	5.52%	20	1	7,789	7,982	5,707	5,900
LDT2	13.69%	39	1	21,940	22,325	16,715	17,100
LHD1	5.71%	229	7	9,327	11,587	8,395	10,654
LHD2	1.04%	25	1	1,103	1,350	992	1,240
MCY	0.60%	3	0	468	501	421	454
MDV	18.06%	105	3	37,470	38,504	29,898	30,932
MH	0.25%	0	0	6	7	5	6
Motor Coach	0.04%	3	0	327	352	294	319
OBUS	0.08%	9	0	261	344	234	318
PTO	0.08%	0	0	0	0	0	0
SBUS	0.11%	10	0	804	907	724	826
T6 Ag	0.13%	3	0	282	312	254	283
T6 CAIRP heavy	0.01%	0	0	6	7	6	6
T6 CAIRP small	0.02%	0	0	19	20	17	18
T6 instate construction heavy	0.15%	2	0	229	253	206	230
T6 instate construction small	0.37%	3	0	447	475	402	430
T6 instate heavy	0.36%	5	0	535	589	481	535
T6 instate small	0.93%	7	0	1,111	1,179	1,000	1,068
T6 OOS heavy	0.00%	0	0	4	4	3	3
T6 OOS small	0.01%	0	0	11	12	10	10
T6 public	0.04%	2	0	164	182	148	165
T6 utility	0.01%	0	0	36	38	32	35
T6TS	0.32%	17	1	706	878	636	807
T7 Ag	0.46%	21	1	2,652	2,856	2,387	2,591
T7 CAIRP	3.76%	258	8	46,923	49,465	42,230	44,773
T7 CAIRP construction	0.14%	9	0	1,724	1,817	1,551	1,645
T7 NNOOS	4.23%	328	10	60,112	63,349	54,101	57,338
T7 NOOS	1.37%	116	4	21,198	22,345	19,079	20,225
T7 other port	0.06%	1	0	272	286	244	259
T7 POAK	0.24%	8	0	1,519	1,601	1,367	1,449
T7 POLA	0.39%	17	1	3,057	3,221	2,751	2,916
T7 public	0.05%	18	1	1,625	1,806	1,462	1,644
T7 Single	0.35%	13	0	1,917	2,046	1,725	1,855
T7 single construction	0.36%	14	0	1,976	2,111	1,779	1,914
T7 SWCV	0.10%	17	1	1,700	1,863	1,530	1,693
T7 tractor	5.35%	104	3	16,089	17,110	14,480	15,501
T7 tractor construction	0.27%	11	0	1,639	1,745	1,475	1,581
T7 utility	0.01%	2	0	271	293	244	266
T7IS	0.04%	2	0	23	39	20	37
UBUS	0.18%	1	0	16	25	14	23
TOTAL		**1,475**	**47**	**288,860**	**303,400**	**0** **243,354**	**257,894**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

	NOx	**N2O**	**CO2**	**CO2e**		**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
TOTAL	**11,571**	**368**	**9,883,890**	**9,997,952**	**0**	**7,989,748**	**8,103,810**

Year 2020 (MTons/Year)

Based on EMFAC2011

PROJECT

5 mph

	Emission year	Annual VMT		GWP	GWP			
	2020	**10,575,866**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.09%		0	0	23	24	21	22
LDA	13.52%		0	0	1,609	1,611	1,094	1,096
LDT1	2.12%		0	0	292	293	206	207
LDT2	5.27%		0	0	854	855	635	636
LHD1	41.66%		6	0	8,609	8,664	7,748	7,803
LHD2	6.67%		2	0	992	1,007	893	908
MCY	0.23%		0	0	6	7	6	6
MDV	6.95%		0	0	1,436	1,439	1,119	1,122
MH	0.64%		0	0	170	172	153	155
Motor Coach	0.04%		0	0	15	15	13	14
OBUS	0.20%		0	0	53	53	48	48
SBUS	0.32%		1	0	88	94	79	85
T6 Ag	0.30%		0	0	82	85	74	77
T6 CAIRP heavy	0.01%		0	0	3	3	3	3
T6 CAIRP small	0.04%		0	0	11	11	10	10
T6 instate construction heavy	0.35%		0	0	95	100	86	90
T6 instate construction small	0.85%		0	0	231	236	208	212
T6 instate heavy	0.84%		1	0	229	239	206	216
T6 instate small	2.15%		1	0	585	597	527	538
T6 OOS heavy	0.01%		0	0	2	2	2	2
T6 OOS small	0.02%		0	0	6	6	6	6
T6 public	0.09%		0	0	25	26	22	23
T6 utility	0.02%		0	0	6	6	5	5
T6TS	0.83%		0	0	222	222	200	200
T7 Ag	0.43%		1	0	184	192	165	174
T7 CAIRP	3.56%		3	0	1,492	1,523	1,342	1,374
T7 CAIRP construction	0.13%		0	0	55	56	49	51
T7 NNOOS	4.00%		2	0	1,675	1,699	1,508	1,532
T7 NOOS	1.30%		1	0	543	555	489	500
T7 other port	0.06%		0	0	26	27	23	25
T7 POAK	0.23%		1	0	97	104	88	94
T7 POLA	0.37%		1	0	160	169	144	153
T7 public	0.04%		0	0	19	20	17	18
T7 Single	0.33%		0	0	138	143	124	129
T7 single construction	0.34%		1	0	143	148	129	134
T7 SWCV	0.09%		0	0	39	41	35	37
T7 tractor	5.06%		7	0	2,131	2,204	1,918	1,991
T7 tractor construction	0.25%		0	0	106	110	96	100
T7 utility	0.01%		0	0	3	3	3	3
T7IS	0.04%		0	0	11	11	10	10
UBUS	0.55%		1	0	141	151	127	136
TOTAL			**32**	**1**	**22,608**	**22,924**	**19,628**	**19,944**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020 (MTons/Year)

Based on EMFAC2011

PROJECT

10 mph

	Emission year	Annual VMT		GWP	GWP			
	2020	**34,500,822**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.13%		0	0	98	101	88	91
LDA	11.72%		0	0	3,380	3,385	2,297	2,302
LDT1	1.84%		0	0	614	616	433	434
LDT2	4.57%		0	0	1,793	1,796	1,333	1,335
LHD1	38.05%		18	1	20,167	20,340	18,150	18,323
LHD2	6.50%		5	0	2,486	2,533	2,237	2,285
MCY	0.20%		0	0	17	17	15	16
MDV	6.03%		1	0	3,015	3,023	2,350	2,357
MH	1.04%		1	0	736	744	662	671
Motor Coach	0.04%		0	0	49	51	44	46
OBUS	0.32%		0	0	226	227	204	204
SBUS	0.36%		2	0	266	281	240	254
T6 Ag	0.47%		1	0	346	358	312	323
T6 CAIRP heavy	0.02%		0	0	14	14	12	13
T6 CAIRP small	0.06%		0	0	47	48	42	43
T6 instate construction heavy	0.54%		2	0	401	418	361	378
T6 instate construction small	1.32%		2	0	971	989	874	892
T6 instate heavy	1.30%		4	0	964	1,001	868	905
T6 instate small	3.36%		5	0	2,463	2,507	2,216	2,261
T6 OOS heavy	0.01%		0	0	8	8	7	7
T6 OOS small	0.04%		0	0	27	27	24	25
T6 public	0.14%		0	0	104	108	93	98
T6 utility	0.03%		0	0	24	25	22	22
T6TS	1.35%		0	0	947	949	852	854
T7 Ag	0.53%		2	0	607	631	546	570
T7 CAIRP	4.36%		10	0	4,925	5,018	4,432	4,526
T7 CAIRP construction	0.16%		0	0	181	185	163	167
T7 NNOOS	4.90%		7	0	5,531	5,603	4,978	5,050
T7 NOOS	1.59%		3	0	1,793	1,828	1,614	1,648
T7 other port	0.07%		0	0	85	90	76	81
T7 POAK	0.28%		2	0	322	340	290	308
T7 POLA	0.45%		3	0	527	556	474	503
T7 public	0.05%		0	0	63	67	56	60
T7 Single	0.40%		1	0	456	470	411	424
T7 single construction	0.41%		1	0	472	487	425	440
T7 SWCV	0.11%		1	0	127	133	115	121
T7 tractor	6.19%		22	1	7,037	7,251	6,333	6,548
T7 tractor construction	0.31%		1	0	352	363	316	328
T7 utility	0.01%		0	0	10	10	9	9
T7IS	0.06%		0	0	44	45	40	41
UBUS	0.64%		3	0	509	540	458	489
TOTAL			**99**	**3**	**62,203**	**63,183**	**54,473**	**55,453**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020 (MTons/Year)

Based on EMFAC2011

PROJECT

15 mph

	Emission year	Annual VMT		GWP	GWP			
	2020	**415,607,799**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.05%		1	0	347	357	312	322
LDA	30.94%		13	0	82,826	82,952	56,292	56,417
LDT1	4.86%		5	0	15,049	15,098	10,597	10,646
LDT2	12.06%		8	0	43,925	44,004	32,648	32,728
LHD1	21.39%		101	3	99,164	100,156	89,248	90,240
LHD2	3.60%		27	1	13,014	13,278	11,713	11,977
MCY	0.53%		3	0	446	472	402	427
MDV	15.91%		20	1	73,880	74,079	57,581	57,780
MH	0.34%		3	0	2,051	2,080	1,846	1,875
Motor Coach	0.01%		0	0	164	167	147	151
OBUS	0.10%		0	0	593	596	534	536
SBUS	0.18%		6	0	1,243	1,306	1,118	1,182
T6 Ag	0.17%		4	0	1,226	1,263	1,104	1,140
T6 CAIRP heavy	0.01%		0	0	49	50	44	45
T6 CAIRP small	0.02%		0	0	167	168	150	152
T6 instate construction heavy	0.19%		5	0	1,418	1,472	1,277	1,330
T6 instate construction small	0.47%		6	0	3,437	3,497	3,093	3,154
T6 instate heavy	0.47%		12	0	3,412	3,530	3,071	3,189
T6 instate small	1.20%		15	0	8,719	8,863	7,847	7,991
T6 OOS heavy	0.00%		0	0	28	29	25	26
T6 OOS small	0.01%		0	0	95	97	86	87
T6 public	0.05%		1	0	367	381	330	344
T6 utility	0.01%		0	0	86	88	78	79
T6TS	0.43%		1	0	2,482	2,491	2,234	2,243
T7 Ag	0.18%		7	0	2,008	2,079	1,807	1,878
T7 CAIRP	1.46%		29	1	16,304	16,587	14,673	14,956
T7 CAIRP construction	0.05%		1	0	600	610	540	550
T7 NNOOS	1.64%		22	1	18,312	18,530	16,481	16,699
T7 NOOS	0.53%		10	0	5,937	6,041	5,344	5,447
T7 other port	0.02%		1	0	280	295	252	267
T7 POAK	0.09%		6	0	1,065	1,121	959	1,014
T7 POLA	0.15%		9	0	1,744	1,833	1,570	1,659
T7 public	0.02%		1	0	207	219	186	198
T7 Single	0.13%		4	0	1,511	1,551	1,360	1,400
T7 single construction	0.14%		4	0	1,564	1,607	1,407	1,450
T7 SWCV	0.04%		2	0	422	439	380	396
T7 tractor	2.07%		65	2	23,296	23,937	20,966	21,607
T7 tractor construction	0.10%		4	0	1,164	1,199	1,047	1,082
T7 utility	0.00%		0	0	33	34	30	31
T7IS	0.02%		0	0	100	103	90	93
UBUS	0.32%		15	0	2,867	3,015	2,580	2,728
TOTAL			**412**	**13**	**431,603**	**435,669**	**351,449**	**355,515**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020 (MTons/Year)

Based on EMFAC2011

PROJECT

20 mph

	Emission year	Annual VMT		GWP	GWP			
	2020	**265,525,441**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.06%		1	0	219	224	197	203
LDA	19.42%		5	0	26,537	26,582	18,036	18,081
LDT1	3.05%		2	0	4,821	4,838	3,395	3,412
LDT2	7.57%		3	0	14,072	14,100	10,459	10,487
LHD1	28.66%		76	2	65,157	65,907	58,641	59,391
LHD2	4.76%		20	1	9,108	9,302	8,198	8,392
MCY	0.33%		1	0	156	166	140	150
MDV	9.98%		7	0	23,668	23,739	18,446	18,518
MH	0.42%		2	0	1,206	1,224	1,085	1,104
Motor Coach	0.04%		1	0	230	235	207	212
OBUS	0.13%		0	0	337	339	303	305
PTO	2.42%		35	1	13,745	14,094	12,371	12,720
SBUS	0.29%		5	0	983	1,034	885	936
T6 Ag	0.21%		2	0	773	795	695	717
T6 CAIRP heavy	0.01%		0	0	31	31	28	28
T6 CAIRP small	0.03%		0	0	105	106	94	96
T6 instate construction heavy	0.24%		3	0	894	926	804	836
T6 instate construction small	0.59%		4	0	2,165	2,202	1,949	1,985
T6 instate heavy	0.58%		7	0	2,150	2,221	1,935	2,006
T6 instate small	1.50%		9	0	5,493	5,580	4,944	5,031
T6 OOS heavy	0.00%		0	0	18	18	16	16
T6 OOS small	0.02%		0	0	60	61	54	55
T6 public	0.06%		1	0	231	240	208	217
T6 utility	0.01%		0	0	54	55	49	50
T6TS	0.53%		1	0	1,409	1,416	1,268	1,275
T7 Ag	0.50%		10	0	2,827	2,922	2,544	2,639
T7 CAIRP	4.07%		39	1	22,947	23,328	20,652	21,033
T7 CAIRP construction	0.15%		1	0	844	858	760	774
T7 NNOOS	4.58%		30	1	25,774	26,068	23,197	23,490
T7 NOOS	1.48%		14	0	8,357	8,496	7,521	7,660
T7 other port	0.07%		2	0	395	414	355	375
T7 POAK	0.26%		8	0	1,499	1,574	1,349	1,424
T7 POLA	0.42%		12	0	2,455	2,575	2,209	2,329
T7 public	0.05%		2	0	291	307	262	278
T7 Single	0.37%		5	0	2,126	2,180	1,914	1,968
T7 single construction	0.39%		6	0	2,201	2,259	1,981	2,039
T7 SWCV	0.10%		2	0	594	616	534	557
T7 tractor	5.79%		88	3	32,788	33,651	29,509	30,372
T7 tractor construction	0.29%		5	0	1,638	1,685	1,474	1,521
T7 utility	0.01%		0	0	47	48	42	43
T7IS	0.04%		0	0	94	98	85	89
UBUS	0.50%		13	0	2,746	2,871	2,472	2,596
TOTAL			**420**	**13**	**281,244**	**285,386**	**241,268**	**245,410**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020 (MTons/Year)

Based on EMFAC2011

PROJECT

25 mph

	Emission year	Annual VMT		GWP	GWP			
	2020	**581,340,204**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.04%		1	0	313	321	281	290
LDA	31.51%		15	0	78,206	78,352	53,153	53,299
LDT1	4.95%		6	0	14,207	14,262	10,004	10,060
LDT2	12.28%		9	0	41,463	41,555	30,819	30,910
LHD1	16.53%		105	3	64,723	65,756	58,250	59,284
LHD2	3.01%		28	1	10,569	10,842	9,512	9,785
MCY	0.54%		4	0	498	532	448	483
MDV	16.20%		23	1	69,739	69,969	54,354	54,584
MH	0.31%		3	0	1,541	1,568	1,387	1,414
Motor Coach	0.02%		1	0	279	285	251	257
OBUS	0.09%		0	0	419	422	377	380
SBUS	0.31%		12	0	2,008	2,122	1,808	1,921
T6 Ag	0.15%		3	0	1,106	1,137	995	1,026
T6 CAIRP heavy	0.01%		0	0	44	45	40	40
T6 CAIRP small	0.02%		0	0	150	152	135	137
T6 instate construction heavy	0.17%		5	0	1,279	1,324	1,151	1,196
T6 instate construction small	0.42%		5	0	3,098	3,149	2,789	2,839
T6 instate heavy	0.41%		10	0	3,076	3,176	2,769	2,868
T6 instate small	1.05%		12	0	7,860	7,979	7,074	7,193
T6 OOS heavy	0.00%		0	0	25	26	23	23
T6 OOS small	0.01%		0	0	86	87	77	78
T6 public	0.04%		1	0	331	343	297	310
T6 utility	0.01%		0	0	78	79	70	71
T6TS	0.39%		1	0	1,753	1,765	1,578	1,590
T7 Ag	0.29%		12	0	3,420	3,534	3,078	3,192
T7 CAIRP	2.41%		45	1	27,764	28,209	24,988	25,432
T7 CAIRP construction	0.09%		2	0	1,021	1,038	919	936
T7 NNOOS	2.71%		35	1	31,185	31,526	28,066	28,408
T7 NOOS	0.88%		16	1	10,111	10,273	9,100	9,262
T7 other port	0.04%		2	0	478	500	430	453
T7 POAK	0.15%		9	0	1,814	1,901	1,633	1,720
T7 POLA	0.25%		14	0	2,970	3,109	2,673	2,812
T7 public	0.03%		2	0	352	372	317	337
T7 Single	0.22%		6	0	2,573	2,637	2,315	2,379
T7 single construction	0.23%		7	0	2,663	2,732	2,397	2,465
T7 SWCV	0.06%		3	0	718	746	647	674
T7 tractor	3.43%		103	3	39,671	40,686	35,704	36,719
T7 tractor construction	0.17%		6	0	1,982	2,037	1,784	1,839
T7 utility	0.00%		0	0	57	58	51	52
T7IS	0.03%		1	0	135	143	122	130
UBUS	0.50%		25	1	5,880	6,122	5,292	5,534
TOTAL			**530**	**17**	**435,644**	**440,870**	**357,155**	**362,382**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020 (MTons/Year)

Based on EMFAC2011

PROJECT

30 mph

	Emission year	Annual VMT		GWP	GWP			
	2020	**1,865,222,854**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.02%		1	0	463	475	416	428
LDA	39.87%		56	2	273,292	273,843	185,747	186,298
LDT1	6.27%		21	1	49,641	49,850	34,956	35,165
LDT2	15.54%		35	1	144,873	145,218	107,681	108,026
LHD1	5.93%		113	4	64,407	65,524	57,967	59,083
LHD2	1.07%		29	1	11,052	11,342	9,947	10,237
MCY	0.68%		14	0	1,867	2,008	1,680	1,821
MDV	20.50%		88	3	243,671	244,535	189,914	190,778
MH	0.14%		4	0	1,981	2,020	1,782	1,822
Motor Coach	0.02%		1	0	624	637	562	575
OBUS	0.04%		1	0	507	513	456	462
SBUS	0.15%		18	1	2,908	3,084	2,617	2,794
T6 Ag	0.07%		5	0	1,636	1,681	1,472	1,517
T6 CAIRP heavy	0.00%		0	0	65	66	59	60
T6 CAIRP small	0.01%		0	0	222	224	200	202
T6 instate construction heavy	0.08%		7	0	1,892	1,957	1,702	1,768
T6 instate construction small	0.20%		7	0	4,584	4,655	4,125	4,197
T6 instate heavy	0.20%		15	0	4,551	4,695	4,096	4,240
T6 instate small	0.52%		17	1	11,628	11,797	10,465	10,635
T6 OOS heavy	0.00%		0	0	37	38	34	34
T6 OOS small	0.01%		0	0	127	129	115	116
T6 public	0.02%		2	0	489	508	440	459
T6 utility	0.01%		0	0	115	117	103	105
T6TS	0.18%		2	0	2,122	2,141	1,910	1,929
T7 Ag	0.22%		26	1	7,664	7,916	6,898	7,149
T7 CAIRP	1.80%		97	3	62,218	63,179	55,996	56,957
T7 CAIRP construction	0.07%		4	0	2,289	2,324	2,060	2,096
T7 NNOOS	2.02%		75	2	69,884	70,619	62,895	63,631
T7 NOOS	0.65%		36	1	22,658	23,009	20,392	20,743
T7 other port	0.03%		5	0	1,070	1,120	963	1,012
T7 POAK	0.11%		19	1	4,065	4,252	3,658	3,846
T7 POLA	0.19%		30	1	6,655	6,956	5,990	6,290
T7 public	0.02%		4	0	790	834	711	755
T7 Single	0.17%		14	0	5,765	5,905	5,189	5,329
T7 single construction	0.17%		15	0	5,968	6,118	5,371	5,521
T7 SWCV	0.05%		6	0	1,610	1,672	1,449	1,511
T7 tractor	2.55%		225	7	88,901	91,115	80,011	82,225
T7 tractor construction	0.13%		12	0	4,441	4,562	3,997	4,118
T7 utility	0.00%		0	0	127	130	114	117
T7IS	0.02%		2	0	267	287	240	260
UBUS	0.26%		38	1	9,624	9,998	8,662	9,036
TOTAL			**1,045**	**33**	**1,116,750**	**1,127,053**	**883,043**	**893,347**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020 (MTons/Year)

Based on EMFAC2011

PROJECT

35 mph

	Emission year	Annual VMT		GWP	GWP			
	2020	**1,304,056,883**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.03%		1	0	465	477	418	430
LDA	35.12%		33	1	150,342	150,663	102,183	102,504
LDT1	5.52%		12	0	27,306	27,427	19,228	19,349
LDT2	13.69%		20	1	79,685	79,885	59,228	59,428
LHD1	3.45%		52	2	23,566	24,081	21,209	21,725
LHD2	0.68%		14	0	4,638	4,776	4,174	4,312
MCY	0.60%		9	0	1,094	1,182	985	1,072
MDV	18.05%		51	2	134,027	134,529	104,459	104,961
MH	0.23%		4	0	1,962	2,003	1,765	1,807
Motor Coach	0.04%		2	0	1,005	1,025	905	925
OBUS	0.07%		1	0	499	506	449	456
SBUS	0.21%		17	1	2,579	2,744	2,321	2,487
T6 Ag	0.11%		5	0	1,643	1,688	1,479	1,524
T6 CAIRP heavy	0.00%		0	0	65	67	59	60
T6 CAIRP small	0.02%		0	0	223	225	201	203
T6 instate construction heavy	0.13%		7	0	1,900	1,965	1,710	1,775
T6 instate construction small	0.31%		7	0	4,604	4,673	4,143	4,213
T6 instate heavy	0.31%		14	0	4,571	4,714	4,114	4,257
T6 instate small	0.79%		17	1	11,679	11,843	10,511	10,675
T6 OOS heavy	0.00%		0	0	38	38	34	34
T6 OOS small	0.01%		0	0	128	129	115	116
T6 public	0.03%		2	0	491	510	442	461
T6 utility	0.01%		0	0	115	117	104	106
T6TS	0.30%		2	0	2,088	2,111	1,879	1,902
T7 Ag	0.53%		41	1	12,343	12,743	11,109	11,509
T7 CAIRP	4.37%		152	5	100,200	101,694	90,180	91,674
T7 CAIRP construction	0.16%		6	0	3,686	3,741	3,317	3,373
T7 NNOOS	4.92%		116	4	112,546	113,686	101,292	102,431
T7 NOOS	1.59%		55	2	36,490	37,035	32,841	33,386
T7 other port	0.07%		8	0	1,724	1,800	1,551	1,628
T7 POAK	0.28%		29	1	6,546	6,837	5,892	6,182
T7 POLA	0.45%		47	2	10,718	11,183	9,646	10,112
T7 public	0.05%		7	0	1,272	1,344	1,145	1,217
T7 Single	0.40%		22	1	9,285	9,506	8,356	8,577
T7 single construction	0.42%		24	1	9,611	9,848	8,650	8,887
T7 SWCV	0.11%		10	0	2,592	2,694	2,333	2,435
T7 tractor	6.22%		353	11	143,173	146,650	128,856	132,332
T7 tractor construction	0.31%		19	1	7,153	7,342	6,437	6,627
T7 utility	0.01%		0	0	205	210	184	189
T7IS	0.05%		3	0	378	412	340	374
UBUS	0.34%		34	1	8,707	9,038	7,836	8,168
TOTAL			**1,197**	**38**	**921,342**	**933,143**	**762,082**	**773,883**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020 (MTons/Year)

Based on EMFAC2011

PROJECT

40 mph

	Emission year	Annual VMT		GWP	GWP			
	2020	**677,814,879**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.08%		1	0	578	593	520	535
LDA	25.23%		12	0	52,061	52,176	35,384	35,500
LDT1	3.96%		4	0	9,455	9,498	6,658	6,701
LDT2	9.83%		7	0	27,589	27,661	20,506	20,578
LHD1	2.74%		27	1	9,334	9,597	8,400	8,664
LHD2	0.62%		7	0	2,162	2,235	1,946	2,019
MCY	0.43%		3	0	401	434	361	394
MDV	12.97%		18	1	46,404	46,584	36,167	36,347
MH	0.56%		5	0	2,258	2,310	2,032	2,084
Motor Coach	0.08%		2	0	939	958	846	864
OBUS	0.17%		1	0	552	561	497	505
SBUS	0.27%		11	0	1,605	1,713	1,445	1,553
T6 Ag	0.28%		6	0	2,044	2,100	1,840	1,896
T6 CAIRP heavy	0.01%		0	0	81	83	73	75
T6 CAIRP small	0.04%		0	0	278	280	250	252
T6 instate construction heavy	0.32%		8	0	2,364	2,444	2,128	2,208
T6 instate construction small	0.78%		8	0	5,728	5,811	5,155	5,238
T6 instate heavy	0.77%		18	1	5,687	5,863	5,118	5,294
T6 instate small	1.97%		20	1	14,530	14,728	13,077	13,275
T6 OOS heavy	0.01%		0	0	47	47	42	43
T6 OOS small	0.02%		0	0	159	161	143	145
T6 public	0.08%		2	0	611	635	550	574
T6 utility	0.02%		0	0	144	146	129	131
T6TS	0.72%		3	0	2,310	2,339	2,079	2,108
T7 Ag	1.01%		38	1	11,536	11,908	10,383	10,754
T7 CAIRP	8.24%		137	4	93,652	95,005	84,287	85,640
T7 CAIRP construction	0.30%		5	0	3,445	3,495	3,100	3,151
T7 NNOOS	9.27%		104	3	105,192	106,220	94,672	95,701
T7 NOOS	3.00%		50	2	34,106	34,599	30,695	31,189
T7 other port	0.14%		7	0	1,611	1,680	1,450	1,519
T7 POAK	0.52%		27	1	6,119	6,381	5,507	5,769
T7 POLA	0.86%		43	1	10,018	10,438	9,016	9,436
T7 public	0.10%		7	0	1,189	1,257	1,070	1,138
T7 Single	0.76%		21	1	8,678	8,881	7,810	8,013
T7 single construction	0.78%		22	1	8,983	9,201	8,084	8,303
T7 SWCV	0.21%		10	0	2,423	2,520	2,181	2,278
T7 tractor	11.71%		323	10	133,817	136,997	120,435	123,615
T7 tractor construction	0.58%		18	1	6,685	6,859	6,017	6,191
T7 utility	0.02%		0	0	191	196	172	177
T7IS	0.09%		3	0	291	321	262	292
UBUS	0.46%		24	1	6,094	6,330	5,484	5,721
TOTAL			**1,004**	**32**	**621,350**	**631,245**	**535,972**	**545,868**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020 (MTons/Year)

Based on EMFAC2011

PROJECT

45 mph

	Emission year	Annual VMT		GWP	GWP			
	2020	**1,409,469,931**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.04%		1	0	535	549	482	495
LDA	29.48%		28	1	121,732	122,005	82,738	83,011
LDT1	4.63%		11	0	22,106	22,210	15,566	15,670
LDT2	11.49%		17	1	64,500	64,671	47,942	48,112
LHD1	1.86%		38	1	12,886	13,262	11,598	11,973
LHD2	0.41%		11	0	2,953	3,057	2,658	2,762
MCY	0.50%		8	0	986	1,069	888	971
MDV	15.15%		44	1	108,488	108,918	84,554	84,984
MH	0.30%		5	0	2,317	2,369	2,085	2,137
Motor Coach	0.07%		3	0	1,676	1,708	1,508	1,540
OBUS	0.09%		1	0	596	606	536	547
SBUS	0.08%		7	0	931	995	837	902
T6 Ag	0.13%		5	0	1,892	1,944	1,703	1,755
T6 CAIRP heavy	0.01%		0	0	75	77	68	69
T6 CAIRP small	0.02%		0	0	257	259	231	234
T6 instate construction heavy	0.15%		7	0	2,189	2,262	1,970	2,044
T6 instate construction small	0.36%		8	0	5,303	5,378	4,773	4,847
T6 instate heavy	0.35%		16	1	5,265	5,427	4,739	4,900
T6 instate small	0.91%		18	1	13,453	13,630	12,107	12,285
T6 OOS heavy	0.00%		0	0	43	44	39	40
T6 OOS small	0.01%		0	0	147	149	133	134
T6 public	0.04%		2	0	566	588	509	532
T6 utility	0.01%		0	0	133	135	120	122
T6TS	0.39%		3	0	2,495	2,529	2,246	2,279
T7 Ag	0.89%		67	2	20,575	21,235	18,518	19,178
T7 CAIRP	7.33%		239	8	167,031	169,385	150,328	152,682
T7 CAIRP construction	0.27%		9	0	6,144	6,232	5,529	5,617
T7 NNOOS	8.24%		181	6	187,612	189,396	168,851	170,635
T7 NOOS	2.67%		87	3	60,829	61,687	54,746	55,605
T7 other port	0.12%		12	0	2,874	2,993	2,586	2,705
T7 POAK	0.46%		46	1	10,913	11,367	9,822	10,276
T7 POLA	0.76%		74	2	17,867	18,595	16,080	16,808
T7 public	0.09%		13	0	2,120	2,244	1,908	2,032
T7 Single	0.67%		36	1	15,478	15,835	13,930	14,287
T7 single construction	0.70%		39	1	16,021	16,405	14,419	14,803
T7 SWCV	0.19%		18	1	4,322	4,497	3,889	4,065
T7 tractor	10.41%		566	18	238,666	244,246	214,800	220,379
T7 tractor construction	0.52%		31	1	11,923	12,229	10,731	11,037
T7 utility	0.01%		1	0	341	349	307	315
T7IS	0.06%		4	0	371	413	334	375
UBUS	0.12%		14	0	3,327	3,464	2,994	3,131
TOTAL			**1,671**	**53**	**1,137,939**	**1,154,412**	**969,802**	**986,276**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020 (MTons/Year)

Based on EMFAC2011

PROJECT

50 mph

	Emission year	Annual VMT		GWP	GWP			
	2020	**787,819,431**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.05%		1	0	377	387	340	349
LDA	21.38%		11	0	49,302	49,412	33,509	33,619
LDT1	3.36%		4	0	8,952	8,994	6,304	6,346
LDT2	8.33%		7	0	26,119	26,187	19,413	19,482
LHD1	10.86%		105	3	41,166	42,201	37,050	38,084
LHD2	2.04%		28	1	8,041	8,314	7,237	7,509
MCY	0.36%		4	0	419	453	377	411
MDV	10.99%		18	1	43,931	44,105	34,239	34,413
MH	0.33%		4	0	1,472	1,507	1,324	1,360
Motor Coach	0.09%		2	0	1,068	1,088	961	982
OBUS	0.10%		1	0	359	366	323	330
SBUS	0.04%		2	0	280	300	252	272
T6 Ag	0.16%		4	0	1,335	1,371	1,201	1,238
T6 CAIRP heavy	0.01%		0	0	53	54	48	49
T6 CAIRP small	0.02%		0	0	181	183	163	165
T6 instate construction heavy	0.19%		5	0	1,544	1,596	1,389	1,441
T6 instate construction small	0.46%		5	0	3,740	3,792	3,366	3,418
T6 instate heavy	0.46%		11	0	3,714	3,827	3,342	3,456
T6 instate small	1.18%		12	0	9,489	9,611	8,540	8,663
T6 OOS heavy	0.00%		0	0	30	31	27	28
T6 OOS small	0.01%		0	0	104	105	94	94
T6 public	0.05%		2	0	399	415	359	375
T6 utility	0.01%		0	0	94	95	84	86
T6TS	0.42%		2	0	1,504	1,525	1,354	1,375
T7 Ag	1.05%		43	1	13,118	13,538	11,806	12,227
T7 CAIRP	8.56%		150	5	106,489	107,964	95,840	97,316
T7 CAIRP construction	0.31%		6	0	3,917	3,972	3,525	3,580
T7 NNOOS	9.63%		113	4	119,610	120,725	107,649	108,764
T7 NOOS	3.12%		55	2	38,781	39,319	34,903	35,441
T7 other port	0.14%		8	0	1,832	1,907	1,649	1,723
T7 POAK	0.54%		29	1	6,957	7,242	6,262	6,546
T7 POLA	0.89%		46	1	11,391	11,846	10,252	10,707
T7 public	0.11%		8	0	1,352	1,432	1,217	1,297
T7 Single	0.79%		23	1	9,867	10,094	8,881	9,107
T7 single construction	0.81%		25	1	10,214	10,458	9,193	9,436
T7 SWCV	0.22%		12	0	2,755	2,869	2,480	2,593
T7 tractor	12.17%		357	11	152,158	155,683	136,942	140,467
T7 tractor construction	0.61%		20	1	7,602	7,795	6,841	7,035
T7 utility	0.02%		0	0	218	223	196	201
T7IS	0.07%		3	0	240	267	216	243
UBUS	0.07%		5	0	1,036	1,083	932	979
TOTAL			**1,129**	**36**	**691,209**	**702,338**	**600,080**	**611,209**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020 (MTons/Year)

Based on EMFAC2011

PROJECT

55 mph

	Emission year	Annual VMT		GWP	GWP			
	2020	**398,708,205**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.10%		1	0	419	429	377	387
LDA	11.66%		3	0	14,106	14,136	9,587	9,618
LDT1	1.83%		1	0	2,561	2,573	1,803	1,815
LDT2	4.54%		2	0	7,472	7,491	5,554	5,573
LHD1	6.01%		43	1	12,100	12,526	10,890	11,316
LHD2	1.36%		12	0	2,795	2,915	2,515	2,635
MCY	0.20%		1	0	125	135	113	123
MDV	6.00%		5	0	12,567	12,616	9,795	9,844
MH	0.61%		4	0	1,480	1,518	1,332	1,370
Motor Coach	0.13%		2	0	832	847	748	764
OBUS	0.18%		1	0	341	347	307	313
SBUS	0.08%		2	0	279	299	251	272
T6 Ag	0.37%		4	0	1,480	1,522	1,332	1,373
T6 CAIRP heavy	0.01%		0	0	59	60	53	54
T6 CAIRP small	0.05%		0	0	201	203	181	183
T6 instate construction heavy	0.42%		6	0	1,712	1,770	1,541	1,599
T6 instate construction small	1.03%		6	0	4,149	4,206	3,734	3,791
T6 instate heavy	1.01%		13	0	4,119	4,246	3,707	3,834
T6 instate small	2.61%		14	0	10,525	10,660	9,472	9,607
T6 OOS heavy	0.01%		0	0	34	34	30	31
T6 OOS small	0.03%		0	0	115	116	104	105
T6 public	0.11%		2	0	443	461	398	416
T6 utility	0.03%		0	0	104	106	94	95
T6TS	0.74%		2	0	1,429	1,449	1,286	1,306
T7 Ag	1.63%		33	1	10,211	10,540	9,190	9,519
T7 CAIRP	13.32%		116	4	82,891	84,032	74,602	75,743
T7 CAIRP construction	0.49%		4	0	3,049	3,092	2,744	2,787
T7 NNOOS	14.99%		87	3	93,104	93,966	83,794	84,655
T7 NOOS	4.85%		42	1	30,187	30,603	27,168	27,585
T7 other port	0.22%		6	0	1,426	1,484	1,283	1,341
T7 POAK	0.84%		22	1	5,416	5,635	4,874	5,094
T7 POLA	1.38%		36	1	8,867	9,218	7,980	8,332
T7 public	0.16%		6	0	1,052	1,116	947	1,010
T7 Single	1.22%		18	1	7,681	7,857	6,913	7,089
T7 single construction	1.27%		19	1	7,951	8,140	7,155	7,345
T7 SWCV	0.34%		9	0	2,145	2,234	1,930	2,020
T7 tractor	18.93%		278	9	118,440	121,180	106,596	109,336
T7 tractor construction	0.94%		15	0	5,917	6,068	5,325	5,476
T7 utility	0.03%		0	0	169	173	152	156
T7IS	0.13%		3	0	248	276	223	251
UBUS	0.11%		5	0	861	906	775	820
TOTAL			**824**	**26**	**459,060**	**467,186**	**406,858**	**414,983**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020 (MTons/Year)

Based on EMFAC2011

PROJECT

60 mph

	Emission year	Annual VMT		GWP	GWP			
	2020	**195,527,213**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.25%		1	0	493	506	444	456
LDA	19.51%		3	0	12,441	12,467	8,456	8,482
LDT1	3.07%		1	0	2,259	2,269	1,591	1,601
LDT2	7.60%		2	0	6,589	6,605	4,898	4,914
MCY	0.33%		1	0	115	124	104	112
MDV	10.03%		4	0	11,083	11,125	8,638	8,680
MH	1.49%		5	0	1,895	1,940	1,705	1,751
Motor Coach	0.09%		1	0	278	283	250	255
OBUS	0.43%		1	0	459	466	413	421
SBUS	0.10%		1	0	168	180	151	163
T6 Ag	0.88%		5	0	1,744	1,793	1,569	1,618
T6 CAIRP heavy	0.04%		0	0	69	71	63	64
T6 CAIRP small	0.12%		0	0	237	239	213	215
T6 instate construction heavy	1.01%		7	0	2,017	2,086	1,815	1,884
T6 instate construction small	2.46%		7	0	4,886	4,954	4,398	4,465
T6 instate heavy	2.43%		15	0	4,852	5,002	4,367	4,516
T6 instate small	6.26%		16	1	12,396	12,556	11,156	11,316
T6 OOS heavy	0.02%		0	0	40	40	36	37
T6 OOS small	0.07%		0	0	136	137	122	123
T6 public	0.26%		2	0	521	543	469	491
T6 utility	0.06%		0	0	123	124	110	112
T6TS	1.82%		2	0	1,922	1,946	1,730	1,754
T7 Ag	1.11%		11	0	3,410	3,521	3,069	3,180
T7 CAIRP	9.06%		39	1	27,685	28,068	24,916	25,299
T7 CAIRP construction	0.33%		1	0	1,018	1,033	916	931
T7 NNOOS	10.19%		29	1	31,096	31,385	27,986	28,275
T7 NOOS	3.30%		14	0	10,082	10,222	9,074	9,214
T7 other port	0.15%		2	0	476	496	429	448
T7 POAK	0.57%		7	0	1,809	1,882	1,628	1,702
T7 POLA	0.94%		12	0	2,961	3,079	2,665	2,783
T7 public	0.11%		2	0	351	373	316	338
T7 Single	0.83%		6	0	2,565	2,625	2,309	2,368
T7 single construction	0.86%		6	0	2,655	2,719	2,390	2,454
T7 SWCV	0.23%		3	0	716	747	645	675
T7 tractor	12.87%		93	3	39,558	40,479	35,602	36,523
T7 tractor construction	0.64%		5	0	1,976	2,027	1,779	1,829
T7 utility	0.02%		0	0	57	58	51	52
T7IS	0.07%		1	0	73	80	65	73
UBUS	0.39%		9	0	1,493	1,586	1,344	1,437
TOTAL			**318**	**10**	**192,703**	**195,835**	**167,880**	**171,012**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020 (MTons/Year)

Based on EMFAC2011

PROJECT

65 mph

	Emission year	Annual VMT	GWP	GWP			
	2020	**4,303,245,201**	**310**	**1**	**MTons**		**MTons**
	Percent of VMT	**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.00%	1	0	203	208	183	188
LDA	46.63%	144	5	732,068	733,487	497,555	498,973
LDT1	7.33%	60	2	132,883	133,470	93,568	94,155
LDT2	18.17%	91	3	387,630	388,529	288,115	289,013
MCY	0.80%	48	2	7,088	7,561	6,380	6,852
MDV	23.98%	235	7	651,992	654,313	508,152	510,474
MH	0.03%	2	0	890	909	801	820
Motor Coach	0.01%	1	0	414	422	373	381
OBUS	0.01%	0	0	230	233	207	210
T6 Ag	0.02%	2	0	718	739	646	667
T6 CAIRP heavy	0.00%	0	0	29	29	26	26
T6 CAIRP small	0.00%	0	0	98	98	88	89
T6 instate construction heavy	0.02%	3	0	831	860	748	776
T6 instate construction small	0.05%	3	0	2,013	2,041	1,812	1,840
T6 instate heavy	0.04%	6	0	1,999	2,061	1,799	1,861
T6 instate small	0.12%	7	0	5,107	5,174	4,596	4,663
T6 OOS heavy	0.00%	0	0	16	17	15	15
T6 OOS small	0.00%	0	0	56	56	50	51
T6 public	0.00%	1	0	215	224	193	202
T6 utility	0.00%	0	0	50	51	45	46
T6TS	0.03%	1	0	964	974	867	878
T7 Ag	0.07%	17	1	5,087	5,255	4,578	4,747
T7 CAIRP	0.60%	59	2	41,297	41,878	37,167	37,748
T7 CAIRP construction	0.02%	2	0	1,519	1,541	1,367	1,389
T7 NNOOS	0.68%	44	1	46,385	46,824	41,747	42,185
T7 NOOS	0.22%	22	1	15,039	15,251	13,535	13,747
T7 other port	0.01%	3	0	710	740	639	669
T7 POAK	0.04%	11	0	2,698	2,810	2,428	2,540
T7 POLA	0.06%	18	1	4,417	4,596	3,976	4,155
T7 public	0.01%	3	0	524	557	472	504
T7 Single	0.06%	9	0	3,827	3,917	3,444	3,534
T7 single construction	0.06%	10	0	3,961	4,058	3,565	3,662
T7 SWCV	0.02%	5	0	1,068	1,114	962	1,007
T7 tractor	0.86%	142	5	59,008	60,403	53,107	54,502
T7 tractor construction	0.04%	8	0	2,948	3,025	2,653	2,730
T7 utility	0.00%	0	0	84	86	76	78
T7IS	0.00%	1	0	126	138	114	125
TOTAL		**959**	**31**	**2,114,195**	**2,123,650**	**0**	**1,576,048**	**1,585,504**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

70 mph

	Emission year	Annual VMT	GWP	GWP			
	2020	**2,234,694,921**	**310**	**1**	**MTons**		**MTons**
	Percent of VMT	**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
LDA	48.12%	79	3	420,675	421,457	285,910	286,692
LDT1	7.56%	33	1	76,338	76,668	53,751	54,080
LDT2	18.75%	50	2	222,648	223,145	165,487	165,984
MCY	0.82%	27	1	4,610	4,878	4,149	4,417
MDV	24.74%	131	4	374,495	375,784	291,875	293,164
TOTAL		**321**	**10**	**1,098,766**	**1,101,933**	**0**	**801,172**	**804,338**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2020 (MTons/Year)

Based on EMFAC2011

PROJECT

Other Non-Running Exhaust Emissions (Idling, break/tire wear, off-gas emissions)

	Emission year	Annual VMT	GWP	GWP			
	2020	**10,489,684,039**	**310**	**1**	**MTons**		**MTons**
	Percent of VMT	**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses - TOT	0.04%	0	0	52	56	47	51
LDA - TOT	35.12%	52	2	43,160	43,668	30,361	30,869
LDT1 - TOT	5.52%	20	1	7,809	8,002	5,721	5,914
LDT2 - TOT	13.69%	39	1	21,995	22,381	16,758	17,143
LHD1 - TOT	5.71%	230	7	9,351	11,616	8,416	10,681
LHD2 - TOT	1.04%	25	1	1,105	1,353	995	1,243
MCY - TOT	0.60%	3	0	469	502	422	455
MDV - TOT	18.06%	105	3	37,565	38,601	29,974	31,010
MH - TOT	0.25%	0	0	6	7	5	6
Motor Coach - TOT	0.04%	3	0	328	353	295	320
OBUS - TOT	0.08%	9	0	261	345	235	319
PTO - TOT	0.08%	0	0	0	0	0	0
SBUS - TOT	0.11%	10	0	806	909	726	828
T6 Ag - TOT	0.13%	3	0	283	312	255	284
T6 CAIRP heavy - TOT	0.01%	0	0	6	7	6	6
T6 CAIRP small - TOT	0.02%	0	0	19	20	17	18
T6 instate construction heavy - T(	0.15%	2	0	229	254	206	231
T6 instate construction small - TC	0.37%	3	0	448	476	403	432
T6 instate heavy - TOT	0.36%	5	0	536	590	482	536
T6 instate small - TOT	0.93%	7	0	1,114	1,182	1,003	1,071
T6 OOS heavy - TOT	0.00%	0	0	4	4	3	4
T6 OOS small - TOT	0.01%	0	0	11	12	10	10
T6 public - TOT	0.04%	2	0	165	182	148	166
T6 utility - TOT	0.01%	0	0	36	38	32	35
T6TS - TOT	0.32%	17	1	708	880	637	809
T7 Ag - TOT	0.46%	21	1	2,659	2,863	2,393	2,597
T7 CAIRP - TOT	3.76%	259	8	47,041	49,590	42,337	44,886
T7 CAIRP construction - TOT	0.14%	10	0	1,728	1,822	1,555	1,649
T7 NNOOS - TOT	4.23%	329	10	60,264	63,509	54,237	57,483
T7 NOOS - TOT	1.37%	117	4	21,252	22,401	19,127	20,276
T7 other port - TOT	0.06%	1	0	272	287	245	260
T7 POAK - TOT	0.24%	8	0	1,523	1,605	1,371	1,453
T7 POLA - TOT	0.39%	17	1	3,064	3,229	2,758	2,923
T7 public - TOT	0.05%	18	1	1,629	1,811	1,466	1,648
T7 Single - TOT	0.35%	13	0	1,922	2,052	1,730	1,859
T7 single construction - TOT	0.36%	14	0	1,981	2,117	1,783	1,919
T7 SWCV - TOT	0.10%	17	1	1,704	1,867	1,534	1,697
T7 tractor - TOT	5.35%	104	3	16,129	17,153	14,516	15,541
T7 tractor construction - TOT	0.27%	11	0	1,643	1,749	1,479	1,585
T7 utility - TOT	0.01%	2	0	272	294	245	267
T7IS - TOT	0.04%	2	0	23	39	21	37
UBUS - TOT	0.18%	1	0	16	25	14	23
TOTAL		**1,479**	**47**	**289,588**	**304,164**	**0** **243,967**	**258,543**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

	NOx	**N2O**	**CO2**	**CO2e**		**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
TOTAL	**11,441**	**364**	**9,876,202**	**9,988,991**	**0**	**7,970,877**	**8,083,666**
Compare	**-129**	**-4**	**-7,688**	**-8,961**	**0**	**-18,871**	**-20,144**

Year 2035 (MTons/Year)

Based on EMFAC2011

BASELINE

5 mph

	Emission year	Annual VMT		GWP	GWP			
	2035	**9,060,170**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.09%		0	0	21	22	19	20
LDA	9.45%		0	0	964	965	573	574
LDT1	1.47%		0	0	175	175	106	106
LDT2	3.61%		0	0	501	501	340	340
LHD1	46.81%		2	0	8,280	8,300	7,452	7,472
LHD2	7.49%		1	0	953	958	857	863
MCY	0.16%		0	0	4	4	4	4
MDV	4.77%		0	0	847	847	589	589
MH	0.72%		0	0	164	165	147	149
Motor Coach	0.04%		0	0	14	14	12	13
OBUS	0.22%		0	0	51	51	46	46
SBUS	0.30%		0	0	70	72	63	65
T6 Ag	0.24%		0	0	56	56	50	51
T6 CAIRP heavy	0.01%		0	0	3	3	3	3
T6 CAIRP small	0.04%		0	0	10	10	9	9
T6 instate construction heavy	0.39%		0	0	90	91	81	82
T6 instate construction small	1.06%		0	0	246	249	222	225
T6 instate heavy	0.91%		0	0	211	214	190	193
T6 instate small	2.48%		1	0	576	583	519	526
T6 OOS heavy	0.01%		0	0	2	2	1	2
T6 OOS small	0.02%		0	0	6	6	5	5
T6 public	0.10%		0	0	23	24	21	21
T6 utility	0.03%		0	0	6	6	5	5
T6TS	0.93%		0	0	212	212	191	191
T7 Ag	0.35%		0	0	124	126	111	113
T7 CAIRP	3.87%		2	0	1,387	1,411	1,248	1,272
T7 CAIRP construction	0.16%		0	0	57	58	51	52
T7 NNOOS	4.35%		2	0	1,561	1,582	1,404	1,426
T7 NOOS	1.41%		1	0	505	514	455	463
T7 other port	0.06%		0	0	23	23	20	21
T7 POAK	0.39%		0	0	140	143	126	129
T7 POLA	0.64%		1	0	230	235	207	212
T7 public	0.05%		0	0	18	18	16	16
T7 Single	0.36%		0	0	128	129	115	116
T7 single construction	0.41%		0	0	147	149	133	134
T7 SWCV	0.10%		0	0	37	37	33	33
T7 tractor	5.50%		3	0	1,972	2,005	1,775	1,808
T7 tractor construction	0.31%		0	0	110	112	99	101
T7 utility	0.01%		0	0	3	3	3	3
T7IS	0.03%		0	0	8	8	7	7
UBUS	0.63%		1	0	133	138	120	125
TOTAL			**16**	**1**	**20,064**	**20,222**	**17,428**	**17,586**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035 (MTons/Year)

Based on EMFAC2011

BASELINE

10 mph

	Emission year	Annual VMT		GWP	GWP			
	2035	**39,236,678**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.13%		0	0	111	112	100	101
LDA	10.46%		0	0	3,431	3,435	2,041	2,044
LDT1	1.63%		0	0	621	622	378	379
LDT2	4.00%		0	0	1,783	1,784	1,210	1,212
LHD1	39.62%		8	0	23,856	23,933	21,471	21,548
LHD2	6.76%		2	0	2,937	2,957	2,643	2,664
MCY	0.18%		0	0	17	18	15	16
MDV	5.27%		0	0	3,014	3,017	2,095	2,098
MH	1.08%		1	0	872	879	785	792
Motor Coach	0.04%		0	0	56	57	50	51
OBUS	0.33%		0	0	266	266	239	240
SBUS	0.32%		1	0	261	268	235	242
T6 Ag	0.35%		0	0	288	292	259	263
T6 CAIRP heavy	0.02%		0	0	15	15	13	14
T6 CAIRP small	0.06%		0	0	51	52	46	47
T6 instate construction heavy	0.56%		1	0	466	472	419	426
T6 instate construction small	1.54%		1	0	1,275	1,290	1,148	1,162
T6 instate heavy	1.32%		1	0	1,094	1,109	985	1,000
T6 instate small	3.60%		3	0	2,983	3,017	2,685	2,719
T6 OOS heavy	0.01%		0	0	9	9	8	8
T6 OOS small	0.04%		0	0	30	30	27	27
T6 public	0.14%		0	0	120	122	108	110
T6 utility	0.04%		0	0	31	32	28	28
T6TS	1.39%		0	0	1,112	1,113	1,001	1,002
T7 Ag	0.39%		1	0	503	510	453	460
T7 CAIRP	4.39%		9	0	5,633	5,720	5,070	5,157
T7 CAIRP construction	0.18%		0	0	231	235	208	212
T7 NNOOS	4.94%		8	0	6,337	6,415	5,703	5,782
T7 NOOS	1.60%		3	0	2,051	2,083	1,846	1,878
T7 other port	0.07%		0	0	91	93	82	84
T7 POAK	0.44%		1	0	569	581	512	524
T7 POLA	0.73%		2	0	933	952	840	859
T7 public	0.06%		0	0	72	74	65	66
T7 Single	0.40%		1	0	518	523	466	472
T7 single construction	0.47%		1	0	598	604	538	545
T7 SWCV	0.12%		0	0	149	150	134	135
T7 tractor	6.24%		13	0	8,007	8,131	7,206	7,331
T7 tractor construction	0.35%		1	0	446	453	401	408
T7 utility	0.01%		0	0	13	13	12	12
T7IS	0.05%		0	0	41	42	37	38
UBUS	0.67%		2	0	588	610	529	551
TOTAL			**62**	**2**	**71,480**	**72,091**	**62,092**	**62,703**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035 (MTons/Year)

Based on EMFAC2011

BASELINE

15 mph

	Emission year	Annual VMT		GWP	GWP			
	2035	**415,334,363**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.05%		0	0	330	334	297	301
LDA	31.34%		10	0	83,848	83,948	49,868	49,968
LDT1	4.88%		2	0	15,185	15,203	9,234	9,252
LDT2	11.97%		5	0	43,555	43,603	29,577	29,624
LHD1	21.31%		38	1	98,640	99,011	88,776	89,147
LHD2	3.58%		10	0	12,928	13,024	11,636	11,731
MCY	0.54%		3	0	457	483	411	437
MDV	15.80%		8	0	73,644	73,728	51,199	51,283
MH	0.34%		2	0	2,047	2,066	1,843	1,861
Motor Coach	0.01%		0	0	156	158	140	142
OBUS	0.10%		0	0	586	587	528	528
SBUS	0.15%		3	0	1,013	1,039	911	938
T6 Ag	0.12%		1	0	856	867	771	781
T6 CAIRP heavy	0.01%		0	0	44	45	40	40
T6 CAIRP small	0.02%		0	0	153	155	138	139
T6 instate construction heavy	0.19%		2	0	1,387	1,404	1,249	1,265
T6 instate construction small	0.53%		4	0	3,796	3,836	3,417	3,457
T6 instate heavy	0.45%		4	0	3,258	3,298	2,932	2,972
T6 instate small	1.23%		9	0	8,880	8,973	7,992	8,085
T6 OOS heavy	0.00%		0	0	25	26	23	23
T6 OOS small	0.01%		0	0	88	89	79	80
T6 public	0.05%		0	0	358	363	323	327
T6 utility	0.01%		0	0	93	94	84	85
T6TS	0.42%		0	0	2,453	2,455	2,207	2,210
T7 Ag	0.13%		2	0	1,400	1,419	1,260	1,279
T7 CAIRP	1.41%		23	1	15,681	15,904	14,113	14,336
T7 CAIRP construction	0.06%		1	0	644	653	579	588
T7 NNOOS	1.58%		20	1	17,641	17,842	15,877	16,078
T7 NOOS	0.51%		8	0	5,711	5,792	5,140	5,221
T7 other port	0.02%		0	0	255	259	229	234
T7 POAK	0.14%		3	0	1,584	1,614	1,426	1,455
T7 POLA	0.23%		5	0	2,597	2,645	2,338	2,386
T7 public	0.02%		0	0	200	204	180	184
T7 Single	0.13%		1	0	1,442	1,456	1,298	1,312
T7 single construction	0.15%		2	0	1,665	1,681	1,498	1,514
T7 SWCV	0.04%		0	0	414	418	372	377
T7 tractor	2.00%		32	1	22,289	22,608	20,060	20,379
T7 tractor construction	0.11%		2	0	1,241	1,259	1,117	1,135
T7 utility	0.00%		0	0	36	36	32	33
T7IS	0.01%		0	0	78	80	70	72
UBUS	0.32%		9	0	2,774	2,863	2,496	2,586
TOTAL			**212**	**7**	**429,434**	**431,519**	**331,759**	**333,845**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035 (MTons/Year)

Based on EMFAC2011

BASELINE

20 mph

	Emission year	Annual VMT		GWP	GWP			
	2035	**272,981,430**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.06%		0	0	210	212	189	191
LDA	20.41%		4	0	28,676	28,714	17,055	17,093
LDT1	3.18%		1	0	5,193	5,200	3,158	3,165
LDT2	7.80%		2	0	14,894	14,913	10,114	10,132
LHD1	28.01%		29	1	65,411	65,694	58,869	59,153
LHD2	4.65%		7	0	9,131	9,202	8,218	8,289
MCY	0.35%		1	0	171	181	154	164
MDV	10.29%		3	0	25,184	25,216	17,508	17,540
MH	0.41%		1	0	1,215	1,227	1,094	1,106
Motor Coach	0.04%		0	0	221	224	199	202
OBUS	0.12%		0	0	336	336	302	303
PTO	2.30%		13	0	13,290	13,413	11,961	12,084
SBUS	0.24%		2	0	804	825	723	745
T6 Ag	0.15%		1	0	545	551	490	496
T6 CAIRP heavy	0.01%		0	0	28	28	25	26
T6 CAIRP small	0.03%		0	0	97	98	88	89
T6 instate construction heavy	0.24%		1	0	882	892	794	804
T6 instate construction small	0.65%		2	0	2,414	2,438	2,173	2,197
T6 instate heavy	0.55%		2	0	2,072	2,096	1,865	1,889
T6 instate small	1.51%		6	0	5,646	5,703	5,082	5,138
T6 OOS heavy	0.00%		0	0	16	16	15	15
T6 OOS small	0.01%		0	0	56	56	50	51
T6 public	0.06%		0	0	228	230	205	208
T6 utility	0.02%		0	0	59	60	53	54
T6TS	0.51%		0	0	1,405	1,406	1,264	1,266
T7 Ag	0.34%		3	0	1,989	2,014	1,790	1,815
T7 CAIRP	3.85%		31	1	22,274	22,577	20,046	20,350
T7 CAIRP construction	0.16%		1	0	914	927	823	835
T7 NNOOS	4.34%		28	1	25,057	25,331	22,551	22,825
T7 NOOS	1.40%		11	0	8,112	8,222	7,300	7,411
T7 other port	0.06%		1	0	362	368	326	332
T7 POAK	0.39%		4	0	2,250	2,290	2,025	2,065
T7 POLA	0.64%		7	0	3,689	3,755	3,320	3,386
T7 public	0.05%		1	0	285	290	256	262
T7 Single	0.35%		2	0	2,048	2,067	1,843	1,862
T7 single construction	0.41%		2	0	2,365	2,387	2,128	2,150
T7 SWCV	0.10%		1	0	588	594	529	535
T7 tractor	5.48%		44	1	31,660	32,093	28,494	28,927
T7 tractor construction	0.31%		2	0	1,763	1,787	1,587	1,611
T7 utility	0.01%		0	0	51	51	46	46
T7IS	0.03%		0	0	74	77	67	70
UBUS	0.49%		8	0	2,677	2,753	2,409	2,485
TOTAL			**221**	**7**	**284,339**	**286,517**	**237,188**	**239,366**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035 (MTons/Year)

Based on EMFAC2011

BASELINE

25 mph

	Emission year	Annual VMT		GWP	GWP			
	2035	**595,668,528**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.04%		0	0	301	305	271	274
LDA	32.15%		12	0	81,745	81,866	48,618	48,738
LDT1	5.01%		2	0	14,802	14,824	9,001	9,023
LDT2	12.28%		6	0	42,454	42,511	28,829	28,886
LHD1	16.27%		40	1	65,213	65,605	58,692	59,084
LHD2	2.96%		10	0	10,633	10,733	9,570	9,669
MCY	0.55%		4	0	527	563	474	510
MDV	16.21%		10	0	71,781	71,881	49,904	50,005
MH	0.30%		2	0	1,560	1,576	1,404	1,420
Motor Coach	0.02%		0	0	269	272	242	245
OBUS	0.09%		0	0	419	420	378	378
SBUS	0.25%		5	0	1,626	1,671	1,463	1,508
T6 Ag	0.10%		1	0	782	791	704	713
T6 CAIRP heavy	0.01%		0	0	40	41	36	37
T6 CAIRP small	0.02%		0	0	140	141	126	127
T6 instate construction heavy	0.17%		1	0	1,267	1,281	1,140	1,154
T6 instate construction small	0.46%		3	0	3,467	3,500	3,120	3,153
T6 instate heavy	0.39%		3	0	2,975	3,008	2,678	2,711
T6 instate small	1.07%		8	0	8,108	8,187	7,297	7,376
T6 OOS heavy	0.00%		0	0	23	23	21	21
T6 OOS small	0.01%		0	0	80	81	72	73
T6 public	0.04%		0	0	327	331	295	298
T6 utility	0.01%		0	0	85	86	77	77
T6TS	0.38%		0	0	1,754	1,758	1,579	1,582
T7 Ag	0.21%		3	0	2,415	2,445	2,174	2,203
T7 CAIRP	2.30%		36	1	27,048	27,402	24,343	24,697
T7 CAIRP construction	0.09%		1	0	1,110	1,125	999	1,014
T7 NNOOS	2.59%		32	1	30,428	30,747	27,385	27,704
T7 NOOS	0.84%		13	0	9,850	9,979	8,865	8,994
T7 other port	0.04%		1	0	439	447	395	403
T7 POAK	0.23%		5	0	2,733	2,779	2,459	2,506
T7 POLA	0.38%		8	0	4,480	4,556	4,032	4,108
T7 public	0.03%		1	0	346	352	311	318
T7 Single	0.21%		2	0	2,487	2,509	2,239	2,261
T7 single construction	0.24%		3	0	2,871	2,897	2,584	2,610
T7 SWCV	0.06%		1	0	714	721	642	649
T7 tractor	3.27%		51	2	38,446	38,952	34,601	35,107
T7 tractor construction	0.18%		3	0	2,141	2,169	1,927	1,955
T7 utility	0.01%		0	0	62	62	56	56
T7IS	0.02%		1	0	107	113	96	102
UBUS	0.50%		15	0	5,745	5,894	5,171	5,320
0	0.00%		0	0	0	0	0	0
TOTAL			**284**	**9**	**441,801**	**444,602**	**344,268**	**347,070**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035 (MTons/Year)

Based on EMFAC2011

BASELINE

30 mph

	Emission year	Annual VMT		GWP	GWP			
	2035	**1,883,380,323**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.02%		1	0	448	453	403	408
LDA	40.26%		45	1	278,634	279,076	165,717	166,159
LDT1	6.27%		8	0	50,450	50,530	30,678	30,757
LDT2	15.38%		21	1	144,687	144,896	98,252	98,461
LHD1	5.96%		43	1	65,311	65,738	58,780	59,207
LHD2	1.07%		11	0	11,190	11,296	10,071	10,177
MCY	0.69%		15	0	1,929	2,072	1,736	1,879
MDV	20.30%		37	1	244,639	245,006	170,080	170,447
MH	0.14%		2	0	2,019	2,043	1,817	1,841
Motor Coach	0.02%		1	0	606	613	545	552
OBUS	0.04%		0	0	511	512	460	461
SBUS	0.13%		7	0	2,348	2,414	2,113	2,179
T6 Ag	0.05%		1	0	1,164	1,177	1,048	1,060
T6 CAIRP heavy	0.00%		0	0	60	61	54	55
T6 CAIRP small	0.01%		0	0	208	210	187	189
T6 instate construction heavy	0.08%		2	0	1,886	1,906	1,697	1,718
T6 instate construction small	0.23%		5	0	5,161	5,209	4,645	4,693
T6 instate heavy	0.20%		5	0	4,429	4,477	3,986	4,034
T6 instate small	0.53%		11	0	12,072	12,184	10,864	10,977
T6 OOS heavy	0.00%		0	0	34	35	31	31
T6 OOS small	0.01%		0	0	119	120	107	108
T6 public	0.02%		1	0	487	492	439	444
T6 utility	0.01%		0	0	127	127	114	115
T6TS	0.18%		1	0	2,138	2,143	1,924	1,929
T7 Ag	0.16%		7	0	5,447	5,511	4,902	4,967
T7 CAIRP	1.75%		78	2	61,001	61,767	54,901	55,667
T7 CAIRP construction	0.07%		3	0	2,503	2,535	2,253	2,285
T7 NNOOS	1.97%		70	2	68,624	69,315	61,761	62,453
T7 NOOS	0.64%		28	1	22,215	22,494	19,993	20,273
T7 other port	0.03%		2	0	991	1,007	892	908
T7 POAK	0.18%		10	0	6,163	6,264	5,547	5,648
T7 POLA	0.29%		17	1	10,104	10,269	9,093	9,259
T7 public	0.02%		2	0	779	795	701	717
T7 Single	0.16%		5	0	5,610	5,658	5,049	5,097
T7 single construction	0.19%		6	0	6,476	6,532	5,828	5,884
T7 SWCV	0.05%		1	0	1,610	1,625	1,449	1,464
T7 tractor	2.48%		111	4	86,707	87,802	78,036	79,131
T7 tractor construction	0.14%		6	0	4,828	4,890	4,346	4,407
T7 utility	0.00%		0	0	140	141	126	127
T7IS	0.02%		2	0	212	227	190	206
UBUS	0.27%		24	1	9,457	9,688	8,511	8,743
TOTAL			**587**	**19**	**1,123,523**	**1,129,309**	**829,328**	**835,115**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035 (MTons/Year)

Based on EMFAC2011

BASELINE

35 mph

	Emission year	Annual VMT		GWP	GWP			
	2035	**1,349,384,105**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.03%		0	0	445	450	401	406
LDA	35.96%		27	1	159,350	159,616	94,773	95,040
LDT1	5.60%		5	0	28,850	28,898	17,543	17,591
LDT2	13.74%		13	0	82,734	82,860	56,182	56,308
LHD1	3.34%		20	1	23,636	23,830	21,272	21,467
LHD2	0.66%		5	0	4,644	4,694	4,180	4,230
MCY	0.62%		9	0	1,178	1,270	1,060	1,152
MDV	18.13%		22	1	139,889	140,110	97,255	97,475
MH	0.23%		2	0	1,978	2,002	1,780	1,804
Motor Coach	0.04%		1	0	965	975	869	879
OBUS	0.07%		0	0	497	499	448	449
SBUS	0.17%		6	0	2,047	2,105	1,842	1,900
T6 Ag	0.08%		1	0	1,157	1,169	1,041	1,053
T6 CAIRP heavy	0.00%		0	0	60	60	54	54
T6 CAIRP small	0.01%		0	0	207	209	186	188
T6 instate construction heavy	0.12%		2	0	1,874	1,893	1,686	1,706
T6 instate construction small	0.33%		5	0	5,127	5,173	4,615	4,660
T6 instate heavy	0.29%		5	0	4,400	4,446	3,960	4,006
T6 instate small	0.78%		11	0	11,992	12,100	10,793	10,900
T6 OOS heavy	0.00%		0	0	34	35	31	31
T6 OOS small	0.01%		0	0	119	120	107	108
T6 public	0.03%		1	0	484	489	436	441
T6 utility	0.01%		0	0	126	127	113	114
T6TS	0.29%		1	0	2,080	2,086	1,872	1,878
T7 Ag	0.37%		10	0	8,676	8,775	7,808	7,907
T7 CAIRP	4.11%		119	4	97,166	98,340	87,449	88,624
T7 CAIRP construction	0.17%		5	0	3,988	4,036	3,589	3,637
T7 NNOOS	4.62%		107	3	109,308	110,368	98,377	99,437
T7 NOOS	1.50%		43	1	35,385	35,813	31,847	32,275
T7 other port	0.07%		3	0	1,578	1,603	1,420	1,445
T7 POAK	0.41%		16	0	9,817	9,972	8,835	8,990
T7 POLA	0.68%		26	1	16,094	16,348	14,484	14,738
T7 public	0.05%		3	0	1,242	1,266	1,117	1,142
T7 Single	0.38%		7	0	8,935	9,009	8,042	8,115
T7 single construction	0.44%		9	0	10,315	10,401	9,284	9,369
T7 SWCV	0.11%		2	0	2,565	2,587	2,308	2,331
T7 tractor	5.84%		170	5	138,113	139,791	124,301	125,980
T7 tractor construction	0.33%		10	0	7,691	7,785	6,922	7,016
T7 utility	0.01%		0	0	223	224	200	202
T7IS	0.04%		3	0	296	323	267	293
UBUS	0.34%		21	1	8,457	8,661	7,612	7,815
TOTAL			**689**	**22**	**933,721**	**940,515**	**736,361**	**743,155**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035 (MTons/Year)

Based on EMFAC2011

BASELINE

40 mph

	Emission year	Annual VMT		GWP	GWP			
	2035	**681,630,144**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.07%		1	0	499	505	449	455
LDA	27.99%		10	0	58,078	58,178	34,542	34,642
LDT1	4.36%		2	0	10,514	10,532	6,393	6,411
LDT2	10.69%		5	0	30,150	30,197	20,474	20,521
LHD1	2.47%		9	0	8,442	8,531	7,598	7,687
LHD2	0.56%		2	0	1,952	1,976	1,756	1,781
MCY	0.48%		4	0	456	492	410	447
MDV	14.11%		8	0	50,978	51,061	35,441	35,525
MH	0.50%		3	0	2,054	2,081	1,849	1,875
Motor Coach	0.07%		1	0	813	822	732	740
OBUS	0.15%		0	0	496	498	447	448
SBUS	0.20%		3	0	1,145	1,178	1,031	1,063
T6 Ag	0.18%		1	0	1,298	1,311	1,168	1,181
T6 CAIRP heavy	0.01%		0	0	67	68	60	61
T6 CAIRP small	0.03%		0	0	232	234	209	211
T6 instate construction heavy	0.28%		2	0	2,102	2,123	1,892	1,913
T6 instate construction small	0.78%		5	0	5,752	5,802	5,177	5,227
T6 instate heavy	0.67%		5	0	4,937	4,986	4,443	4,492
T6 instate small	1.82%		12	0	13,454	13,570	12,109	12,225
T6 OOS heavy	0.01%		0	0	38	39	35	35
T6 OOS small	0.02%		0	0	133	134	120	121
T6 public	0.07%		1	0	543	549	489	494
T6 utility	0.02%		0	0	141	142	127	128
T6TS	0.64%		1	0	2,075	2,082	1,868	1,875
T7 Ag	0.64%		8	0	7,312	7,393	6,581	6,661
T7 CAIRP	7.18%		97	3	81,892	82,848	73,703	74,659
T7 CAIRP construction	0.29%		4	0	3,361	3,400	3,025	3,064
T7 NNOOS	8.08%		87	3	92,126	92,988	82,913	83,776
T7 NOOS	2.61%		35	1	29,823	30,171	26,841	27,189
T7 other port	0.12%		2	0	1,330	1,350	1,197	1,217
T7 POAK	0.73%		13	0	8,274	8,400	7,447	7,573
T7 POLA	1.19%		21	1	13,564	13,771	12,208	12,414
T7 public	0.09%		2	0	1,046	1,067	942	963
T7 Single	0.66%		6	0	7,531	7,591	6,778	6,838
T7 single construction	0.76%		7	0	8,694	8,763	7,825	7,894
T7 SWCV	0.19%		2	0	2,161	2,180	1,945	1,964
T7 tractor	10.20%		139	4	116,402	117,768	104,762	106,128
T7 tractor construction	0.57%		8	0	6,482	6,558	5,834	5,910
T7 utility	0.02%		0	0	188	189	169	170
T7IS	0.06%		2	0	206	227	185	207
UBUS	0.42%		13	0	5,336	5,467	4,802	4,933
TOTAL			**522**	**17**	**582,077**	**587,220**	**485,972**	**491,115**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035 (MTons/Year)

Based on EMFAC2011

BASELINE

45 mph

	Emission year	Annual VMT		GWP	GWP			
	2035	**1,441,902,286**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.03%		1	0	509	515	458	464
LDA	30.42%		23	1	128,566	128,790	76,465	76,689
LDT1	4.74%		4	0	23,272	23,313	14,151	14,192
LDT2	11.62%		11	0	66,731	66,836	45,314	45,420
LHD1	1.82%		14	0	12,842	12,982	11,557	11,698
LHD2	0.40%		4	0	2,938	2,975	2,644	2,681
MCY	0.52%		9	0	1,065	1,152	959	1,045
MDV	15.34%		19	1	112,830	113,016	78,443	78,629
MH	0.29%		3	0	2,321	2,348	2,088	2,116
Motor Coach	0.07%		2	0	1,598	1,614	1,439	1,454
OBUS	0.09%		0	0	590	593	531	534
SBUS	0.06%		2	0	731	752	658	678
T6 Ag	0.09%		1	0	1,324	1,337	1,191	1,204
T6 CAIRP heavy	0.00%		0	0	68	69	62	62
T6 CAIRP small	0.02%		0	0	237	239	213	215
T6 instate construction heavy	0.14%		2	0	2,144	2,165	1,930	1,951
T6 instate construction small	0.39%		5	0	5,868	5,917	5,281	5,330
T6 instate heavy	0.33%		5	0	5,036	5,085	4,532	4,581
T6 instate small	0.91%		12	0	13,725	13,840	12,352	12,467
T6 OOS heavy	0.00%		0	0	39	40	35	36
T6 OOS small	0.01%		0	0	136	137	122	123
T6 public	0.04%		1	0	554	560	499	504
T6 utility	0.01%		0	0	144	145	130	130
T6TS	0.38%		1	0	2,469	2,479	2,223	2,232
T7 Ag	0.62%		16	0	14,369	14,523	12,932	13,086
T7 CAIRP	6.91%		185	6	160,927	162,753	144,835	146,660
T7 CAIRP construction	0.28%		8	0	6,604	6,679	5,944	6,019
T7 NNOOS	7.78%		167	5	181,037	182,685	162,933	164,581
T7 NOOS	2.52%		67	2	58,606	59,271	52,745	53,410
T7 other port	0.11%		4	0	2,614	2,652	2,352	2,391
T7 POAK	0.70%		24	1	16,259	16,500	14,633	14,874
T7 POLA	1.15%		40	1	26,655	27,049	23,989	24,384
T7 public	0.09%		4	0	2,056	2,098	1,851	1,892
T7 Single	0.64%		12	0	14,799	14,913	13,319	13,433
T7 single construction	0.73%		13	0	17,084	17,217	15,376	15,508
T7 SWCV	0.18%		4	0	4,247	4,283	3,823	3,858
T7 tractor	9.83%		265	8	228,743	231,353	205,869	208,478
T7 tractor construction	0.55%		15	0	12,738	12,884	11,464	11,610
T7 utility	0.02%		0	0	369	371	332	334
T7IS	0.04%		3	0	288	321	260	292
UBUS	0.12%		8	0	3,210	3,293	2,889	2,972
TOTAL			**953**	**30**	**1,136,342**	**1,145,740**	**938,822**	**948,221**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035 (MTons/Year)

Based on EMFAC2011

BASELINE

50 mph

	Emission year	Annual VMT		GWP	GWP			
	2035	**804,830,759**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.05%		0	0	382	385	343	347
LDA	20.83%		9	0	49,103	49,187	29,204	29,289
LDT1	3.25%		2	0	8,887	8,903	5,404	5,419
LDT2	7.96%		4	0	25,481	25,521	17,304	17,343
LHD1	11.26%		42	1	43,557	43,969	39,201	39,613
LHD2	2.12%		11	0	8,494	8,599	7,645	7,749
MCY	0.36%		3	0	428	462	385	419
MDV	10.51%		7	0	43,085	43,155	29,954	30,024
MH	0.34%		2	0	1,566	1,587	1,410	1,430
Motor Coach	0.09%		1	0	1,082	1,093	974	984
OBUS	0.10%		0	0	378	380	340	342
SBUS	0.04%		1	0	234	241	211	217
T6 Ag	0.12%		1	0	991	1,001	892	902
T6 CAIRP heavy	0.01%		0	0	51	52	46	47
T6 CAIRP small	0.02%		0	0	177	179	160	161
T6 instate construction heavy	0.20%		2	0	1,606	1,621	1,445	1,461
T6 instate construction small	0.54%		4	0	4,394	4,431	3,955	3,991
T6 instate heavy	0.46%		4	0	3,771	3,807	3,394	3,430
T6 instate small	1.25%		9	0	10,279	10,363	9,251	9,335
T6 OOS heavy	0.00%		0	0	29	30	26	27
T6 OOS small	0.01%		0	0	102	102	92	92
T6 public	0.05%		0	0	415	419	373	378
T6 utility	0.01%		0	0	108	108	97	98
T6TS	0.43%		1	0	1,581	1,587	1,423	1,429
T7 Ag	0.77%		10	0	9,727	9,829	8,754	8,856
T7 CAIRP	8.59%		123	4	108,937	110,150	98,043	99,256
T7 CAIRP construction	0.35%		5	0	4,471	4,520	4,024	4,073
T7 NNOOS	9.66%		111	4	122,550	123,644	110,295	111,389
T7 NOOS	3.13%		45	1	39,672	40,114	35,705	36,146
T7 other port	0.14%		3	0	1,769	1,795	1,592	1,618
T7 POAK	0.87%		16	1	11,006	11,166	9,906	10,066
T7 POLA	1.42%		27	1	18,043	18,306	16,239	16,501
T7 public	0.11%		3	0	1,392	1,421	1,253	1,281
T7 Single	0.79%		8	0	10,018	10,094	9,016	9,092
T7 single construction	0.91%		9	0	11,565	11,653	10,409	10,496
T7 SWCV	0.23%		2	0	2,875	2,899	2,588	2,612
T7 tractor	12.21%		176	6	154,844	156,577	139,359	141,092
T7 tractor construction	0.68%		10	0	8,623	8,720	7,761	7,857
T7 utility	0.02%		0	0	249	251	225	226
T7IS	0.05%		2	0	198	221	178	201
UBUS	0.07%		3	0	1,061	1,091	955	985
TOTAL			**654**	**21**	**713,182**	**719,630**	**609,829**	**616,277**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035 (MTons/Year)

Based on EMFAC2011

BASELINE

55 mph

	Emission year	Annual VMT		GWP	GWP			
	2035	**410,804,972**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.09%		0	0	387	391	349	353
LDA	14.29%		3	0	17,827	17,857	10,603	10,632
LDT1	2.23%		1	0	3,226	3,232	1,962	1,967
LDT2	5.46%		1	0	9,249	9,263	6,281	6,295
LHD1	5.66%		16	0	11,722	11,877	10,550	10,704
LHD2	1.28%		4	0	2,703	2,745	2,432	2,474
MCY	0.24%		1	0	163	176	147	159
MDV	7.21%		3	0	15,639	15,664	10,873	10,898
MH	0.58%		2	0	1,443	1,463	1,299	1,319
Motor Coach	0.12%		1	0	771	779	694	701
OBUS	0.17%		0	0	329	330	296	297
SBUS	0.07%		1	0	214	220	193	199
T6 Ag	0.24%		1	0	1,007	1,016	906	916
T6 CAIRP heavy	0.01%		0	0	52	52	47	47
T6 CAIRP small	0.04%		0	0	180	181	162	163
T6 instate construction heavy	0.39%		2	0	1,631	1,646	1,468	1,483
T6 instate construction small	1.08%		4	0	4,463	4,499	4,016	4,053
T6 instate heavy	0.93%		4	0	3,830	3,866	3,447	3,483
T6 instate small	2.52%		9	0	10,438	10,523	9,394	9,480
T6 OOS heavy	0.01%		0	0	30	30	27	27
T6 OOS small	0.02%		0	0	103	104	93	94
T6 public	0.10%		0	0	421	426	379	383
T6 utility	0.03%		0	0	110	110	99	99
T6TS	0.69%		1	0	1,375	1,380	1,237	1,243
T7 Ag	1.08%		7	0	6,932	7,004	6,239	6,311
T7 CAIRP	12.13%		87	3	77,635	78,492	69,871	70,729
T7 CAIRP construction	0.50%		4	0	3,186	3,221	2,867	2,903
T7 NNOOS	13.65%		78	2	87,336	88,110	78,603	79,376
T7 NOOS	4.42%		32	1	28,273	28,585	25,445	25,758
T7 other port	0.20%		2	0	1,261	1,279	1,135	1,153
T7 POAK	1.23%		11	0	7,844	7,957	7,059	7,172
T7 POLA	2.01%		19	1	12,859	13,044	11,573	11,758
T7 public	0.15%		2	0	992	1,013	893	913
T7 Single	1.12%		5	0	7,139	7,193	6,425	6,479
T7 single construction	1.29%		6	0	8,242	8,304	7,418	7,480
T7 SWCV	0.32%		2	0	2,049	2,066	1,844	1,861
T7 tractor	17.25%		124	4	110,351	111,576	99,316	100,541
T7 tractor construction	0.96%		7	0	6,145	6,214	5,531	5,599
T7 utility	0.03%		0	0	178	179	160	161
T7IS	0.09%		2	0	188	209	169	190
UBUS	0.11%		3	0	807	834	727	753
TOTAL			**444**	**14**	**448,730**	**453,110**	**392,228**	**396,608**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035 (MTons/Year)

Based on EMFAC2011

BASELINE

60 mph

		Emission year	Annual VMT		GWP	GWP			
		2035	**201,406,434**		**310**	**1**	**MTons**		**MTons**
		Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses		0.21%		0	0	427	431	384	389
LDA		23.33%		2	0	15,333	15,357	9,119	9,144
LDT1		3.63%		0	0	2,775	2,779	1,687	1,692
LDT2		8.91%		1	0	7,954	7,966	5,401	5,413
MCY		0.40%		1	0	147	158	133	143
MDV		11.76%		2	0	13,449	13,470	9,350	9,371
MH		1.31%		2	0	1,729	1,751	1,556	1,578
Motor Coach		0.08%		0	0	241	243	217	219
OBUS		0.38%		0	0	414	415	372	374
SBUS		0.07%		0	0	121	125	109	112
T6 Ag		0.55%		1	0	1,110	1,120	999	1,009
T6 CAIRP heavy		0.03%		0	0	57	58	52	52
T6 CAIRP small		0.10%		0	0	199	200	179	180
T6 instate construction heavy		0.88%		2	0	1,798	1,815	1,618	1,635
T6 instate construction small		2.42%		4	0	4,920	4,960	4,428	4,468
T6 instate heavy		2.08%		4	0	4,222	4,262	3,800	3,840
T6 instate small		5.66%		10	0	11,507	11,601	10,356	10,451
T6 OOS heavy		0.02%		0	0	33	33	30	30
T6 OOS small		0.06%		0	0	114	115	102	103
T6 public		0.23%		0	0	464	469	418	423
T6 utility		0.06%		0	0	121	121	109	109
T6TS		1.59%		1	0	1,731	1,737	1,558	1,564
T7 Ag		0.69%		2	0	2,167	2,190	1,950	1,973
T7 CAIRP		7.72%		27	1	24,270	24,539	21,843	22,112
T7 CAIRP construction		0.32%		1	0	996	1,007	896	907
T7 NNOOS		8.69%		25	1	27,302	27,545	24,572	24,815
T7 NOOS		2.81%		10	0	8,838	8,936	7,955	8,053
T7 other port		0.13%		1	0	394	400	355	360
T7 POAK		0.78%		4	0	2,452	2,488	2,207	2,242
T7 POLA		1.28%		6	0	4,020	4,078	3,618	3,676
T7 public		0.10%		1	0	310	317	279	286
T7 Single		0.71%		2	0	2,232	2,249	2,009	2,025
T7 single construction		0.82%		2	0	2,577	2,596	2,319	2,338
T7 SWCV		0.20%		1	0	641	646	576	582
T7 tractor		10.98%		39	1	34,497	34,882	31,047	31,432
T7 tractor construction		0.61%		2	0	1,921	1,943	1,729	1,750
T7 utility		0.02%		0	0	56	56	50	50
T7IS		0.05%		1	0	52	57	46	52
UBUS		0.35%		5	0	1,311	1,362	1,180	1,231
	0.00%	0.00%		0	0	0	0	0	0
	0.00%	0.00%		0	0	0	0	0	0
TOTAL				**160**	**5**	**182,899**	**184,475**	**154,607**	**156,184**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035 (MTons/Year)

Based on EMFAC2011

BASELINE

65 mph

	Emission year	Annual VMT		GWP	GWP			
	2035	**4,053,289,303**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.00%		0	0	194	196	174	176
LDA	0.11%		1	0	2,336	2,349	1,413	1,425
LDT1	0.01%		0	0	209	210	125	126
LDT2	0.01%		0	0	188	189	128	129
MDV	0.02%		0	0	346	348	239	240
MH	0.01%		1	0	283	291	254	263
Motor Coach	0.01%		0	0	396	399	356	360
All Other Buses	0.00%		0	0	194	196	174	176
LDA	46.91%		103	3	693,975	694,994	412,750	413,769
LDT1	7.31%		19	1	125,558	125,744	76,348	76,534
LDT2	17.92%		49	2	359,905	360,388	244,399	244,882
MCY	0.80%		45	1	7,000	7,443	6,300	6,743
MDV	23.65%		88	3	608,548	609,411	423,079	423,943
MH	0.03%		1	0	892	902	803	813
Motor Coach	0.01%		0	0	396	399	356	360
OBUS	0.01%		0	0	228	229	205	206
T6 Ag	0.01%		0	0	503	508	453	457
T6 CAIRP heavy	0.00%		0	0	26	26	23	24
T6 CAIRP small	0.00%		0	0	90	91	81	82
T6 instate construction heavy	0.02%		1	0	815	823	733	741
T6 instate construction small	0.05%		2	0	2,229	2,248	2,006	2,025
T6 instate heavy	0.05%		2	0	1,913	1,932	1,722	1,740
T6 instate small	0.13%		4	0	5,214	5,258	4,693	4,736
T6 OOS heavy	0.00%		0	0	15	15	13	14
T6 OOS small	0.00%		0	0	52	52	46	47
T6 public	0.01%		0	0	210	213	189	192
T6 utility	0.00%		0	0	55	55	49	50
T6TS	0.04%		0	0	955	958	859	862
T7 Ag	0.06%		4	0	3,556	3,594	3,200	3,238
T7 CAIRP	0.62%		46	1	39,822	40,271	35,840	36,289
T7 CAIRP construction	0.03%		2	0	1,634	1,653	1,471	1,489
T7 NNOOS	0.70%		41	1	44,799	45,204	40,319	40,724
T7 NOOS	0.23%		17	1	14,502	14,666	13,052	13,216
T7 other port	0.01%		1	0	647	656	582	592
T7 POAK	0.06%		6	0	4,023	4,083	3,621	3,680
T7 POLA	0.10%		10	0	6,596	6,693	5,936	6,033
T7 public	0.01%		1	0	509	520	458	469
T7 Single	0.06%		3	0	3,662	3,690	3,296	3,324
T7 single construction	0.07%		3	0	4,228	4,260	3,805	3,837
T7 SWCV	0.02%		1	0	1,051	1,060	946	955
T7 tractor	0.88%		65	2	56,604	57,245	50,943	51,585
T7 tractor construction	0.05%		4	0	3,152	3,188	2,837	2,873
T7 utility	0.00%		0	0	91	92	82	83
T7IS	0.00%		1	0	98	107	88	97
TOTAL			**522**	**17**	**1,997,698**	**2,002,847**	**0**	**1,344,450**	**1,349,600**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

70 mph

	Emission year	Annual VMT		GWP	GWP			
	2035	**2,235,397,943**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
LDA	48.56%		60	2	424,858	425,454	252,691	253,288
LDT1	7.57%		11	0	76,845	76,954	46,727	46,836
LDT2	18.55%		29	1	220,227	220,509	149,548	149,831
MCY	0.83%		27	1	4,875	5,144	4,388	4,657
MDV	24.49%		51	2	372,375	372,882	258,885	259,392

Year 2035 (MTons/Year)

Based on EMFAC2011

BASELINE

TOTAL	**179**	**6**	**1,099,180**	**1,100,943**	**0**	**712,240**	**714,003**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035 (MTons/Year)

Based on EMFAC2011

BASELINE

Other Non-Running Exhaust Emissions (Idling, break/tire wear, off-gas emissions)

	Emission year	Annual VMT	GWP	GWP			
	2035	**14,394,307,438**	**310**	**1**	**MTons**		**MTons**
	Percent of VMT	**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses - TOT	0.04%	0	0	65	68	58	61
LDA - TOT	35.58%	45	1	60,402	60,848	36,022	36,469
LDT1 - TOT	5.54%	9	0	10,898	10,989	6,698	6,789
LDT2 - TOT	13.59%	23	1	30,256	30,484	20,612	20,840
LHD1 - TOT	5.70%	243	8	13,078	15,470	11,770	14,162
LHD2 - TOT	1.04%	27	1	1,527	1,789	1,374	1,636
MCY - TOT	0.61%	5	0	621	668	559	606
MDV - TOT	17.94%	48	2	51,407	51,883	35,960	36,435
MH - TOT	0.25%	0	0	8	9	7	8
Motor Coach - TOT	0.04%	2	0	412	434	370	393
OBUS - TOT	0.08%	6	0	362	425	325	389
PTO - TOT	0.08%	0	0	0	0	0	0
SBUS - TOT	0.09%	6	0	924	980	832	887
T6 Ag - TOT	0.09%	1	0	276	290	249	262
T6 CAIRP heavy - TOT	0.00%	0	0	8	8	7	7
T6 CAIRP small - TOT	0.02%	0	0	24	26	22	23
T6 instate construction heavy - T(	0.15%	1	0	291	305	262	276
T6 instate construction small - TC	0.41%	3	0	665	698	598	631
T6 instate heavy - TOT	0.35%	3	0	685	719	616	650
T6 instate small - TOT	0.95%	8	0	1,556	1,634	1,401	1,478
T6 OOS heavy - TOT	0.00%	0	0	4	5	4	4
T6 OOS small - TOT	0.01%	0	0	14	15	13	13
T6 public - TOT	0.04%	1	0	230	244	207	221
T6 utility - TOT	0.01%	0	0	53	56	48	51
T6TS - TOT	0.32%	13	0	972	1,097	875	1,000
T7 Ag - TOT	0.32%	20	1	3,615	3,810	3,254	3,448
T7 CAIRP - TOT	3.64%	365	12	66,890	70,490	60,201	63,801
T7 CAIRP construction - TOT	0.15%	15	0	2,746	2,894	2,471	2,619
T7 NNOOS - TOT	4.09%	448	14	81,989	86,402	73,790	78,203
T7 NOOS - TOT	1.32%	165	5	30,234	31,861	27,210	28,837
T7 other port - TOT	0.06%	2	0	388	409	349	370
T7 POAK - TOT	0.37%	18	1	3,219	3,392	2,897	3,070
T7 POLA - TOT	0.60%	35	1	6,477	6,826	5,829	6,178
T7 public - TOT	0.05%	16	1	2,256	2,413	2,031	2,187
T7 Single - TOT	0.33%	18	1	3,227	3,400	2,904	3,078
T7 single construction - TOT	0.39%	20	1	3,727	3,928	3,355	3,555
T7 SWCV - TOT	0.10%	13	0	2,331	2,461	2,098	2,228
T7 tractor - TOT	5.17%	136	4	24,973	26,317	22,475	23,819
T7 tractor construction - TOT	0.29%	16	0	2,873	3,028	2,586	2,741
T7 utility - TOT	0.01%	2	0	406	428	366	387
T7IS - TOT	0.03%	2	0	28	46	25	43
UBUS - TOT	0.18%	1	0	22	32	20	30
TOTAL		**1,738**	**55**	**410,140**	**427,277**	**0** **330,750**	**347,888**

x NOx)

within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

	NOx	**N2O**	**CO2**	**CO2e**		**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
TOTAL	**7,244**	**230**	**9,874,608**	**9,946,020**	**0**	**7,527,324**	**7,598,736**

Year 2035 (MTons/Year)

Based on EMFAC2011

PROJECT

5 mph

	Emission year	Annual VMT		GWP	GWP			
	2035	**10,575,866**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.09%		0	0	25	25	22	23
LDA	9.45%		0	0	1,125	1,126	669	670
LDT1	1.47%		0	0	204	204	124	124
LDT2	3.61%		0	0	585	585	397	397
LHD1	46.81%		2	0	9,665	9,688	8,699	8,722
LHD2	7.49%		1	0	1,112	1,118	1,001	1,007
MCY	0.16%		0	0	5	5	4	4
MDV	4.77%		0	0	988	989	687	688
MH	0.72%		0	0	191	192	172	173
Motor Coach	0.04%		0	0	16	16	14	15
OBUS	0.22%		0	0	59	59	53	53
SBUS	0.30%		0	0	82	84	74	76
T6 Ag	0.24%		0	0	65	66	58	59
T6 CAIRP heavy	0.01%		0	0	3	3	3	3
T6 CAIRP small	0.04%		0	0	12	12	10	11
T6 instate construction heavy	0.39%		0	0	105	107	95	96
T6 instate construction small	1.06%		0	0	288	291	259	262
T6 instate heavy	0.91%		0	0	247	250	222	226
T6 instate small	2.48%		1	0	673	681	605	614
T6 OOS heavy	0.01%		0	0	2	2	2	2
T6 OOS small	0.02%		0	0	7	7	6	6
T6 public	0.10%		0	0	27	28	24	25
T6 utility	0.03%		0	0	7	7	6	6
T6TS	0.93%		0	0	247	247	223	223
T7 Ag	0.35%		0	0	145	147	130	132
T7 CAIRP	3.87%		3	0	1,619	1,647	1,457	1,485
T7 CAIRP construction	0.16%		0	0	66	68	60	61
T7 NNOOS	4.35%		3	0	1,822	1,846	1,639	1,664
T7 NOOS	1.41%		1	0	590	600	531	541
T7 other port	0.06%		0	0	26	27	24	24
T7 POAK	0.39%		0	0	164	167	147	151
T7 POLA	0.64%		1	0	268	274	241	247
T7 public	0.05%		0	0	21	21	19	19
T7 Single	0.36%		0	0	149	151	134	136
T7 single construction	0.41%		0	0	172	174	155	157
T7 SWCV	0.10%		0	0	43	43	38	39
T7 tractor	5.50%		4	0	2,302	2,341	2,071	2,111
T7 tractor construction	0.31%		0	0	128	130	115	118
T7 utility	0.01%		0	0	4	4	3	3
T7IS	0.03%		0	0	9	9	8	9
UBUS	0.63%		1	0	155	161	140	146
TOTAL			**19**	**1**	**23,420**	**23,605**	**20,344**	**20,528**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035 (MTons/Year)

Based on EMFAC2011

PROJECT

10 mph

	Emission year	Annual VMT		GWP	GWP			
	2035	**34,500,822**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.13%		0	0	97	99	88	89
LDA	10.46%		0	0	3,017	3,020	1,794	1,798
LDT1	1.63%		0	0	546	547	332	333
LDT2	4.00%		0	0	1,567	1,569	1,064	1,066
LHD1	39.62%		7	0	20,977	21,045	18,879	18,947
LHD2	6.76%		2	0	2,583	2,600	2,324	2,342
MCY	0.18%		0	0	15	16	13	14
MDV	5.27%		0	0	2,650	2,653	1,842	1,845
MH	1.08%		1	0	767	773	690	696
Motor Coach	0.04%		0	0	49	50	44	45
OBUS	0.33%		0	0	234	234	211	211
SBUS	0.32%		1	0	230	236	207	213
T6 Ag	0.35%		0	0	253	256	228	231
T6 CAIRP heavy	0.02%		0	0	13	13	12	12
T6 CAIRP small	0.06%		0	0	45	46	41	41
T6 instate construction heavy	0.56%		1	0	410	415	369	374
T6 instate construction small	1.54%		1	0	1,121	1,134	1,009	1,022
T6 instate heavy	1.32%		1	0	962	975	866	879
T6 instate small	3.60%		3	0	2,623	2,653	2,361	2,391
T6 OOS heavy	0.01%		0	0	7	8	7	7
T6 OOS small	0.04%		0	0	26	26	23	24
T6 public	0.14%		0	0	106	107	95	97
T6 utility	0.04%		0	0	28	28	25	25
T6TS	1.39%		0	0	978	979	880	881
T7 Ag	0.39%		1	0	442	449	398	404
T7 CAIRP	4.39%		8	0	4,953	5,030	4,458	4,534
T7 CAIRP construction	0.18%		0	0	203	206	183	186
T7 NNOOS	4.94%		7	0	5,572	5,641	5,015	5,084
T7 NOOS	1.60%		3	0	1,804	1,832	1,623	1,651
T7 other port	0.07%		0	0	80	82	72	74
T7 POAK	0.44%		1	0	500	511	450	461
T7 POLA	0.73%		2	0	820	837	738	755
T7 public	0.06%		0	0	63	65	57	58
T7 Single	0.40%		0	0	455	460	410	415
T7 single construction	0.47%		1	0	526	531	473	479
T7 SWCV	0.12%		0	0	131	132	118	119
T7 tractor	6.24%		11	0	7,040	7,150	6,336	6,446
T7 tractor construction	0.35%		1	0	392	398	353	359
T7 utility	0.01%		0	0	11	11	10	10
T7IS	0.05%		0	0	36	37	32	33
UBUS	0.67%		2	0	517	536	465	484
TOTAL			**55**	**2**	**62,852**	**63,389**	**54,597**	**55,135**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035 (MTons/Year)

Based on EMFAC2011

PROJECT

15 mph

	Emission year	Annual VMT		GWP	GWP			
	2035	**415,607,799**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.05%		0	0	330	334	297	301
LDA	31.34%		10	0	83,904	84,004	49,901	50,001
LDT1	4.88%		2	0	15,195	15,213	9,240	9,258
LDT2	11.97%		5	0	43,584	43,632	29,596	29,644
LHD1	21.31%		38	1	98,705	99,077	88,834	89,206
LHD2	3.58%		10	0	12,937	13,032	11,643	11,738
MCY	0.54%		3	0	458	483	412	437
MDV	15.80%		9	0	73,692	73,776	51,233	51,317
MH	0.34%		2	0	2,049	2,067	1,844	1,862
Motor Coach	0.01%		0	0	156	158	140	142
OBUS	0.10%		0	0	587	587	528	529
SBUS	0.15%		3	0	1,013	1,040	912	939
T6 Ag	0.12%		1	0	857	867	771	782
T6 CAIRP heavy	0.01%		0	0	44	45	40	40
T6 CAIRP small	0.02%		0	0	153	155	138	139
T6 instate construction heavy	0.19%		2	0	1,388	1,405	1,249	1,266
T6 instate construction small	0.53%		4	0	3,799	3,839	3,419	3,459
T6 instate heavy	0.45%		4	0	3,260	3,300	2,934	2,974
T6 instate small	1.23%		9	0	8,886	8,979	7,997	8,090
T6 OOS heavy	0.00%		0	0	25	26	23	23
T6 OOS small	0.01%		0	0	88	89	79	80
T6 public	0.05%		0	0	359	363	323	327
T6 utility	0.01%		0	0	93	94	84	85
T6TS	0.42%		0	0	2,454	2,457	2,209	2,211
T7 Ag	0.13%		2	0	1,401	1,420	1,261	1,280
T7 CAIRP	1.41%		23	1	15,691	15,914	14,122	14,345
T7 CAIRP construction	0.06%		1	0	644	653	580	589
T7 NNOOS	1.58%		20	1	17,652	17,853	15,887	16,088
T7 NOOS	0.51%		8	0	5,714	5,796	5,143	5,224
T7 other port	0.02%		0	0	255	260	229	234
T7 POAK	0.14%		3	0	1,585	1,615	1,427	1,456
T7 POLA	0.23%		5	0	2,599	2,647	2,339	2,387
T7 public	0.02%		0	0	200	205	180	185
T7 Single	0.13%		1	0	1,443	1,457	1,299	1,313
T7 single construction	0.15%		2	0	1,666	1,682	1,499	1,515
T7 SWCV	0.04%		0	0	414	418	373	377
T7 tractor	2.00%		32	1	22,304	22,622	20,073	20,392
T7 tractor construction	0.11%		2	0	1,242	1,260	1,118	1,136
T7 utility	0.00%		0	0	36	36	32	33
T7IS	0.01%		0	0	78	80	70	72
UBUS	0.32%		9	0	2,776	2,865	2,498	2,588
TOTAL			**212**	**7**	**429,717**	**431,803**	**331,978**	**334,064**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035 (MTons/Year)

Based on EMFAC2011

PROJECT

20 mph

	Emission year	Annual VMT		GWP	GWP			
	2035	**265,525,441**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.06%		0	0	204	206	183	186
LDA	20.41%		4	0	27,893	27,930	16,589	16,626
LDT1	3.18%		1	0	5,051	5,058	3,071	3,078
LDT2	7.80%		2	0	14,488	14,505	9,838	9,856
LHD1	28.01%		28	1	63,624	63,900	57,262	57,538
LHD2	4.65%		7	0	8,882	8,950	7,994	8,062
MCY	0.35%		1	0	166	176	149	160
MDV	10.29%		3	0	24,496	24,527	17,030	17,061
MH	0.41%		1	0	1,182	1,194	1,064	1,075
Motor Coach	0.04%		0	0	215	218	194	196
OBUS	0.12%		0	0	327	327	294	294
PTO	2.30%		12	0	12,927	13,047	11,634	11,754
SBUS	0.24%		2	0	782	803	704	724
T6 Ag	0.15%		1	0	530	536	477	483
T6 CAIRP heavy	0.01%		0	0	27	28	25	25
T6 CAIRP small	0.03%		0	0	95	96	85	86
T6 instate construction heavy	0.24%		1	0	858	868	772	782
T6 instate construction small	0.65%		2	0	2,348	2,372	2,113	2,137
T6 instate heavy	0.55%		2	0	2,015	2,039	1,814	1,837
T6 instate small	1.51%		6	0	5,492	5,547	4,943	4,998
T6 OOS heavy	0.00%		0	0	16	16	14	14
T6 OOS small	0.01%		0	0	54	55	49	49
T6 public	0.06%		0	0	222	224	200	202
T6 utility	0.02%		0	0	58	58	52	52
T6TS	0.51%		0	0	1,366	1,368	1,230	1,231
T7 Ag	0.34%		3	0	1,934	1,959	1,741	1,766
T7 CAIRP	3.85%		30	1	21,665	21,960	19,499	19,794
T7 CAIRP construction	0.16%		1	0	889	901	800	812
T7 NNOOS	4.34%		27	1	24,373	24,639	21,935	22,202
T7 NOOS	1.40%		11	0	7,890	7,997	7,101	7,208
T7 other port	0.06%		1	0	352	358	317	323
T7 POAK	0.39%		4	0	2,189	2,228	1,970	2,009
T7 POLA	0.64%		6	0	3,588	3,652	3,230	3,293
T7 public	0.05%		1	0	277	282	249	255
T7 Single	0.35%		2	0	1,992	2,011	1,793	1,812
T7 single construction	0.41%		2	0	2,300	2,321	2,070	2,091
T7 SWCV	0.10%		1	0	572	577	515	520
T7 tractor	5.48%		43	1	30,795	31,217	27,716	28,137
T7 tractor construction	0.31%		2	0	1,715	1,738	1,543	1,567
T7 utility	0.01%		0	0	50	50	45	45
T7IS	0.03%		0	0	72	75	65	68
UBUS	0.49%		8	0	2,604	2,678	2,344	2,418
TOTAL			**215**	**7**	**276,573**	**278,692**	**230,710**	**232,829**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035 (MTons/Year)

Based on EMFAC2011

PROJECT

25 mph

	Emission year	Annual VMT		GWP	GWP			
	2035	**581,340,204**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.04%		0	0	294	297	264	268
LDA	32.15%		12	0	79,779	79,897	47,448	47,566
LDT1	5.01%		2	0	14,446	14,467	8,784	8,806
LDT2	12.28%		6	0	41,432	41,488	28,135	28,191
LHD1	16.27%		39	1	63,644	64,027	57,280	57,662
LHD2	2.96%		10	0	10,377	10,475	9,340	9,437
MCY	0.55%		4	0	514	549	463	498
MDV	16.21%		10	0	70,055	70,152	48,704	48,802
MH	0.30%		2	0	1,522	1,538	1,370	1,386
Motor Coach	0.02%		0	0	262	265	236	239
OBUS	0.09%		0	0	409	410	368	369
SBUS	0.25%		4	0	1,587	1,631	1,428	1,472
T6 Ag	0.10%		1	0	763	772	687	695
T6 CAIRP heavy	0.01%		0	0	39	40	35	36
T6 CAIRP small	0.02%		0	0	137	138	123	124
T6 instate construction heavy	0.17%		1	0	1,236	1,250	1,113	1,127
T6 instate construction small	0.46%		3	0	3,383	3,416	3,045	3,078
T6 instate heavy	0.39%		3	0	2,903	2,936	2,613	2,646
T6 instate small	1.07%		8	0	7,913	7,990	7,122	7,198
T6 OOS heavy	0.00%		0	0	23	23	20	21
T6 OOS small	0.01%		0	0	78	79	70	71
T6 public	0.04%		0	0	319	323	287	291
T6 utility	0.01%		0	0	83	84	75	75
T6TS	0.38%		0	0	1,712	1,715	1,541	1,544
T7 Ag	0.21%		3	0	2,357	2,386	2,121	2,150
T7 CAIRP	2.30%		35	1	26,397	26,743	23,758	24,103
T7 CAIRP construction	0.09%		1	0	1,083	1,097	975	989
T7 NNOOS	2.59%		32	1	29,696	30,007	26,726	27,038
T7 NOOS	0.84%		13	0	9,613	9,739	8,652	8,778
T7 other port	0.04%		1	0	429	436	386	393
T7 POAK	0.23%		5	0	2,667	2,713	2,400	2,446
T7 POLA	0.38%		8	0	4,372	4,447	3,935	4,010
T7 public	0.03%		1	0	337	344	304	310
T7 Single	0.21%		2	0	2,427	2,449	2,185	2,206
T7 single construction	0.24%		3	0	2,802	2,827	2,522	2,547
T7 SWCV	0.06%		1	0	697	703	627	634
T7 tractor	3.27%		50	2	37,521	38,015	33,769	34,263
T7 tractor construction	0.18%		3	0	2,089	2,117	1,881	1,908
T7 utility	0.01%		0	0	60	61	54	55
T7IS	0.02%		1	0	104	110	94	100
UBUS	0.50%		15	0	5,607	5,752	5,046	5,192
0	0.00%		0	0	0	0	0	0
TOTAL			**277**	**9**	**431,174**	**433,908**	**335,987**	**338,722**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035 (MTons/Year)

Based on EMFAC2011

PROJECT

30 mph

	Emission year	Annual VMT		GWP	GWP			
	2035	**1,865,222,854**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.02%		1	0	444	449	399	404
LDA	40.26%		44	1	275,948	276,386	164,120	164,557
LDT1	6.27%		8	0	49,964	50,043	30,382	30,461
LDT2	15.38%		21	1	143,292	143,499	97,304	97,511
LHD1	5.96%		43	1	64,681	65,104	58,213	58,636
LHD2	1.07%		11	0	11,082	11,187	9,974	10,079
MCY	0.69%		14	0	1,911	2,052	1,719	1,861
MDV	20.30%		37	1	242,280	242,644	168,440	168,803
MH	0.14%		2	0	2,000	2,024	1,800	1,824
Motor Coach	0.02%		1	0	600	607	540	547
OBUS	0.04%		0	0	506	508	456	457
SBUS	0.13%		7	0	2,325	2,391	2,092	2,158
T6 Ag	0.05%		1	0	1,153	1,166	1,038	1,050
T6 CAIRP heavy	0.00%		0	0	60	60	54	54
T6 CAIRP small	0.01%		0	0	206	208	186	187
T6 instate construction heavy	0.08%		2	0	1,868	1,888	1,681	1,701
T6 instate construction small	0.23%		5	0	5,111	5,159	4,600	4,648
T6 instate heavy	0.20%		5	0	4,387	4,434	3,948	3,995
T6 instate small	0.53%		11	0	11,955	12,066	10,760	10,871
T6 OOS heavy	0.00%		0	0	34	34	31	31
T6 OOS small	0.01%		0	0	118	119	106	107
T6 public	0.02%		1	0	483	488	434	439
T6 utility	0.01%		0	0	125	126	113	114
T6TS	0.18%		1	0	2,117	2,122	1,905	1,910
T7 Ag	0.16%		7	0	5,394	5,458	4,855	4,919
T7 CAIRP	1.75%		77	2	60,413	61,172	54,371	55,130
T7 CAIRP construction	0.07%		3	0	2,479	2,510	2,231	2,262
T7 NNOOS	1.97%		69	2	67,962	68,647	61,166	61,851
T7 NOOS	0.64%		28	1	22,001	22,277	19,801	20,077
T7 other port	0.03%		2	0	981	997	883	899
T7 POAK	0.18%		10	0	6,104	6,204	5,493	5,593
T7 POLA	0.29%		17	1	10,006	10,170	9,006	9,170
T7 public	0.02%		2	0	772	787	695	710
T7 Single	0.16%		5	0	5,555	5,603	5,000	5,048
T7 single construction	0.19%		6	0	6,414	6,469	5,772	5,827
T7 SWCV	0.05%		1	0	1,594	1,609	1,435	1,450
T7 tractor	2.48%		110	3	85,871	86,956	77,284	78,369
T7 tractor construction	0.14%		6	0	4,782	4,842	4,304	4,364
T7 utility	0.00%		0	0	138	139	125	125
T7IS	0.02%		2	0	210	225	189	204
UBUS	0.27%		23	1	9,365	9,595	8,429	8,658
TOTAL			**581**	**18**	**1,112,691**	**1,118,422**	**821,333**	**827,064**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035 (MTons/Year)

Based on EMFAC2011

PROJECT

35 mph

	Emission year	Annual VMT		GWP	GWP			
	2035	**1,304,056,883**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.03%		0	0	430	435	387	392
LDA	35.96%		26	1	153,997	154,254	91,590	91,847
LDT1	5.60%		5	0	27,881	27,927	16,954	17,000
LDT2	13.74%		12	0	79,955	80,077	54,295	54,416
LHD1	3.34%		19	1	22,842	23,030	20,558	20,746
LHD2	0.66%		5	0	4,488	4,536	4,039	4,088
MCY	0.62%		9	0	1,138	1,227	1,024	1,114
MDV	18.13%		22	1	135,190	135,403	93,988	94,201
MH	0.23%		2	0	1,912	1,935	1,720	1,744
Motor Coach	0.04%		1	0	933	943	839	849
OBUS	0.07%		0	0	481	482	433	434
SBUS	0.17%		6	0	1,978	2,034	1,780	1,837
T6 Ag	0.08%		1	0	1,118	1,129	1,006	1,018
T6 CAIRP heavy	0.00%		0	0	58	58	52	52
T6 CAIRP small	0.01%		0	0	200	202	180	182
T6 instate construction heavy	0.12%		2	0	1,811	1,829	1,630	1,648
T6 instate construction small	0.33%		4	0	4,955	4,999	4,460	4,504
T6 instate heavy	0.29%		4	0	4,252	4,296	3,827	3,871
T6 instate small	0.78%		11	0	11,590	11,693	10,431	10,534
T6 OOS heavy	0.00%		0	0	33	33	30	30
T6 OOS small	0.01%		0	0	115	116	103	104
T6 public	0.03%		0	0	468	473	421	426
T6 utility	0.01%		0	0	122	122	109	110
T6TS	0.29%		1	0	2,010	2,016	1,809	1,815
T7 Ag	0.37%		10	0	8,384	8,480	7,546	7,642
T7 CAIRP	4.11%		115	4	93,902	95,037	84,512	85,647
T7 CAIRP construction	0.17%		5	0	3,854	3,900	3,468	3,515
T7 NNOOS	4.62%		104	3	105,636	106,660	95,073	96,097
T7 NOOS	1.50%		42	1	34,197	34,610	30,777	31,190
T7 other port	0.07%		2	0	1,525	1,549	1,373	1,397
T7 POAK	0.41%		15	0	9,487	9,637	8,539	8,688
T7 POLA	0.68%		25	1	15,553	15,799	13,998	14,243
T7 public	0.05%		2	0	1,200	1,224	1,080	1,104
T7 Single	0.38%		7	0	8,635	8,706	7,772	7,843
T7 single construction	0.44%		8	0	9,969	10,051	8,972	9,054
T7 SWCV	0.11%		2	0	2,478	2,500	2,231	2,253
T7 tractor	5.84%		165	5	133,473	135,095	120,126	121,748
T7 tractor construction	0.33%		9	0	7,433	7,523	6,689	6,780
T7 utility	0.01%		0	0	215	216	194	195
T7IS	0.04%		3	0	286	312	258	283
UBUS	0.34%		20	1	8,173	8,370	7,356	7,552
TOTAL			**666**	**21**	**902,356**	**908,922**	**711,626**	**718,192**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035 (MTons/Year)

Based on EMFAC2011

PROJECT

40 mph

	Emission year	Annual VMT		GWP	GWP			
	2035	**677,814,879**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.07%		1	0	497	502	447	452
LDA	27.99%		10	0	57,753	57,853	34,349	34,448
LDT1	4.36%		2	0	10,455	10,473	6,358	6,375
LDT2	10.69%		5	0	29,981	30,028	20,359	20,406
LHD1	2.47%		9	0	8,395	8,483	7,555	7,644
LHD2	0.56%		2	0	1,941	1,965	1,747	1,771
MCY	0.48%		4	0	453	490	408	444
MDV	14.11%		8	0	50,693	50,775	35,243	35,326
MH	0.50%		3	0	2,043	2,069	1,838	1,865
Motor Coach	0.07%		1	0	809	817	728	736
OBUS	0.15%		0	0	493	495	444	446
SBUS	0.20%		3	0	1,139	1,171	1,025	1,057
T6 Ag	0.18%		1	0	1,290	1,303	1,161	1,174
T6 CAIRP heavy	0.01%		0	0	67	67	60	61
T6 CAIRP small	0.03%		0	0	231	233	208	210
T6 instate construction heavy	0.28%		2	0	2,090	2,111	1,881	1,902
T6 instate construction small	0.78%		5	0	5,720	5,769	5,148	5,197
T6 instate heavy	0.67%		5	0	4,909	4,958	4,418	4,467
T6 instate small	1.82%		12	0	13,379	13,494	12,041	12,157
T6 OOS heavy	0.01%		0	0	38	39	34	35
T6 OOS small	0.02%		0	0	132	133	119	120
T6 public	0.07%		1	0	540	546	486	492
T6 utility	0.02%		0	0	140	141	126	127
T6TS	0.64%		1	0	2,063	2,071	1,857	1,864
T7 Ag	0.64%		8	0	7,271	7,351	6,544	6,624
T7 CAIRP	7.18%		96	3	81,434	82,384	73,290	74,241
T7 CAIRP construction	0.29%		4	0	3,342	3,381	3,008	3,047
T7 NNOOS	8.08%		87	3	91,610	92,468	82,449	83,307
T7 NOOS	2.61%		35	1	29,656	30,002	26,691	27,037
T7 other port	0.12%		2	0	1,323	1,343	1,190	1,210
T7 POAK	0.73%		13	0	8,228	8,353	7,405	7,530
T7 POLA	1.19%		21	1	13,488	13,693	12,139	12,345
T7 public	0.09%		2	0	1,041	1,061	936	957
T7 Single	0.66%		6	0	7,488	7,548	6,740	6,799
T7 single construction	0.76%		7	0	8,645	8,714	7,781	7,850
T7 SWCV	0.19%		2	0	2,149	2,168	1,934	1,953
T7 tractor	10.20%		138	4	115,751	117,109	104,176	105,534
T7 tractor construction	0.57%		8	0	6,446	6,522	5,801	5,877
T7 utility	0.02%		0	0	186	188	168	169
T7IS	0.06%		2	0	205	226	184	205
UBUS	0.42%		13	0	5,306	5,436	4,775	4,905
TOTAL			**519**	**16**	**578,819**	**583,934**	**483,252**	**488,366**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035 (MTons/Year)

Based on EMFAC2011

PROJECT

45 mph

	Emission year	Annual VMT		GWP	GWP			
	2035	**1,409,469,931**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.03%		1	0	498	503	448	453
LDA	30.42%		22	1	125,674	125,893	74,745	74,964
LDT1	4.74%		4	0	22,749	22,788	13,833	13,872
LDT2	11.62%		10	0	65,230	65,333	44,295	44,399
LHD1	1.82%		14	0	12,553	12,690	11,297	11,435
LHD2	0.40%		4	0	2,872	2,908	2,584	2,621
MCY	0.52%		9	0	1,041	1,126	937	1,022
MDV	15.34%		18	1	110,292	110,474	76,678	76,860
MH	0.29%		3	0	2,268	2,295	2,042	2,069
Motor Coach	0.07%		2	0	1,562	1,578	1,406	1,422
OBUS	0.09%		0	0	577	580	519	522
SBUS	0.06%		2	0	715	735	643	663
T6 Ag	0.09%		1	0	1,294	1,307	1,165	1,177
T6 CAIRP heavy	0.00%		0	0	67	67	60	61
T6 CAIRP small	0.02%		0	0	231	233	208	210
T6 instate construction heavy	0.14%		2	0	2,096	2,116	1,886	1,907
T6 instate construction small	0.39%		5	0	5,736	5,784	5,162	5,210
T6 instate heavy	0.33%		5	0	4,923	4,970	4,430	4,478
T6 instate small	0.91%		11	0	13,416	13,528	12,074	12,187
T6 OOS heavy	0.00%		0	0	38	39	35	35
T6 OOS small	0.01%		0	0	133	134	119	120
T6 public	0.04%		1	0	542	547	487	493
T6 utility	0.01%		0	0	141	142	127	127
T6TS	0.38%		1	0	2,414	2,423	2,173	2,182
T7 Ag	0.62%		15	0	14,045	14,196	12,641	12,792
T7 CAIRP	6.91%		181	6	157,308	159,092	141,577	143,362
T7 CAIRP construction	0.28%		7	0	6,456	6,529	5,810	5,883
T7 NNOOS	7.78%		163	5	176,965	178,575	159,268	160,879
T7 NOOS	2.52%		66	2	57,287	57,937	51,559	52,209
T7 other port	0.11%		4	0	2,555	2,593	2,299	2,337
T7 POAK	0.70%		24	1	15,893	16,129	14,304	14,539
T7 POLA	1.15%		39	1	26,055	26,441	23,450	23,835
T7 public	0.09%		4	0	2,010	2,051	1,809	1,850
T7 Single	0.64%		11	0	14,466	14,578	13,019	13,131
T7 single construction	0.73%		13	0	16,700	16,830	15,030	15,160
T7 SWCV	0.18%		4	0	4,152	4,187	3,737	3,772
T7 tractor	9.83%		259	8	223,598	226,149	201,238	203,789
T7 tractor construction	0.55%		14	0	12,451	12,594	11,206	11,349
T7 utility	0.02%		0	0	360	362	324	326
T7IS	0.04%		3	0	282	314	254	286
UBUS	0.12%		8	0	3,137	3,219	2,824	2,905
TOTAL			**932**	**30**	**1,110,783**	**1,119,969**	**917,706**	**926,892**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035 (MTons/Year)

Based on EMFAC2011

PROJECT

50 mph

	Emission year	Annual VMT		GWP	GWP			
	2035	**787,819,431**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.05%		0	0	373	377	336	340
LDA	20.83%		8	0	48,065	48,147	28,587	28,670
LDT1	3.25%		2	0	8,699	8,714	5,290	5,305
LDT2	7.96%		4	0	24,943	24,982	16,938	16,977
LHD1	11.26%		41	1	42,636	43,040	38,373	38,776
LHD2	2.12%		10	0	8,315	8,417	7,483	7,585
MCY	0.36%		3	0	419	452	377	411
MDV	10.51%		7	0	42,174	42,243	29,321	29,390
MH	0.34%		2	0	1,533	1,553	1,380	1,400
Motor Coach	0.09%		1	0	1,059	1,069	953	964
OBUS	0.10%		0	0	370	372	333	335
SBUS	0.04%		1	0	229	235	206	213
T6 Ag	0.12%		1	0	970	980	873	883
T6 CAIRP heavy	0.01%		0	0	50	51	45	46
T6 CAIRP small	0.02%		0	0	174	175	156	157
T6 instate construction heavy	0.20%		2	0	1,572	1,587	1,415	1,430
T6 instate construction small	0.54%		4	0	4,302	4,337	3,871	3,907
T6 instate heavy	0.46%		4	0	3,692	3,727	3,322	3,358
T6 instate small	1.25%		8	0	10,061	10,144	9,055	9,138
T6 OOS heavy	0.00%		0	0	29	29	26	26
T6 OOS small	0.01%		0	0	100	100	90	90
T6 public	0.05%		0	0	406	410	366	370
T6 utility	0.01%		0	0	106	106	95	96
T6TS	0.43%		1	0	1,547	1,554	1,393	1,399
T7 Ag	0.77%		10	0	9,521	9,621	8,569	8,669
T7 CAIRP	8.59%		120	4	106,634	107,821	95,971	97,158
T7 CAIRP construction	0.35%		5	0	4,376	4,425	3,939	3,987
T7 NNOOS	9.66%		109	3	119,960	121,031	107,964	109,035
T7 NOOS	3.13%		44	1	38,834	39,266	34,950	35,382
T7 other port	0.14%		3	0	1,732	1,757	1,559	1,584
T7 POAK	0.87%		16	1	10,774	10,930	9,696	9,853
T7 POLA	1.42%		26	1	17,662	17,919	15,896	16,152
T7 public	0.11%		3	0	1,363	1,391	1,226	1,254
T7 Single	0.79%		8	0	9,806	9,880	8,825	8,900
T7 single construction	0.91%		9	0	11,321	11,407	10,189	10,275
T7 SWCV	0.23%		2	0	2,814	2,838	2,533	2,556
T7 tractor	12.21%		172	5	151,571	153,267	136,414	138,110
T7 tractor construction	0.68%		10	0	8,441	8,535	7,596	7,691
T7 utility	0.02%		0	0	244	246	220	221
T7IS	0.05%		2	0	194	216	174	197
UBUS	0.07%		3	0	1,039	1,068	935	964
TOTAL			**640**	**20**	**698,108**	**704,419**	**596,940**	**603,251**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035 (MTons/Year)

Based on EMFAC2011

PROJECT

55 mph

	Emission year	Annual VMT		GWP	GWP			
	2035	**398,708,205**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.09%		0	0	376	380	338	342
LDA	14.29%		3	0	17,302	17,331	10,290	10,319
LDT1	2.23%		1	0	3,131	3,136	1,904	1,909
LDT2	5.46%		1	0	8,977	8,991	6,096	6,110
LHD1	5.66%		15	0	11,377	11,527	10,239	10,389
LHD2	1.28%		4	0	2,623	2,664	2,361	2,401
MCY	0.24%		1	0	158	170	143	155
MDV	7.21%		2	0	15,179	15,203	10,553	10,577
MH	0.58%		2	0	1,401	1,420	1,261	1,280
Motor Coach	0.12%		1	0	748	756	674	681
OBUS	0.17%		0	0	319	320	287	288
SBUS	0.07%		1	0	208	214	187	193
T6 Ag	0.24%		1	0	977	986	879	889
T6 CAIRP heavy	0.01%		0	0	50	51	45	46
T6 CAIRP small	0.04%		0	0	175	176	157	159
T6 instate construction heavy	0.39%		2	0	1,583	1,598	1,425	1,439
T6 instate construction small	1.08%		4	0	4,331	4,367	3,898	3,934
T6 instate heavy	0.93%		4	0	3,717	3,752	3,345	3,381
T6 instate small	2.52%		8	0	10,131	10,213	9,118	9,200
T6 OOS heavy	0.01%		0	0	29	29	26	26
T6 OOS small	0.02%		0	0	100	101	90	91
T6 public	0.10%		0	0	409	413	368	372
T6 utility	0.03%		0	0	106	107	96	96
T6TS	0.69%		1	0	1,334	1,339	1,201	1,206
T7 Ag	1.08%		7	0	6,728	6,798	6,055	6,125
T7 CAIRP	12.13%		84	3	75,349	76,181	67,814	68,646
T7 CAIRP construction	0.50%		3	0	3,092	3,126	2,783	2,817
T7 NNOOS	13.65%		76	2	84,765	85,515	76,288	77,039
T7 NOOS	4.42%		31	1	27,440	27,743	24,696	24,999
T7 other port	0.20%		2	0	1,224	1,241	1,101	1,119
T7 POAK	1.23%		11	0	7,613	7,723	6,852	6,961
T7 POLA	2.01%		18	1	12,480	12,660	11,232	11,412
T7 public	0.15%		2	0	963	983	866	887
T7 Single	1.12%		5	0	6,929	6,981	6,236	6,288
T7 single construction	1.29%		6	0	7,999	8,060	7,199	7,260
T7 SWCV	0.32%		2	0	1,989	2,005	1,790	1,806
T7 tractor	17.25%		121	4	107,101	108,291	96,391	97,580
T7 tractor construction	0.96%		7	0	5,964	6,031	5,368	5,434
T7 utility	0.03%		0	0	173	173	155	156
T7IS	0.09%		2	0	182	203	164	185
UBUS	0.11%		3	0	784	809	705	731
TOTAL			**431**	**14**	**435,516**	**439,768**	**380,678**	**384,930**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035 (MTons/Year)

Based on EMFAC2011

PROJECT

60 mph

		Emission year	Annual VMT		GWP	GWP			
		2035	**195,527,213**		**310**	**1**	**MTons**		**MTons**
		Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses		0.21%		0	0	415	419	373	377
LDA		23.33%		2	0	14,885	14,909	8,853	8,877
LDT1		3.63%		0	0	2,694	2,698	1,638	1,642
LDT2		8.91%		1	0	7,722	7,733	5,244	5,255
MCY		0.40%		1	0	143	153	129	139
MDV		11.76%		2	0	13,057	13,076	9,077	9,097
MH		1.31%		2	0	1,678	1,700	1,510	1,532
Motor Coach		0.08%		0	0	234	236	211	213
OBUS		0.38%		0	0	402	403	362	363
SBUS		0.07%		0	0	118	121	106	109
T6 Ag		0.55%		1	0	1,077	1,088	970	980
T6 CAIRP heavy		0.03%		0	0	56	56	50	51
T6 CAIRP small		0.10%		0	0	193	194	173	175
T6 instate construction heavy		0.88%		2	0	1,745	1,762	1,571	1,587
T6 instate construction small		2.42%		4	0	4,776	4,815	4,298	4,338
T6 instate heavy		2.08%		4	0	4,099	4,138	3,689	3,728
T6 instate small		5.66%		9	0	11,171	11,263	10,054	10,145
T6 OOS heavy		0.02%		0	0	32	32	29	29
T6 OOS small		0.06%		0	0	111	111	99	100
T6 public		0.23%		0	0	451	455	406	410
T6 utility		0.06%		0	0	117	118	106	106
T6TS		1.59%		1	0	1,680	1,686	1,512	1,518
T7 Ag		0.69%		2	0	2,104	2,126	1,893	1,915
T7 CAIRP		7.72%		27	1	23,561	23,822	21,205	21,466
T7 CAIRP construction		0.32%		1	0	967	978	870	881
T7 NNOOS		8.69%		24	1	26,505	26,741	23,855	24,091
T7 NOOS		2.81%		10	0	8,580	8,676	7,722	7,817
T7 other port		0.13%		1	0	383	388	344	350
T7 POAK		0.78%		3	0	2,380	2,415	2,142	2,177
T7 POLA		1.28%		6	0	3,902	3,959	3,512	3,569
T7 public		0.10%		1	0	301	307	271	277
T7 Single		0.71%		2	0	2,167	2,183	1,950	1,966
T7 single construction		0.82%		2	0	2,501	2,520	2,251	2,270
T7 SWCV		0.20%		1	0	622	627	560	565
T7 tractor		10.98%		38	1	33,490	33,863	30,141	30,514
T7 tractor construction		0.61%		2	0	1,865	1,886	1,678	1,699
T7 utility		0.02%		0	0	54	54	49	49
T7IS		0.05%		1	0	50	55	45	50
UBUS		0.35%		5	0	1,273	1,323	1,146	1,195
	0.00%	0.00%		0	0	0	0	0	0
	0.00%	0.00%		0	0	0	0	0	0
TOTAL				**155**	**5**	**177,560**	**179,090**	**150,094**	**151,625**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035 (MTons/Year)

Based on EMFAC2011

PROJECT

65 mph

	Emission year	Annual VMT	GWP	GWP			
	2035	**4,303,245,201**	**310**	**1**	**MTons**		**MTons**
	Percent of VMT	**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses	0.00%	0	0	205	208	185	187
LDA	0.11%	1	0	2,480	2,493	1,500	1,513
LDT1	0.01%	0	0	222	223	133	134
LDT2	0.01%	0	0	200	201	136	137
MDV	0.02%	0	0	367	369	253	255
MH	0.01%	1	0	300	309	270	279
Motor Coach	0.01%	0	0	420	424	378	382
All Other Buses	0.00%	0	0	205	208	185	187
LDA	46.91%	110	3	736,770	737,853	438,203	439,285
LDT1	7.31%	20	1	133,301	133,498	81,056	81,253
LDT2	17.92%	52	2	382,100	382,613	259,471	259,984
MCY	0.80%	48	2	7,432	7,902	6,689	7,159
MDV	23.65%	93	3	646,076	646,992	449,169	450,086
MH	0.03%	1	0	947	958	852	863
Motor Coach	0.01%	0	0	420	424	378	382
OBUS	0.01%	0	0	242	243	218	219
T6 Ag	0.01%	1	0	534	539	481	486
T6 CAIRP heavy	0.00%	0	0	28	28	25	25
T6 CAIRP small	0.00%	0	0	96	96	86	87
T6 instate construction heavy	0.02%	1	0	865	873	778	787
T6 instate construction small	0.05%	2	0	2,367	2,387	2,130	2,150
T6 instate heavy	0.05%	2	0	2,031	2,051	1,828	1,848
T6 instate small	0.13%	5	0	5,536	5,582	4,982	5,028
T6 OOS heavy	0.00%	0	0	16	16	14	14
T6 OOS small	0.00%	0	0	55	55	49	50
T6 public	0.01%	0	0	223	226	201	203
T6 utility	0.00%	0	0	58	58	52	53
T6TS	0.04%	0	0	1,014	1,017	912	915
T7 Ag	0.06%	4	0	3,775	3,815	3,397	3,438
T7 CAIRP	0.62%	48	2	42,278	42,755	38,050	38,527
T7 CAIRP construction	0.03%	2	0	1,735	1,755	1,562	1,581
T7 NNOOS	0.70%	44	1	47,561	47,991	42,805	43,235
T7 NOOS	0.23%	18	1	15,397	15,570	13,857	14,031
T7 other port	0.01%	1	0	687	697	618	628
T7 POAK	0.06%	6	0	4,272	4,334	3,844	3,907
T7 POLA	0.10%	10	0	7,003	7,106	6,302	6,405
T7 public	0.01%	1	0	540	552	486	498
T7 Single	0.06%	3	0	3,888	3,918	3,499	3,529
T7 single construction	0.07%	4	0	4,488	4,523	4,040	4,074
T7 SWCV	0.02%	1	0	1,116	1,125	1,004	1,014
T7 tractor	0.88%	69	2	60,094	60,776	54,085	54,766
T7 tractor construction	0.05%	4	0	3,346	3,385	3,012	3,050
T7 utility	0.00%	0	0	97	97	87	88
T7IS	0.00%	1	0	104	114	94	103
TOTAL		**555**	**18**	**2,120,891**	**2,126,358**	**0**	**1,427,359**	**1,432,826**

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

70 mph

	Emission year	Annual VMT	GWP	GWP			
	2035	**2,234,694,921**	**310**	**1**	**MTons**		**MTons**
	Percent of VMT	**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
LDA	48.56%	60	2	424,724	425,320	252,612	253,208
LDT1	7.57%	11	0	76,821	76,930	46,712	46,821
LDT2	18.55%	29	1	220,158	220,440	149,501	149,784
MCY	0.83%	27	1	4,874	5,143	4,386	4,655
MDV	24.49%	51	2	372,258	372,765	258,804	259,310
TOTAL		**179**	**6**	**1,098,834**	**1,100,597**	**0**	**712,016**	**713,778**

Year 2035 (MTons/Year)

Based on EMFAC2011

PROJECT

N2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N2O with NOx. (N2O = 0.0167 + 0.0318 x NOx)
Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.
Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

Year 2035 (MTons/Year)

Based on EMFAC2011

PROJECT

Other Non-Running Exhaust Emissions (Idling, break/tire wear, off-gas emissions)

	Emission year	Annual VMT		GWP	GWP			
	2035	**14,484,109,650**		**310**	**1**	**MTons**		**MTons**
	Percent of VMT		**NOx**	**N2O**	**CO2**	**CO2e**	**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
All Other Buses - TOT	0.04%		0	0	65	68	59	62
LDA - TOT	35.58%		46	1	60,779	61,228	36,247	36,696
LDT1 - TOT	5.54%		9	0	10,966	11,058	6,740	6,832
LDT2 - TOT	13.59%		23	1	30,445	30,675	20,740	20,970
LHD1 - TOT	5.70%		244	8	13,160	15,567	11,844	14,251
LHD2 - TOT	1.04%		27	1	1,537	1,800	1,383	1,646
MCY - TOT	0.61%		5	0	625	672	563	610
MDV - TOT	17.94%		49	2	51,728	52,207	36,184	36,663
MH - TOT	0.25%		0	0	8	9	7	8
Motor Coach - TOT	0.04%		2	0	414	436	373	395
OBUS - TOT	0.08%		7	0	364	428	328	392
PTO - TOT	0.08%		0	0	0	0	0	0
SBUS - TOT	0.09%		6	0	930	986	837	893
T6 Ag - TOT	0.09%		1	0	278	292	250	264
T6 CAIRP heavy - TOT	0.00%		0	0	8	8	7	7
T6 CAIRP small - TOT	0.02%		0	0	25	26	22	23
T6 instate construction heavy - T(	0.15%		1	0	292	307	263	278
T6 instate construction small - TC	0.41%		3	0	669	702	602	635
T6 instate heavy - TOT	0.35%		3	0	689	723	620	654
T6 instate small - TOT	0.95%		8	0	1,566	1,644	1,409	1,487
T6 OOS heavy - TOT	0.00%		0	0	4	5	4	4
T6 OOS small - TOT	0.01%		0	0	14	15	13	13
T6 public - TOT	0.04%		1	0	231	245	208	222
T6 utility - TOT	0.01%		0	0	54	56	48	51
T6TS - TOT	0.32%		13	0	978	1,104	880	1,006
T7 Ag - TOT	0.32%		20	1	3,638	3,834	3,274	3,470
T7 CAIRP - TOT	3.64%		367	12	67,307	70,930	60,576	64,199
T7 CAIRP construction - TOT	0.15%		15	0	2,763	2,912	2,487	2,636
T7 NNOOS - TOT	4.09%		450	14	82,501	86,941	74,251	78,691
T7 NOOS - TOT	1.32%		166	5	30,422	32,059	27,380	29,017
T7 other port - TOT	0.06%		2	0	391	412	352	373
T7 POAK - TOT	0.37%		18	1	3,239	3,413	2,915	3,089
T7 POLA - TOT	0.60%		36	1	6,517	6,868	5,866	6,217
T7 public - TOT	0.05%		16	1	2,270	2,428	2,043	2,201
T7 Single - TOT	0.33%		18	1	3,247	3,421	2,922	3,097
T7 single construction - TOT	0.39%		20	1	3,751	3,953	3,376	3,577
T7 SWCV - TOT	0.10%		13	0	2,346	2,476	2,111	2,242
T7 tractor - TOT	5.17%		137	4	25,128	26,481	22,615	23,968
T7 tractor construction - TOT	0.29%		16	1	2,891	3,047	2,602	2,758
T7 utility - TOT	0.01%		2	0	409	431	368	390
T7IS - TOT	0.03%		2	0	28	46	25	44
UBUS - TOT	0.18%		1	0	22	32	20	30
TOTAL			**1,749**	**56**	**412,699**	**429,943**	**0** **332,814**	**350,058**

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Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors and Fleet mix for the San Joaquin portion of Kern County.

	NOx	**N2O**	**CO2**	**CO2e**		**CO2w/Pavley + LCF**	**CO2e w/ Pavley + LCFS**
TOTAL	**7,185**	**228**	**9,871,992**	**9,942,819**	**0**	**7,507,433**	**7,578,260**
Compare	**-59**	**-2**	**-2,616**	**-3,201**		**-19,892**	**-20,476**

										Tons/Day							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	Pop	VMT	Percent of VMT	ROG_Excluding RunningExhaust	NOx_Excluding RunningExhaust	CO_ExcludingRunningExhaust	SOx_Excluding RunningExhaust	PM10_ExcludingRunningExhaust	PM2.5_ExcludingRunningExhaust	CO2_Excluding RunningExhaust	(Pavley I + LCFS)_ExcludingRunningExhaust
Vh	Kern (SJV)	2020	Annual	All Other Buses	TOT	AllMYr	162	8,955	0.04%	3.019E-05	1.076E-03	3.559E-04	1.268E-06	1.407E-03	5.827E-04	1.329E-01	1.196E-01
Vh	Kern (SJV)	2020	Annual	LDA	TOT	AllMYr	214,626	8,567,119	35.12%	7.144E-01	1.321E-01	2.159E+00	1.143E-03	4.278E-01	1.725E-01	1.106E+02	7.782E+01
Vh	Kern (SJV)	2020	Annual	LDT1	TOT	AllMYr	35,118	1,346,326	5.52%	3.737E-01	5.029E-02	8.871E-01	2.158E-04	6.754E-02	2.739E-02	2.001E+01	1.466E+01
Vh	Kern (SJV)	2020	Annual	LDT2	TOT	AllMYr	80,652	3,338,725	13.69%	4.655E-01	1.003E-01	1.209E+00	5.844E-04	1.667E-01	6.716E-02	5.638E+01	4.295E+01
Vh	Kern (SJV)	2020	Annual	LHD1	TOT	AllMYr	32,417	1,391,624	5.71%	3.532E-01	5.890E-01	1.783E+00	2.712E-04	9.496E-02	3.843E-02	2.397E+01	2.157E+01
Vh	Kern (SJV)	2020	Annual	LHD2	TOT	AllMYr	6,002	253,636	1.04%	2.985E-02	6.450E-02	1.487E-01	3.070E-05	2.314E-02	9.458E-03	2.833E+00	2.550E+00
Vh	Kern (SJV)	2020	Annual	MCY	TOT	AllMYr	12,790	146,187	0.60%	1.640E-01	8.732E-03	2.961E-01	1.856E-05	7.239E-03	2.883E-03	1.202E+00	1.081E+00
Vh	Kern (SJV)	2020	Annual	MDV	TOT	AllMYr	110,428	4,404,428	18.06%	9.849E-01	2.694E-01	2.956E+00	1.015E-03	2.200E-01	8.871E-02	9.628E+01	7.683E+01
Vh	Kern (SJV)	2020	Annual	MH	TOT	AllMYr	4,532	61,369	0.25%	1.590E-03	3.318E-04	3.040E-03	1.985E-07	4.320E-03	1.746E-03	1.458E-02	1.313E-02
Vh	Kern (SJV)	2020	Annual	Motor Coach	TOT	AllMYr	64	9,166	0.04%	7.328E-04	6.528E-03	4.131E-03	8.012E-06	1.452E-03	6.075E-04	8.398E-01	7.558E-01
Vh	Kern (SJV)	2020	Annual	OBUS	TOT	AllMYr	292	18,548	0.08%	1.441E-02	2.185E-02	1.618E-01	9.546E-06	9.243E-04	3.715E-04	6.695E-01	6.026E-01
Vh	Kern (SJV)	2020	Annual	PTO	TOT	AllMYr	0	20,212	0.08%	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
Vh	Kern (SJV)	2020	Annual	SBUS	TOT	AllMYr	624	25,897	0.11%	3.530E-03	2.663E-02	3.193E-02	2.027E-05	1.449E-02	6.182E-03	2.067E+00	1.860E+00
Vh	Kern (SJV)	2020	Annual	T6 Ag	TOT	AllMYr	943	31,636	0.13%	4.945E-04	7.573E-03	3.600E-03	6.926E-06	5.095E-03	2.173E-03	7.259E-01	6.533E-01
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	TOT	AllMYr	20	1,266	0.01%	3.800E-06	1.214E-04	4.486E-05	1.532E-07	1.989E-04	8.233E-05	1.606E-02	1.445E-02
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	TOT	AllMYr	60	4,330	0.02%	1.382E-05	2.675E-04	1.634E-04	4.684E-07	6.801E-04	2.816E-04	4.909E-02	4.418E-02
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	TOT	AllMYr	715	36,415	0.15%	1.057E-04	6.332E-03	1.243E-03	5.608E-06	5.722E-03	2.370E-03	5.879E-01	5.291E-01
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	TOT	AllMYr	1,397	89,093	0.37%	3.233E-04	7.350E-03	3.822E-03	1.096E-05	1.400E-02	5.803E-03	1.148E+00	1.034E+00
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	TOT	AllMYr	1,670	87,738	0.36%	2.597E-04	1.407E-02	3.058E-03	1.311E-05	1.379E-02	5.710E-03	1.374E+00	1.236E+00
Vh	Kern (SJV)	2020	Annual	T6 instate small	TOT	AllMYr	3,473	226,148	0.93%	8.036E-04	1.777E-02	9.503E-03	2.724E-05	3.554E-02	1.473E-02	2.855E+00	2.570E+00
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	TOT	AllMYr	11	726	0.00%	2.178E-06	6.959E-05	2.572E-05	8.783E-08	1.140E-04	4.720E-05	9.206E-03	8.285E-03
Vh	Kern (SJV)	2020	Annual	T6 OOS small	TOT	AllMYr	34	2,483	0.01%	7.922E-06	1.534E-04	9.368E-05	2.685E-07	3.899E-04	1.615E-04	2.815E-02	2.533E-02
Vh	Kern (SJV)	2020	Annual	T6 public	TOT	AllMYr	533	9,363	0.04%	8.547E-05	4.458E-03	9.194E-04	4.031E-06	1.479E-03	6.165E-04	4.225E-01	3.803E-01
Vh	Kern (SJV)	2020	Annual	T6 utility	TOT	AllMYr	111	2,227	0.01%	2.229E-05	6.560E-04	2.634E-04	8.733E-07	3.506E-04	1.456E-04	9.154E-02	8.238E-02
Vh	Kern (SJV)	2020	Annual	T6TS	TOT	AllMYr	1,213	77,643	0.32%	4.165E-02	4.460E-02	4.648E-01	2.629E-05	3.876E-03	1.561E-03	1.815E+00	1.634E+00
Vh	Kern (SJV)	2020	Annual	T7 Ag	TOT	AllMYr	1,671	112,027	0.46%	8.442E-03	5.310E-02	4.092E-02	6.502E-05	1.268E-02	4.941E-03	6.815E+00	6.134E+00
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	TOT	AllMYr	3,724	917,621	3.76%	1.248E-01	6.627E-01	6.973E-01	1.150E-03	1.010E-01	3.786E-02	1.206E+02	1.085E+02
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	TOT	AllMYr	137	33,747	0.14%	4.578E-03	2.436E-02	2.555E-02	4.225E-05	3.716E-03	1.393E-03	4.429E+00	3.986E+00
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	TOT	AllMYr	3,669	1,032,290	4.23%	1.621E-01	8.438E-01	9.131E-01	1.474E-03	1.136E-01	4.258E-02	1.545E+02	1.390E+02
Vh	Kern (SJV)	2020	Annual	T7 NOOS	TOT	AllMYr	1,356	334,174	1.37%	5.640E-02	2.989E-01	3.149E-01	5.197E-04	3.699E-02	1.397E-02	5.447E+01	4.902E+01
Vh	Kern (SJV)	2020	Annual	T7 other port	TOT	AllMYr	98	15,324	0.06%	7.338E-04	3.811E-03	4.140E-03	6.659E-06	1.662E-03	6.088E-04	6.980E-01	6.282E-01
Vh	Kern (SJV)	2020	Annual	T7 POAK	TOT	AllMYr	319	58,179	0.24%	4.104E-03	2.131E-02	2.315E-02	3.724E-05	6.328E-03	2.329E-03	3.903E+00	3.513E+00
Vh	Kern (SJV)	2020	Annual	T7 POLA	TOT	AllMYr	544	95,376	0.39%	8.257E-03	4.288E-02	4.658E-02	7.494E-05	1.040E-02	3.839E-03	7.854E+00	7.069E+00
Vh	Kern (SJV)	2020	Annual	T7 public	TOT	AllMYr	455	11,290	0.05%	2.523E-03	4.730E-02	1.282E-02	3.983E-05	1.364E-03	5.775E-04	4.175E+00	3.758E+00
Vh	Kern (SJV)	2020	Annual	T7 Single	TOT	AllMYr	1,017	84,382	0.35%	4.589E-03	3.373E-02	2.569E-02	4.700E-05	9.179E-03	3.379E-03	4.926E+00	4.433E+00
Vh	Kern (SJV)	2020	Annual	T7 single construction	TOT	AllMYr	1,062	87,299	0.36%	4.694E-03	3.520E-02	2.626E-02	4.845E-05	9.496E-03	3.496E-03	5.078E+00	4.570E+00
Vh	Kern (SJV)	2020	Annual	T7 SWCV	TOT	AllMYr	469	23,452	0.10%	3.163E-03	4.249E-02	1.756E-02	4.167E-05	2.616E-03	9.990E-04	4.368E+00	3.931E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor	TOT	AllMYr	7,999	1,304,280	5.35%	3.996E-02	2.663E-01	2.243E-01	3.944E-04	1.412E-01	5.163E-02	4.134E+01	3.721E+01
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	TOT	AllMYr	826	65,088	0.27%	4.041E-03	2.748E-02	2.267E-02	4.018E-05	7.085E-03	2.611E-03	4.212E+00	3.791E+00
Vh	Kern (SJV)	2020	Annual	T7 utility	TOT	AllMYr	75	1,859	0.01%	5.813E-04	5.768E-03	3.275E-03	6.651E-06	2.120E-04	8.347E-05	6.971E-01	6.274E-01
Vh	Kern (SJV)	2020	Annual	T7IS	TOT	AllMYr	48	8,881	0.04%	2.456E-03	4.241E-03	7.228E-02	1.781E-06	4.391E-04	1.747E-04	5.843E-02	5.258E-02
Vh	Kern (SJV)	2020	Annual	UBUS	TOT	AllMYr	263	44,440	0.18%	2.182E-03	2.315E-03	1.747E-02	7.213E-07	3.234E-02	1.379E-02	4.066E-02	3.659E-02
								24,390,971									

										9.072E-01	MTons/Mile						
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	Pop	VMT	Percent of VMT		ROG_ExcludingRunningExhaust	NOx_ExcludingRunningExhaust	CO_ExcludingRunningExhaust	SOx_ExcludingRunningExhaust	PM10_ExcludingRunningExhaust	PM2.5_ExcludingRunningExhaust	CO2_ExcludingRunningExhaust	(Pavley I + LCFS)_ExcludingRunningExhaust
Vh	Kern (SJV)	2020	Annual	All Other Buses	TOT	AllMYr	162	8,955	0.04%		3.058E-09	1.090E-07	3.605E-08	1.284E-10	1.425E-07	5.903E-08	1.346E-05	1.212E-05
Vh	Kern (SJV)	2020	Annual	LDA	TOT	AllMYr	214,626	8,567,119	35.12%		7.565E-08	1.399E-08	2.286E-07	1.210E-10	4.530E-08	1.826E-08	1.171E-05	8.240E-06
Vh	Kern (SJV)	2020	Annual	LDT1	TOT	AllMYr	35,118	1,346,326	5.52%		2.518E-07	3.388E-08	5.977E-07	1.454E-10	4.551E-08	1.846E-08	1.349E-05	9.881E-06
Vh	Kern (SJV)	2020	Annual	LDT2	TOT	AllMYr	80,652	3,338,725	13.69%		1.265E-07	2.726E-08	3.284E-07	1.588E-10	4.529E-08	1.825E-08	1.532E-05	1.167E-05
Vh	Kern (SJV)	2020	Annual	LHD1	TOT	AllMYr	32,417	1,391,624	5.71%		2.302E-07	3.840E-07	1.162E-06	1.768E-10	6.190E-08	2.505E-08	1.562E-05	1.406E-05
Vh	Kern (SJV)	2020	Annual	LHD2	TOT	AllMYr	6,002	253,636	1.04%		1.068E-07	2.307E-07	5.318E-07	1.098E-10	8.278E-08	3.383E-08	1.013E-05	9.121E-06
Vh	Kern (SJV)	2020	Annual	MCY	TOT	AllMYr	12,790	146,187	0.60%		1.018E-06	5.419E-08	1.837E-06	1.152E-10	4.492E-08	1.789E-08	7.456E-06	6.711E-06
Vh	Kern (SJV)	2020	Annual	MDV	TOT	AllMYr	110,428	4,404,428	18.06%		2.029E-07	5.549E-08	6.089E-07	2.091E-10	4.531E-08	1.827E-08	1.983E-05	1.582E-05
Vh	Kern (SJV)	2020	Annual	MH	TOT	AllMYr	4,532	61,369	0.25%		2.350E-08	4.905E-09	4.493E-08	2.935E-12	6.387E-08	2.580E-08	2.156E-07	1.940E-07
Vh	Kern (SJV)	2020	Annual	Motor Coach	TOT	AllMYr	64	9,166	0.04%		7.252E-08	6.460E-07	4.088E-07	7.930E-10	1.437E-07	6.012E-08	8.312E-05	7.481E-05
Vh	Kern (SJV)	2020	Annual	OBUS	TOT	AllMYr	292	18,548	0.08%		7.049E-07	1.069E-06	7.914E-06	4.669E-10	4.521E-08	1.817E-08	3.275E-05	2.947E-05
Vh	Kern (SJV)	2020	Annual	PTO	TOT	AllMYr	0	20,212	0.08%		0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
Vh	Kern (SJV)	2020	Annual	SBUS	TOT	AllMYr	624	25,897	0.11%		1.237E-07	9.328E-07	1.119E-06	7.099E-10	5.078E-07	2.165E-07	7.241E-05	6.517E-05
Vh	Kern (SJV)	2020	Annual	T6 Ag	TOT	AllMYr	943	31,636	0.13%		1.418E-08	2.171E-07	1.032E-07	1.986E-10	1.461E-07	6.231E-08	2.082E-05	1.873E-05
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	TOT	AllMYr	20	1,266	0.01%		2.723E-09	8.697E-08	3.215E-08	1.098E-10	1.425E-07	5.900E-08	1.151E-05	1.036E-05
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	TOT	AllMYr	60	4,330	0.02%		2.895E-09	5.604E-08	3.423E-08	9.812E-11	1.425E-07	5.900E-08	1.028E-05	9.256E-06
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	TOT	AllMYr	715	36,415	0.15%		2.632E-09	1.578E-07	3.096E-08	1.397E-10	1.425E-07	5.905E-08	1.464E-05	1.318E-05
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	TOT	AllMYr	1,397	89,093	0.37%		3.291E-09	7.484E-08	3.892E-08	1.116E-10	1.426E-07	5.909E-08	1.169E-05	1.052E-05
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	TOT	AllMYr	1,670	87,738	0.36%		2.685E-09	1.455E-07	3.161E-08	1.355E-10	1.425E-07	5.904E-08	1.420E-05	1.278E-05
Vh	Kern (SJV)	2020	Annual	T6 instate small	TOT	AllMYr	3,473	226,148	0.93%		3.224E-09	7.127E-08	3.812E-08	1.093E-10	1.426E-07	5.907E-08	1.145E-05	1.031E-05
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	TOT	AllMYr	11	726	0.00%		2.723E-09	8.697E-08	3.215E-08	1.098E-10	1.425E-07	5.900E-08	1.151E-05	1.036E-05
Vh	Kern (SJV)	2020	Annual	T6 OOS small	TOT	AllMYr	34	2,483	0.01%		2.895E-09	5.604E-08	3.423E-08	9.812E-11	1.425E-07	5.900E-08	1.028E-05	9.256E-06
Vh	Kern (SJV)	2020	Annual	T6 public	TOT	AllMYr	533	9,363	0.04%		8.281E-09	4.320E-07	8.908E-08	3.906E-10	1.433E-07	5.973E-08	4.094E-05	3.684E-05
Vh	Kern (SJV)	2020	Annual	T6 utility	TOT	AllMYr	111	2,227	0.01%		9.081E-09	2.672E-07	1.073E-07	3.557E-10	1.428E-07	5.929E-08	3.728E-05	3.355E-05
Vh	Kern (SJV)	2020	Annual	T6TS	TOT	AllMYr	1,213	77,643	0.32%		4.866E-07	5.211E-07	5.431E-06	3.072E-10	4.529E-08	1.824E-08	2.121E-05	1.909E-05
Vh	Kern (SJV)	2020	Annual	T7 Ag	TOT	AllMYr	1,671	112,027	0.46%		6.836E-08	4.300E-07	3.314E-07	5.265E-10	1.027E-07	4.002E-08	5.519E-05	4.967E-05
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	TOT	AllMYr	3,724	917,621	3.76%		1.234E-07	6.552E-07	6.893E-07	1.137E-09	9.988E-08	3.743E-08	1.192E-04	1.073E-04
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	TOT	AllMYr	137	33,747	0.14%		1.231E-07	6.548E-07	6.869E-07	1.136E-09	9.990E-08	3.745E-08	1.191E-04	1.071E-04
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	TOT	AllMYr	3,669	1,032,290	4.23%		1.424E-07	7.416E-07	8.024E-07	1.295E-09	9.987E-08	3.742E-08	1.357E-04	1.222E-04
Vh	Kern (SJV)	2020	Annual	T7 NOOS	TOT	AllMYr	1,356	334,174	1.37%		1.531E-07	8.114E-07	8.549E-07	1.411E-09	1.004E-07	3.792E-08	1.479E-04	1.331E-04
Vh	Kern (SJV)	2020	Annual	T7 other port	TOT	AllMYr	98	15,324	0.06%		4.344E-08	2.256E-07	2.451E-07	3.942E-10	9.837E-08	3.604E-08	4.132E-05	3.719E-05
Vh	Kern (SJV)	2020	Annual	T7 POAK	TOT	AllMYr	319	58,179	0.24%		6.399E-08	3.323E-07	3.610E-07	5.807E-10	9.867E-08	3.632E-08	6.087E-05	5.478E-05
Vh	Kern (SJV)	2020	Annual	T7 POLA	TOT	AllMYr	544	95,376	0.39%		7.854E-08	4.079E-07	4.431E-07	7.128E-10	9.888E-08	3.651E-08	7.471E-05	6.724E-05
Vh	Kern (SJV)	2020	Annual	T7 public	TOT	AllMYr	455	11,290	0.05%		2.027E-07	3.801E-06	1.030E-06	3.201E-09	1.096E-07	4.640E-08	3.355E-04	3.019E-04
Vh	Kern (SJV)	2020	Annual	T7 Single	TOT	AllMYr	1,017	84,382	0.35%		4.933E-08	3.627E-07	2.761E-07	5.053E-10	9.868E-08	3.632E-08	5.296E-05	4.766E-05
Vh	Kern (SJV)	2020	Annual	T7 single construction	TOT	AllMYr	1,062	87,299	0.36%		4.878E-08	3.658E-07	2.729E-07	5.035E-10	9.868E-08	3.633E-08	5.277E-05	4.749E-05
Vh	Kern (SJV)	2020	Annual	T7 SWCV	TOT	AllMYr	469	23,452	0.10%		1.224E-07	1.644E-06	6.792E-07	1.612E-09	1.012E-07	3.864E-08	1.690E-04	1.521E-04
Vh	Kern (SJV)	2020	Annual	T7 tractor	TOT	AllMYr	7,999	1,304,280	5.35%		2.779E-08	1.852E-07	1.560E-07	2.743E-10	9.823E-08	3.591E-08	2.875E-05	2.588E-05
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	TOT	AllMYr	826	65,088	0.27%		5.632E-08	3.830E-07	3.160E-07	5.601E-10	9.875E-08	3.639E-08	5.871E-05	5.284E-05
Vh	Kern (SJV)	2020	Annual	T7 utility	TOT	AllMYr	75	1,859	0.01%		2.837E-07	2.815E-06	1.598E-06	3.246E-09	1.035E-07	4.074E-08	3.402E-04	3.062E-04
Vh	Kern (SJV)	2020	Annual	T7IS	TOT	AllMYr	48	8,881	0.04%		2.509E-07	4.332E-07	7.383E-06	1.819E-10	4.485E-08	1.785E-08	5.968E-06	5.371E-06
Vh	Kern (SJV)	2020	Annual	UBUS	TOT	AllMYr	263	44,440	0.18%		4.454E-08	4.726E-08	3.566E-07	1.473E-11	6.602E-07	2.815E-07	8.300E-07	7.470E-07
								24,390,971										

										2.000E+03	lbs/Mile						
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	Pop	VMT	Percent of VMT	ROG_ExcludingRunningExhaust	NOx_ExcludingRunningExhaust	CO_ExcludingRunningExhaust	SOx_ExcludingRunningExhaust	PM10_ExcludingRunningExhaust	PM2.5_ExcludingRunningExhaust	CO2_ExcludingRunningExhaust	(Pavley I + LCFS)_ExcludingRunningExhaust
Vh	Kern (SJV)	2020	Annual	All Other Buses	TOT	AllMYr	162	8,955	0.04%	6.743E-06	2.403E-04	7.947E-05	2.832E-07	3.142E-04	1.301E-04	2.968E-02	2.671E-02
Vh	Kern (SJV)	2020	Annual	LDA	TOT	AllMYr	214,626	8,567,119	35.12%	1.668E-04	3.084E-05	5.040E-04	2.668E-07	9.988E-05	4.026E-05	2.583E-02	1.817E-02
Vh	Kern (SJV)	2020	Annual	LDT1	TOT	AllMYr	35,118	1,346,326	5.52%	5.552E-04	7.470E-05	1.318E-03	3.205E-07	1.003E-04	4.069E-05	2.973E-02	2.178E-02
Vh	Kern (SJV)	2020	Annual	LDT2	TOT	AllMYr	80,652	3,338,725	13.69%	2.789E-04	6.010E-05	7.240E-04	3.500E-07	9.984E-05	4.023E-05	3.377E-02	2.573E-02
Vh	Kern (SJV)	2020	Annual	LHD1	TOT	AllMYr	32,417	1,391,624	5.71%	5.075E-04	8.465E-04	2.562E-03	3.897E-07	1.365E-04	5.524E-05	3.444E-02	3.100E-02
Vh	Kern (SJV)	2020	Annual	LHD2	TOT	AllMYr	6,002	253,636	1.04%	2.354E-04	5.086E-04	1.172E-03	2.421E-07	1.825E-04	7.458E-05	2.234E-02	2.011E-02
Vh	Kern (SJV)	2020	Annual	MCY	TOT	AllMYr	12,790	146,187	0.60%	2.244E-03	1.195E-04	4.051E-03	2.539E-07	9.903E-05	3.944E-05	1.644E-02	1.479E-02
Vh	Kern (SJV)	2020	Annual	MDV	TOT	AllMYr	110,428	4,404,428	18.06%	4.472E-04	1.223E-04	1.342E-03	4.609E-07	9.990E-05	4.028E-05	4.372E-02	3.489E-02
Vh	Kern (SJV)	2020	Annual	MH	TOT	AllMYr	4,532	61,369	0.25%	5.180E-05	1.081E-05	9.906E-05	6.469E-09	1.408E-04	5.689E-05	4.753E-04	4.278E-04
Vh	Kern (SJV)	2020	Annual	Motor Coach	TOT	AllMYr	64	9,166	0.04%	1.599E-04	1.424E-03	9.014E-04	1.748E-06	3.168E-04	1.325E-04	1.832E-01	1.649E-01
Vh	Kern (SJV)	2020	Annual	OBUS	TOT	AllMYr	292	18,548	0.08%	1.554E-03	2.356E-03	1.745E-02	1.029E-06	9.967E-05	4.005E-05	7.219E-02	6.497E-02
Vh	Kern (SJV)	2020	Annual	PTO	TOT	AllMYr	0	20,212	0.08%	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
Vh	Kern (SJV)	2020	Annual	SBUS	TOT	AllMYr	624	25,897	0.11%	2.726E-04	2.057E-03	2.466E-03	1.565E-06	1.119E-03	4.774E-04	1.596E-01	1.437E-01
Vh	Kern (SJV)	2020	Annual	T6 Ag	TOT	AllMYr	943	31,636	0.13%	3.126E-05	4.787E-04	2.276E-04	4.378E-07	3.221E-04	1.374E-04	4.589E-02	4.130E-02
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	TOT	AllMYr	20	1,266	0.01%	6.002E-06	1.917E-04	7.087E-05	2.420E-07	3.141E-04	1.301E-04	2.537E-02	2.283E-02
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	TOT	AllMYr	60	4,330	0.02%	6.382E-06	1.236E-04	7.547E-05	2.163E-07	3.141E-04	1.301E-04	2.267E-02	2.041E-02
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	TOT	AllMYr	715	36,415	0.15%	5.803E-06	3.478E-04	6.825E-05	3.080E-07	3.143E-04	1.302E-04	3.229E-02	2.906E-02
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	TOT	AllMYr	1,397	89,093	0.37%	7.257E-06	1.650E-04	8.581E-05	2.460E-07	3.144E-04	1.303E-04	2.578E-02	2.320E-02
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	TOT	AllMYr	1,670	87,738	0.36%	5.919E-06	3.208E-04	6.970E-05	2.988E-07	3.142E-04	1.302E-04	3.131E-02	2.818E-02
Vh	Kern (SJV)	2020	Annual	T6 instate small	TOT	AllMYr	3,473	226,148	0.93%	7.107E-06	1.571E-04	8.404E-05	2.409E-07	3.143E-04	1.302E-04	2.525E-02	2.273E-02
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	TOT	AllMYr	11	726	0.00%	6.002E-06	1.917E-04	7.087E-05	2.420E-07	3.141E-04	1.301E-04	2.537E-02	2.283E-02
Vh	Kern (SJV)	2020	Annual	T6 OOS small	TOT	AllMYr	34	2,483	0.01%	6.382E-06	1.236E-04	7.547E-05	2.163E-07	3.141E-04	1.301E-04	2.267E-02	2.041E-02
Vh	Kern (SJV)	2020	Annual	T6 public	TOT	AllMYr	533	9,363	0.04%	1.826E-05	9.523E-04	1.964E-04	8.611E-07	3.159E-04	1.317E-04	9.025E-02	8.123E-02
Vh	Kern (SJV)	2020	Annual	T6 utility	TOT	AllMYr	111	2,227	0.01%	2.002E-05	5.890E-04	2.365E-04	7.842E-07	3.148E-04	1.307E-04	8.219E-02	7.398E-02
Vh	Kern (SJV)	2020	Annual	T6TS	TOT	AllMYr	1,213	77,643	0.32%	1.073E-03	1.149E-03	1.197E-02	6.772E-07	9.984E-05	4.021E-05	4.676E-02	4.208E-02
Vh	Kern (SJV)	2020	Annual	T7 Ag	TOT	AllMYr	1,671	112,027	0.46%	1.507E-04	9.479E-04	7.306E-04	1.161E-06	2.264E-04	8.822E-05	1.217E-01	1.095E-01
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	TOT	AllMYr	3,724	917,621	3.76%	2.721E-04	1.444E-03	1.520E-03	2.507E-06	2.202E-04	8.252E-05	2.628E-01	2.365E-01
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	TOT	AllMYr	137	33,747	0.14%	2.713E-04	1.444E-03	1.514E-03	2.504E-06	2.203E-04	8.257E-05	2.625E-01	2.362E-01
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	TOT	AllMYr	3,669	1,032,290	4.23%	3.140E-04	1.635E-03	1.769E-03	2.855E-06	2.202E-04	8.250E-05	2.993E-01	2.693E-01
Vh	Kern (SJV)	2020	Annual	T7 NOOS	TOT	AllMYr	1,356	334,174	1.37%	3.375E-04	1.789E-03	1.885E-03	3.110E-06	2.214E-04	8.359E-05	3.260E-01	2.934E-01
Vh	Kern (SJV)	2020	Annual	T7 other port	TOT	AllMYr	98	15,324	0.06%	9.577E-05	4.974E-04	5.403E-04	8.692E-07	2.169E-04	7.946E-05	9.110E-02	8.199E-02
Vh	Kern (SJV)	2020	Annual	T7 POAK	TOT	AllMYr	319	58,179	0.24%	1.411E-04	7.326E-04	7.958E-04	1.280E-06	2.175E-04	8.007E-05	1.342E-01	1.208E-01
Vh	Kern (SJV)	2020	Annual	T7 POLA	TOT	AllMYr	544	95,376	0.39%	1.731E-04	8.992E-04	9.768E-04	1.571E-06	2.180E-04	8.050E-05	1.647E-01	1.482E-01
Vh	Kern (SJV)	2020	Annual	T7 public	TOT	AllMYr	455	11,290	0.05%	4.470E-04	8.380E-03	2.270E-03	7.056E-06	2.417E-04	1.023E-04	7.396E-01	6.657E-01
Vh	Kern (SJV)	2020	Annual	T7 Single	TOT	AllMYr	1,017	84,382	0.35%	1.088E-04	7.996E-04	6.088E-04	1.114E-06	2.175E-04	8.008E-05	1.168E-01	1.051E-01
Vh	Kern (SJV)	2020	Annual	T7 single construction	TOT	AllMYr	1,062	87,299	0.36%	1.075E-04	8.064E-04	6.017E-04	1.110E-06	2.176E-04	8.009E-05	1.163E-01	1.047E-01
Vh	Kern (SJV)	2020	Annual	T7 SWCV	TOT	AllMYr	469	23,452	0.10%	2.698E-04	3.624E-03	1.497E-03	3.554E-06	2.231E-04	8.520E-05	3.725E-01	3.352E-01
Vh	Kern (SJV)	2020	Annual	T7 tractor	TOT	AllMYr	7,999	1,304,280	5.35%	6.127E-05	4.083E-04	3.439E-04	6.048E-07	2.166E-04	7.917E-05	6.339E-02	5.705E-02
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	TOT	AllMYr	826	65,088	0.27%	1.242E-04	8.443E-04	6.966E-04	1.235E-06	2.177E-04	8.022E-05	1.294E-01	1.165E-01
Vh	Kern (SJV)	2020	Annual	T7 utility	TOT	AllMYr	75	1,859	0.01%	6.255E-04	6.206E-03	3.524E-03	7.156E-06	2.281E-04	8.981E-05	7.501E-01	6.750E-01
Vh	Kern (SJV)	2020	Annual	T7IS	TOT	AllMYr	48	8,881	0.04%	5.531E-04	9.551E-04	1.628E-02	4.010E-07	9.888E-05	3.934E-05	1.316E-02	1.184E-02
Vh	Kern (SJV)	2020	Annual	UBUS	TOT	AllMYr	263	44,440	0.18%	9.819E-05	1.042E-04	7.863E-04	3.246E-08	1.455E-03	6.206E-04	1.830E-03	1.647E-03
								24,390,971									

									Tons/Day							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd05_TOT	AllMYr	68	0.09%	9.253E-05	7.107E-04	1.598E-04	1.849E-06	5.791E-06	5.327E-06	1.938E-01	1.744E-01
Vh	Kern (SJV)	2020	Annual	LDA	Spd05_TOT	AllMYr	10,797	13.52%	1.033E-03	1.537E-03	1.753E-02	0.000E+00	1.324E-04	1.228E-04	1.340E+01	9.106E+00
Vh	Kern (SJV)	2020	Annual	LDT1	Spd05_TOT	AllMYr	1,697	2.12%	3.951E-04	6.373E-04	6.634E-03	0.000E+00	3.331E-05	3.090E-05	2.435E+00	1.715E+00
Vh	Kern (SJV)	2020	Annual	LDT2	Spd05_TOT	AllMYr	4,208	5.27%	5.588E-04	9.893E-04	9.282E-03	0.000E+00	5.347E-05	4.959E-05	7.108E+00	5.283E+00
Vh	Kern (SJV)	2020	Annual	LHD1	Spd05_TOT	AllMYr	33,278	41.66%	1.163E-02	4.675E-02	1.274E-01	0.000E+00	9.635E-04	8.872E-04	7.168E+01	6.451E+01
Vh	Kern (SJV)	2020	Annual	LHD2	Spd05_TOT	AllMYr	5,329	6.67%	1.469E-03	1.265E-02	1.406E-02	0.000E+00	2.653E-04	2.441E-04	8.257E+00	7.431E+00
Vh	Kern (SJV)	2020	Annual	MCY	Spd05_TOT	AllMYr	184	0.23%	9.728E-04	2.500E-04	5.088E-03	0.000E+00	1.236E-07	1.054E-07	5.356E-02	4.821E-02
Vh	Kern (SJV)	2020	Annual	MDV	Spd05_TOT	AllMYr	5,551	6.95%	1.548E-03	2.515E-03	2.130E-02	0.000E+00	7.722E-05	7.150E-05	1.196E+01	9.318E+00
Vh	Kern (SJV)	2020	Annual	MH	Spd05_TOT	AllMYr	515	0.64%	3.024E-04	1.696E-03	3.618E-03	0.000E+00	3.892E-05	3.582E-05	1.414E+00	1.273E+00
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd05_TOT	AllMYr	28	0.04%	7.577E-05	3.595E-04	1.503E-04	1.188E-06	2.571E-06	2.366E-06	1.246E-01	1.121E-01
Vh	Kern (SJV)	2020	Annual	OBUS	Spd05_TOT	AllMYr	159	0.20%	1.050E-04	9.972E-05	1.398E-03	0.000E+00	4.113E-07	3.806E-07	4.410E-01	3.969E-01
Vh	Kern (SJV)	2020	Annual	SBUS	Spd05_TOT	AllMYr	256	0.32%	8.170E-04	4.843E-03	6.221E-03	4.599E-06	4.476E-05	4.118E-05	7.322E-01	6.590E-01
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd05_TOT	AllMYr	241	0.30%	6.134E-04	2.643E-03	9.299E-04	6.537E-06	9.743E-05	8.963E-05	6.852E-01	6.167E-01
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd05_TOT	AllMYr	10	0.01%	1.124E-05	6.604E-05	1.970E-05	2.605E-07	5.413E-07	4.980E-07	2.731E-02	2.458E-02
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd05_TOT	AllMYr	33	0.04%	3.937E-05	1.276E-04	6.981E-05	8.877E-07	1.579E-06	1.453E-06	9.304E-02	8.374E-02
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd05_TOT	AllMYr	277	0.35%	3.620E-04	3.879E-03	6.199E-04	7.561E-06	2.613E-05	2.404E-05	7.925E-01	7.132E-01
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd05_TOT	AllMYr	677	0.85%	1.038E-03	4.120E-03	1.840E-03	1.832E-05	4.997E-05	4.597E-05	1.920E+00	1.728E+00
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd05_TOT	AllMYr	667	0.84%	8.668E-04	8.497E-03	1.493E-03	1.819E-05	5.779E-05	5.317E-05	1.907E+00	1.716E+00
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd05_TOT	AllMYr	1,720	2.15%	2.539E-03	9.789E-03	4.502E-03	4.647E-05	1.190E-04	1.095E-04	4.871E+00	4.384E+00
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd05_TOT	AllMYr	6	0.01%	6.442E-06	3.786E-05	1.130E-05	1.494E-07	3.103E-07	2.855E-07	1.566E-02	1.409E-02
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd05_TOT	AllMYr	19	0.02%	2.257E-05	7.318E-05	4.002E-05	5.089E-07	9.055E-07	8.331E-07	5.334E-02	4.801E-02
Vh	Kern (SJV)	2020	Annual	T6 public	Spd05_TOT	AllMYr	71	0.09%	6.402E-05	1.103E-03	1.044E-04	1.954E-06	7.800E-06	7.176E-06	2.049E-01	1.844E-01
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd05_TOT	AllMYr	17	0.02%	1.523E-05	1.060E-04	2.687E-05	4.594E-07	6.570E-07	6.044E-07	4.816E-02	4.334E-02
Vh	Kern (SJV)	2020	Annual	T6TS	Spd05_TOT	AllMYr	666	0.83%	4.622E-04	3.285E-04	5.782E-03	0.000E+00	2.511E-06	2.319E-06	1.846E+00	1.661E+00
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd05_TOT	AllMYr	347	0.43%	1.479E-03	6.998E-03	2.744E-03	1.459E-05	1.757E-04	1.616E-04	1.530E+00	1.377E+00
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd05_TOT	AllMYr	2,841	3.56%	8.341E-03	2.646E-02	1.662E-02	1.185E-04	2.600E-04	2.392E-04	1.242E+01	1.118E+01
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd05_TOT	AllMYr	105	0.13%	3.068E-04	9.890E-04	6.112E-04	4.358E-06	9.617E-06	8.847E-06	4.568E-01	4.111E-01
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd05_TOT	AllMYr	3,197	4.00%	7.974E-03	2.019E-02	1.591E-02	1.331E-04	2.290E-04	2.107E-04	1.395E+01	1.255E+01
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd05_TOT	AllMYr	1,035	1.30%	3.036E-03	9.650E-03	6.050E-03	4.315E-05	9.481E-05	8.723E-05	4.523E+00	4.070E+00
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd05_TOT	AllMYr	47	0.06%	3.128E-04	1.349E-03	6.223E-04	2.038E-06	6.494E-06	5.974E-06	2.136E-01	1.923E-01
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd05_TOT	AllMYr	180	0.23%	1.192E-03	5.148E-03	2.370E-03	7.741E-06	2.466E-05	2.269E-05	8.113E-01	7.302E-01
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd05_TOT	AllMYr	295	0.37%	1.923E-03	8.242E-03	3.825E-03	1.267E-05	4.038E-05	3.715E-05	1.328E+00	1.196E+00
Vh	Kern (SJV)	2020	Annual	T7 public	Spd05_TOT	AllMYr	35	0.04%	5.220E-05	1.198E-03	9.717E-05	1.504E-06	8.709E-06	8.012E-06	1.577E-01	1.419E-01
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd05_TOT	AllMYr	261	0.33%	5.536E-04	3.907E-03	1.086E-03	1.098E-05	2.299E-05	2.115E-05	1.151E+00	1.036E+00
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd05_TOT	AllMYr	270	0.34%	5.726E-04	4.197E-03	1.123E-03	1.136E-05	2.425E-05	2.231E-05	1.191E+00	1.072E+00
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd05_TOT	AllMYr	73	0.09%	1.327E-04	1.790E-03	2.511E-04	3.065E-06	1.242E-05	1.143E-05	3.213E-01	2.892E-01
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd05_TOT	AllMYr	4,039	5.06%	1.182E-02	6.155E-02	2.332E-02	1.693E-04	4.490E-04	4.131E-04	1.774E+01	1.597E+01
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd05_TOT	AllMYr	202	0.25%	5.876E-04	3.359E-03	1.156E-03	8.457E-06	2.364E-05	2.175E-05	8.865E-01	7.978E-01
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd05_TOT	AllMYr	6	0.01%	9.337E-06	8.358E-05	1.836E-05	2.421E-07	4.042E-07	3.718E-07	2.538E-02	2.284E-02
Vh	Kern (SJV)	2020	Annual	T7IS	Spd05_TOT	AllMYr	32	0.04%	1.281E-04	1.320E-04	4.770E-03	0.000E+00	5.722E-08	5.309E-08	8.827E-02	7.944E-02
Vh	Kern (SJV)	2020	Annual	UBUS	Spd05_TOT	AllMYr	440	0.55%	1.137E-03	7.822E-03	8.339E-03	0.000E+00	1.896E-04	1.745E-04	1.177E+00	1.059E+00
							79,878									

									9.072E-01	MTons/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd05_TOT	AllMYr	68	0.09%		1.233E-06	9.468E-06	2.129E-06	2.463E-08	7.715E-08	7.098E-08	2.582E-03	2.324E-03
Vh	Kern (SJV)	2020	Annual	LDA	Spd05_TOT	AllMYr	10,797	13.52%		8.682E-08	1.291E-07	1.473E-06	0.000E+00	1.113E-08	1.032E-08	1.126E-03	7.651E-04
Vh	Kern (SJV)	2020	Annual	LDT1	Spd05_TOT	AllMYr	1,697	2.12%		2.112E-07	3.407E-07	3.547E-06	0.000E+00	1.781E-08	1.652E-08	1.302E-03	9.168E-04
Vh	Kern (SJV)	2020	Annual	LDT2	Spd05_TOT	AllMYr	4,208	5.27%		1.205E-07	2.133E-07	2.001E-06	0.000E+00	1.153E-08	1.069E-08	1.532E-03	1.139E-03
Vh	Kern (SJV)	2020	Annual	LHD1	Spd05_TOT	AllMYr	33,278	41.66%		3.170E-07	1.274E-06	3.474E-06	0.000E+00	2.627E-08	2.419E-08	1.954E-03	1.759E-03
Vh	Kern (SJV)	2020	Annual	LHD2	Spd05_TOT	AllMYr	5,329	6.67%		2.500E-07	2.152E-06	2.394E-06	0.000E+00	4.516E-08	4.156E-08	1.405E-03	1.265E-03
Vh	Kern (SJV)	2020	Annual	MCY	Spd05_TOT	AllMYr	184	0.23%		4.790E-06	1.231E-06	2.505E-05	0.000E+00	6.084E-10	5.189E-10	2.638E-04	2.374E-04
Vh	Kern (SJV)	2020	Annual	MDV	Spd05_TOT	AllMYr	5,551	6.95%		2.531E-07	4.110E-07	3.481E-06	0.000E+00	1.262E-08	1.169E-08	1.954E-03	1.523E-03
Vh	Kern (SJV)	2020	Annual	MH	Spd05_TOT	AllMYr	515	0.64%		5.328E-07	2.989E-06	6.376E-06	0.000E+00	6.859E-08	6.312E-08	2.492E-03	2.242E-03
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd05_TOT	AllMYr	28	0.04%		2.422E-06	1.149E-05	4.802E-06	3.799E-08	8.219E-08	7.561E-08	3.982E-03	3.583E-03
Vh	Kern (SJV)	2020	Annual	OBUS	Spd05_TOT	AllMYr	159	0.20%		5.984E-07	5.684E-07	7.969E-06	0.000E+00	2.345E-09	2.169E-09	2.514E-03	2.262E-03
Vh	Kern (SJV)	2020	Annual	SBUS	Spd05_TOT	AllMYr	256	0.32%		2.890E-06	1.713E-05	2.201E-05	1.627E-08	1.583E-07	1.457E-07	2.590E-03	2.331E-03
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd05_TOT	AllMYr	241	0.30%		2.313E-06	9.966E-06	3.507E-06	2.465E-08	3.674E-07	3.380E-07	2.584E-03	2.326E-03
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd05_TOT	AllMYr	10	0.01%		1.059E-06	6.223E-06	1.857E-06	2.455E-08	5.101E-08	4.693E-08	2.574E-03	2.316E-03
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd05_TOT	AllMYr	33	0.04%		1.085E-06	3.517E-06	1.923E-06	2.446E-08	4.352E-08	4.004E-08	2.564E-03	2.307E-03
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd05_TOT	AllMYr	277	0.35%		1.186E-06	1.271E-05	2.031E-06	2.477E-08	8.561E-08	7.876E-08	2.596E-03	2.337E-03
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd05_TOT	AllMYr	677	0.85%		1.390E-06	5.518E-06	2.464E-06	2.453E-08	6.692E-08	6.157E-08	2.571E-03	2.314E-03
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd05_TOT	AllMYr	667	0.84%		1.179E-06	1.155E-05	2.030E-06	2.474E-08	7.859E-08	7.230E-08	2.593E-03	2.333E-03
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd05_TOT	AllMYr	1,720	2.15%		1.339E-06	5.164E-06	2.375E-06	2.452E-08	6.279E-08	5.777E-08	2.570E-03	2.313E-03
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd05_TOT	AllMYr	6	0.01%		1.059E-06	6.223E-06	1.857E-06	2.455E-08	5.101E-08	4.693E-08	2.574E-03	2.316E-03
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd05_TOT	AllMYr	19	0.02%		1.085E-06	3.517E-06	1.923E-06	2.446E-08	4.352E-08	4.004E-08	2.564E-03	2.307E-03
Vh	Kern (SJV)	2020	Annual	T6 public	Spd05_TOT	AllMYr	71	0.09%		8.157E-07	1.405E-05	1.331E-06	2.490E-08	9.939E-08	9.144E-08	2.610E-03	2.349E-03
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd05_TOT	AllMYr	17	0.02%		8.158E-07	5.679E-06	1.439E-06	2.461E-08	3.519E-08	3.238E-08	2.580E-03	2.322E-03
Vh	Kern (SJV)	2020	Annual	T6TS	Spd05_TOT	AllMYr	666	0.83%		6.294E-07	4.473E-07	7.874E-06	0.000E+00	3.420E-09	3.158E-09	2.514E-03	2.262E-03
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd05_TOT	AllMYr	347	0.43%		3.867E-06	1.830E-05	7.176E-06	3.817E-08	4.593E-07	4.226E-07	4.000E-03	3.600E-03
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd05_TOT	AllMYr	2,841	3.56%		2.663E-06	8.449E-06	5.306E-06	3.783E-08	8.299E-08	7.635E-08	3.965E-03	3.568E-03
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd05_TOT	AllMYr	105	0.13%		2.664E-06	8.586E-06	5.306E-06	3.783E-08	8.348E-08	7.680E-08	3.965E-03	3.569E-03
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd05_TOT	AllMYr	3,197	4.00%		2.263E-06	5.730E-06	4.515E-06	3.777E-08	6.500E-08	5.980E-08	3.959E-03	3.563E-03
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd05_TOT	AllMYr	1,035	1.30%		2.662E-06	8.460E-06	5.304E-06	3.783E-08	8.312E-08	7.647E-08	3.965E-03	3.568E-03
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd05_TOT	AllMYr	47	0.06%		5.981E-06	2.580E-05	1.190E-05	3.897E-08	1.241E-07	1.142E-07	4.084E-03	3.676E-03
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd05_TOT	AllMYr	180	0.23%		6.000E-06	2.592E-05	1.194E-05	3.898E-08	1.242E-07	1.142E-07	4.086E-03	3.677E-03
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd05_TOT	AllMYr	295	0.37%		5.906E-06	2.532E-05	1.175E-05	3.893E-08	1.240E-07	1.141E-07	4.080E-03	3.672E-03
Vh	Kern (SJV)	2020	Annual	T7 public	Spd05_TOT	AllMYr	35	0.04%		1.354E-06	3.109E-05	2.521E-06	3.903E-08	2.260E-07	2.079E-07	4.091E-03	3.682E-03
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd05_TOT	AllMYr	261	0.33%		1.922E-06	1.356E-05	3.772E-06	3.812E-08	7.983E-08	7.344E-08	3.995E-03	3.596E-03
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd05_TOT	AllMYr	270	0.34%		1.922E-06	1.409E-05	3.768E-06	3.814E-08	8.138E-08	7.487E-08	3.997E-03	3.598E-03
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd05_TOT	AllMYr	73	0.09%		1.657E-06	2.236E-05	3.137E-06	3.829E-08	1.552E-07	1.428E-07	4.014E-03	3.612E-03
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd05_TOT	AllMYr	4,039	5.06%		2.655E-06	1.382E-05	5.238E-06	3.803E-08	1.009E-07	9.278E-08	3.986E-03	3.587E-03
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd05_TOT	AllMYr	202	0.25%		2.645E-06	1.512E-05	5.202E-06	3.807E-08	1.064E-07	9.791E-08	3.990E-03	3.591E-03
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd05_TOT	AllMYr	6	0.01%		1.472E-06	1.317E-05	2.894E-06	3.816E-08	6.370E-08	5.860E-08	4.000E-03	3.600E-03
Vh	Kern (SJV)	2020	Annual	T7IS	Spd05_TOT	AllMYr	32	0.04%		3.647E-06	3.759E-06	1.358E-04	0.000E+00	1.630E-09	1.512E-09	2.514E-03	2.262E-03
Vh	Kern (SJV)	2020	Annual	UBUS	Spd05_TOT	AllMYr	440	0.55%		2.342E-06	1.611E-05	1.718E-05	0.000E+00	3.907E-07	3.594E-07	2.424E-03	2.182E-03
							79,878										

									2.000E+03	lbs/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd05_TOT	AllMYr	68	0.09%		2.718E-03	2.087E-02	4.693E-03	5.430E-05	1.701E-04	1.565E-04	5.692E+00	5.123E+00
Vh	Kern (SJV)	2020	Annual	LDA	Spd05_TOT	AllMYr	10,797	13.52%		1.914E-04	2.846E-04	3.247E-03	0.000E+00	2.453E-05	2.275E-05	2.482E+00	1.687E+00
Vh	Kern (SJV)	2020	Annual	LDT1	Spd05_TOT	AllMYr	1,697	2.12%		4.657E-04	7.512E-04	7.820E-03	0.000E+00	3.927E-05	3.642E-05	2.870E+00	2.021E+00
Vh	Kern (SJV)	2020	Annual	LDT2	Spd05_TOT	AllMYr	4,208	5.27%		2.656E-04	4.702E-04	4.412E-03	0.000E+00	2.541E-05	2.357E-05	3.379E+00	2.511E+00
Vh	Kern (SJV)	2020	Annual	LHD1	Spd05_TOT	AllMYr	33,278	41.66%		6.988E-04	2.810E-03	7.658E-03	0.000E+00	5.791E-05	5.332E-05	4.308E+00	3.877E+00
Vh	Kern (SJV)	2020	Annual	LHD2	Spd05_TOT	AllMYr	5,329	6.67%		5.511E-04	4.745E-03	5.278E-03	0.000E+00	9.956E-05	9.162E-05	3.099E+00	2.789E+00
Vh	Kern (SJV)	2020	Annual	MCY	Spd05_TOT	AllMYr	184	0.23%		1.056E-02	2.714E-03	5.523E-02	0.000E+00	1.341E-06	1.144E-06	5.815E-01	5.233E-01
Vh	Kern (SJV)	2020	Annual	MDV	Spd05_TOT	AllMYr	5,551	6.95%		5.579E-04	9.061E-04	7.675E-03	0.000E+00	2.782E-05	2.576E-05	4.308E+00	3.357E+00
Vh	Kern (SJV)	2020	Annual	MH	Spd05_TOT	AllMYr	515	0.64%		1.175E-03	6.590E-03	1.406E-02	0.000E+00	1.512E-04	1.392E-04	5.493E+00	4.944E+00
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd05_TOT	AllMYr	28	0.04%		5.339E-03	2.533E-02	1.059E-02	8.375E-05	1.812E-04	1.667E-04	8.778E+00	7.900E+00
Vh	Kern (SJV)	2020	Annual	OBUS	Spd05_TOT	AllMYr	159	0.20%		1.319E-03	1.253E-03	1.757E-02	0.000E+00	5.169E-06	4.783E-06	5.541E+00	4.987E+00
Vh	Kern (SJV)	2020	Annual	SBUS	Spd05_TOT	AllMYr	256	0.32%		6.372E-03	3.777E-02	4.852E-02	3.587E-05	3.491E-04	3.212E-04	5.711E+00	5.140E+00
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd05_TOT	AllMYr	241	0.30%		5.100E-03	2.197E-02	7.731E-03	5.435E-05	8.101E-04	7.452E-04	5.697E+00	5.127E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd05_TOT	AllMYr	10	0.01%		2.334E-03	1.372E-02	4.093E-03	5.413E-05	1.125E-04	1.035E-04	5.674E+00	5.106E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd05_TOT	AllMYr	33	0.04%		2.391E-03	7.753E-03	4.241E-03	5.392E-05	9.594E-05	8.826E-05	5.652E+00	5.086E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd05_TOT	AllMYr	277	0.35%		2.615E-03	2.802E-02	4.478E-03	5.461E-05	1.887E-04	1.736E-04	5.724E+00	5.152E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd05_TOT	AllMYr	677	0.85%		3.063E-03	1.216E-02	5.432E-03	5.409E-05	1.475E-04	1.357E-04	5.669E+00	5.102E+00
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd05_TOT	AllMYr	667	0.84%		2.598E-03	2.547E-02	4.476E-03	5.453E-05	1.733E-04	1.594E-04	5.716E+00	5.144E+00
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd05_TOT	AllMYr	1,720	2.15%		2.953E-03	1.138E-02	5.236E-03	5.405E-05	1.384E-04	1.274E-04	5.666E+00	5.099E+00
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd05_TOT	AllMYr	6	0.01%		2.334E-03	1.372E-02	4.093E-03	5.413E-05	1.125E-04	1.035E-04	5.674E+00	5.106E+00
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd05_TOT	AllMYr	19	0.02%		2.391E-03	7.753E-03	4.241E-03	5.392E-05	9.594E-05	8.826E-05	5.652E+00	5.086E+00
Vh	Kern (SJV)	2020	Annual	T6 public	Spd05_TOT	AllMYr	71	0.09%		1.798E-03	3.097E-02	2.934E-03	5.490E-05	2.191E-04	2.016E-04	5.755E+00	5.179E+00
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd05_TOT	AllMYr	17	0.02%		1.799E-03	1.252E-02	3.173E-03	5.426E-05	7.759E-05	7.138E-05	5.687E+00	5.118E+00
Vh	Kern (SJV)	2020	Annual	T6TS	Spd05_TOT	AllMYr	666	0.83%		1.388E-03	9.861E-04	1.736E-02	0.000E+00	7.539E-06	6.963E-06	5.541E+00	4.987E+00
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd05_TOT	AllMYr	347	0.43%		8.525E-03	4.035E-02	1.582E-02	8.414E-05	1.013E-03	9.317E-04	8.819E+00	7.938E+00
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd05_TOT	AllMYr	2,841	3.56%		5.871E-03	1.863E-02	1.170E-02	8.339E-05	1.830E-04	1.683E-04	8.741E+00	7.867E+00
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd05_TOT	AllMYr	105	0.13%		5.872E-03	1.893E-02	1.170E-02	8.340E-05	1.840E-04	1.693E-04	8.742E+00	7.868E+00
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd05_TOT	AllMYr	3,197	4.00%		4.989E-03	1.263E-02	9.954E-03	8.326E-05	1.433E-04	1.318E-04	8.727E+00	7.855E+00
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd05_TOT	AllMYr	1,035	1.30%		5.869E-03	1.865E-02	1.169E-02	8.339E-05	1.833E-04	1.686E-04	8.741E+00	7.867E+00
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd05_TOT	AllMYr	47	0.06%		1.318E-02	5.687E-02	2.623E-02	8.591E-05	2.737E-04	2.518E-04	9.005E+00	8.104E+00
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd05_TOT	AllMYr	180	0.23%		1.323E-02	5.715E-02	2.631E-02	8.593E-05	2.738E-04	2.519E-04	9.007E+00	8.106E+00
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd05_TOT	AllMYr	295	0.37%		1.302E-02	5.581E-02	2.590E-02	8.582E-05	2.734E-04	2.516E-04	8.996E+00	8.096E+00
Vh	Kern (SJV)	2020	Annual	T7 public	Spd05_TOT	AllMYr	35	0.04%		2.986E-03	6.853E-02	5.559E-03	8.604E-05	4.982E-04	4.583E-04	9.019E+00	8.117E+00
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd05_TOT	AllMYr	261	0.33%		4.237E-03	2.991E-02	8.316E-03	8.403E-05	1.760E-04	1.619E-04	8.808E+00	7.927E+00
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd05_TOT	AllMYr	270	0.34%		4.236E-03	3.105E-02	8.307E-03	8.407E-05	1.794E-04	1.651E-04	8.812E+00	7.931E+00
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd05_TOT	AllMYr	73	0.09%		3.654E-03	4.928E-02	6.915E-03	8.442E-05	3.421E-04	3.147E-04	8.849E+00	7.964E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd05_TOT	AllMYr	4,039	5.06%		5.854E-03	3.048E-02	1.155E-02	8.383E-05	2.223E-04	2.046E-04	8.787E+00	7.908E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd05_TOT	AllMYr	202	0.25%		5.831E-03	3.333E-02	1.147E-02	8.392E-05	2.346E-04	2.158E-04	8.797E+00	7.917E+00
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd05_TOT	AllMYr	6	0.01%		3.244E-03	2.904E-02	6.380E-03	8.414E-05	1.404E-04	1.292E-04	8.819E+00	7.937E+00
Vh	Kern (SJV)	2020	Annual	T7IS	Spd05_TOT	AllMYr	32	0.04%		8.040E-03	8.287E-03	2.995E-01	0.000E+00	3.593E-06	3.333E-06	5.541E+00	4.987E+00
Vh	Kern (SJV)	2020	Annual	UBUS	Spd05_TOT	AllMYr	440	0.55%		5.162E-03	3.552E-02	3.787E-02	0.000E+00	8.613E-04	7.924E-04	5.345E+00	4.810E+00
							79,878										

									Tons/Day							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd10_TOT	AllMYr	330	0.13%	2.608E-04	2.492E-03	4.882E-04	7.394E-06	2.294E-05	2.110E-05	7.750E-01	6.975E-01
Vh	Kern (SJV)	2020	Annual	LDA	Spd10_TOT	AllMYr	29,015	11.72%	1.781E-03	3.578E-03	4.212E-02	0.000E+00	2.259E-04	2.095E-04	2.674E+01	1.817E+01
Vh	Kern (SJV)	2020	Annual	LDT1	Spd10_TOT	AllMYr	4,560	1.84%	7.009E-04	1.439E-03	1.552E-02	0.000E+00	5.786E-05	5.366E-05	4.858E+00	3.421E+00
Vh	Kern (SJV)	2020	Annual	LDT2	Spd10_TOT	AllMYr	11,308	4.57%	9.661E-04	2.283E-03	2.226E-02	0.000E+00	9.110E-05	8.450E-05	1.418E+01	1.054E+01
Vh	Kern (SJV)	2020	Annual	LHD1	Spd10_TOT	AllMYr	94,214	38.05%	2.774E-02	1.390E-01	2.904E-01	0.000E+00	2.733E-03	2.516E-03	1.595E+02	1.436E+02
Vh	Kern (SJV)	2020	Annual	LHD2	Spd10_TOT	AllMYr	16,099	6.50%	4.023E-03	3.799E-02	3.558E-02	0.000E+00	7.731E-04	7.114E-04	1.966E+01	1.770E+01
Vh	Kern (SJV)	2020	Annual	MCY	Spd10_TOT	AllMYr	495	0.20%	2.262E-03	6.568E-04	1.252E-02	0.000E+00	2.878E-07	2.450E-07	1.310E-01	1.179E-01
Vh	Kern (SJV)	2020	Annual	MDV	Spd10_TOT	AllMYr	14,917	6.03%	2.697E-03	5.768E-03	5.036E-02	0.000E+00	1.321E-04	1.223E-04	2.385E+01	1.859E+01
Vh	Kern (SJV)	2020	Annual	MH	Spd10_TOT	AllMYr	2,563	1.04%	1.166E-03	7.123E-03	1.465E-02	0.000E+00	1.601E-04	1.474E-04	5.819E+00	5.237E+00
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd10_TOT	AllMYr	108	0.04%	1.674E-04	1.016E-03	3.562E-04	3.728E-06	8.699E-06	8.003E-06	3.908E-01	3.517E-01
Vh	Kern (SJV)	2020	Annual	OBUS	Spd10_TOT	AllMYr	797	0.32%	4.239E-04	5.123E-04	5.671E-03	0.000E+00	1.659E-06	1.535E-06	1.789E+00	1.610E+00
Vh	Kern (SJV)	2020	Annual	SBUS	Spd10_TOT	AllMYr	899	0.36%	2.128E-03	1.188E-02	1.752E-02	1.332E-05	1.104E-04	1.016E-04	2.106E+00	1.895E+00
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd10_TOT	AllMYr	1,164	0.47%	1.766E-03	9.248E-03	3.045E-03	2.614E-05	3.453E-04	3.177E-04	2.740E+00	2.466E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd10_TOT	AllMYr	47	0.02%	3.165E-05	2.353E-04	5.975E-05	1.042E-06	2.258E-06	2.078E-06	1.092E-01	9.829E-02
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd10_TOT	AllMYr	159	0.06%	1.109E-04	4.645E-04	2.105E-04	3.550E-06	7.012E-06	6.451E-06	3.721E-01	3.349E-01
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd10_TOT	AllMYr	1,340	0.54%	1.021E-03	1.361E-02	1.902E-03	3.024E-05	1.016E-04	9.345E-05	3.169E+00	2.852E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd10_TOT	AllMYr	3,279	1.32%	2.922E-03	1.500E-02	5.549E-03	7.326E-05	2.219E-04	2.041E-04	7.679E+00	6.911E+00
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd10_TOT	AllMYr	3,230	1.30%	2.443E-03	2.991E-02	4.568E-03	7.274E-05	2.278E-04	2.096E-04	7.625E+00	6.862E+00
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd10_TOT	AllMYr	8,324	3.36%	7.150E-03	3.563E-02	1.358E-02	1.859E-04	5.284E-04	4.862E-04	1.948E+01	1.753E+01
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd10_TOT	AllMYr	27	0.01%	1.815E-05	1.349E-04	3.425E-05	5.974E-07	1.295E-06	1.191E-06	6.261E-02	5.635E-02
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd10_TOT	AllMYr	91	0.04%	6.356E-05	2.663E-04	1.207E-04	2.035E-06	4.020E-06	3.699E-06	2.133E-01	1.920E-01
Vh	Kern (SJV)	2020	Annual	T6 public	Spd10_TOT	AllMYr	345	0.14%	1.822E-04	3.764E-03	3.288E-04	7.816E-06	2.815E-05	2.589E-05	8.192E-01	7.373E-01
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd10_TOT	AllMYr	82	0.03%	4.290E-05	3.795E-04	8.124E-05	1.837E-06	2.793E-06	2.569E-06	1.926E-01	1.733E-01
Vh	Kern (SJV)	2020	Annual	T6TS	Spd10_TOT	AllMYr	3,337	1.35%	1.866E-03	1.688E-03	2.346E-02	0.000E+00	1.013E-05	9.355E-06	7.490E+00	6.741E+00
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd10_TOT	AllMYr	1,317	0.53%	3.309E-03	1.927E-02	6.967E-03	4.578E-05	4.947E-04	4.551E-04	4.798E+00	4.319E+00
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd10_TOT	AllMYr	10,789	4.36%	1.843E-02	7.517E-02	3.935E-02	3.716E-04	8.957E-04	8.241E-04	3.895E+01	3.506E+01
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd10_TOT	AllMYr	397	0.16%	6.778E-04	2.807E-03	1.447E-03	1.367E-05	3.308E-05	3.043E-05	1.433E+00	1.290E+00
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd10_TOT	AllMYr	12,138	4.90%	1.761E-02	5.762E-02	3.764E-02	4.174E-04	7.972E-04	7.334E-04	4.375E+01	3.938E+01
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd10_TOT	AllMYr	3,929	1.59%	6.708E-03	2.741E-02	1.432E-02	1.353E-04	3.265E-04	3.004E-04	1.419E+01	1.277E+01
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd10_TOT	AllMYr	180	0.07%	6.910E-04	3.852E-03	1.472E-03	6.393E-06	2.261E-05	2.080E-05	6.701E-01	6.031E-01
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd10_TOT	AllMYr	684	0.28%	2.632E-03	1.470E-02	5.607E-03	2.428E-05	8.588E-05	7.901E-05	2.545E+00	2.290E+00
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd10_TOT	AllMYr	1,121	0.45%	4.247E-03	2.353E-02	9.049E-03	3.975E-05	1.406E-04	1.294E-04	4.167E+00	3.750E+00
Vh	Kern (SJV)	2020	Annual	T7 public	Spd10_TOT	AllMYr	133	0.05%	1.183E-04	3.230E-03	2.537E-04	4.718E-06	2.447E-05	2.251E-05	4.945E-01	4.451E-01
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd10_TOT	AllMYr	992	0.40%	1.223E-03	1.086E-02	2.588E-03	3.444E-05	7.387E-05	6.796E-05	3.609E+00	3.249E+00
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd10_TOT	AllMYr	1,026	0.41%	1.265E-03	1.167E-02	2.676E-03	3.565E-05	7.767E-05	7.146E-05	3.736E+00	3.363E+00
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd10_TOT	AllMYr	276	0.11%	2.942E-04	4.747E-03	6.185E-04	9.615E-06	3.476E-05	3.197E-05	1.008E+00	9.071E-01
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd10_TOT	AllMYr	15,336	6.19%	2.612E-02	1.724E-01	5.544E-02	5.310E-04	1.479E-03	1.361E-03	5.566E+01	5.009E+01
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd10_TOT	AllMYr	765	0.31%	1.299E-03	9.377E-03	2.751E-03	2.653E-05	7.693E-05	7.078E-05	2.781E+00	2.503E+00
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd10_TOT	AllMYr	22	0.01%	2.063E-05	2.312E-04	4.369E-05	7.595E-07	1.287E-06	1.184E-06	7.961E-02	7.165E-02
Vh	Kern (SJV)	2020	Annual	T7IS	Spd10_TOT	AllMYr	156	0.06%	5.098E-04	6.600E-04	1.899E-02	0.000E+00	2.259E-07	2.096E-07	3.505E-01	3.155E-01
Vh	Kern (SJV)	2020	Annual	UBUS	Spd10_TOT	AllMYr	1,581	0.64%	3.362E-03	2.463E-02	2.403E-02	0.000E+00	5.771E-04	5.310E-04	4.028E+00	3.626E+00
							247,573									

									9.072E-01	MTons/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd10_TOT	AllMYr	330	0.13%		7.177E-07	6.860E-06	1.344E-06	2.035E-08	6.313E-08	5.808E-08	2.133E-03	1.920E-03
Vh	Kern (SJV)	2020	Annual	LDA	Spd10_TOT	AllMYr	29,015	11.72%		5.568E-08	1.119E-07	1.317E-06	0.000E+00	7.064E-09	6.551E-09	8.360E-04	5.682E-04
Vh	Kern (SJV)	2020	Annual	LDT1	Spd10_TOT	AllMYr	4,560	1.84%		1.395E-07	2.863E-07	3.089E-06	0.000E+00	1.151E-08	1.068E-08	9.666E-04	6.807E-04
Vh	Kern (SJV)	2020	Annual	LDT2	Spd10_TOT	AllMYr	11,308	4.57%		7.751E-08	1.832E-07	1.786E-06	0.000E+00	7.309E-09	6.779E-09	1.138E-03	8.457E-04
Vh	Kern (SJV)	2020	Annual	LHD1	Spd10_TOT	AllMYr	94,214	38.05%		2.671E-07	1.339E-06	2.796E-06	0.000E+00	2.632E-08	2.423E-08	1.536E-03	1.382E-03
Vh	Kern (SJV)	2020	Annual	LHD2	Spd10_TOT	AllMYr	16,099	6.50%		2.267E-07	2.141E-06	2.005E-06	0.000E+00	4.356E-08	4.008E-08	1.108E-03	9.973E-04
Vh	Kern (SJV)	2020	Annual	MCY	Spd10_TOT	AllMYr	495	0.20%		4.145E-06	1.203E-06	2.295E-05	0.000E+00	5.273E-10	4.489E-10	2.401E-04	2.161E-04
Vh	Kern (SJV)	2020	Annual	MDV	Spd10_TOT	AllMYr	14,917	6.03%		1.640E-07	3.508E-07	3.063E-06	0.000E+00	8.034E-09	7.438E-09	1.451E-03	1.131E-03
Vh	Kern (SJV)	2020	Annual	MH	Spd10_TOT	AllMYr	2,563	1.04%		4.128E-07	2.521E-06	5.184E-06	0.000E+00	5.667E-08	5.215E-08	2.059E-03	1.853E-03
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd10_TOT	AllMYr	108	0.04%		1.409E-06	8.554E-06	2.999E-06	3.138E-08	7.322E-08	6.736E-08	3.289E-03	2.960E-03
Vh	Kern (SJV)	2020	Annual	OBUS	Spd10_TOT	AllMYr	797	0.32%		4.824E-07	5.830E-07	6.454E-06	0.000E+00	1.888E-09	1.747E-09	2.036E-03	1.833E-03
Vh	Kern (SJV)	2020	Annual	SBUS	Spd10_TOT	AllMYr	899	0.36%		2.147E-06	1.199E-05	1.769E-05	1.344E-08	1.115E-07	1.026E-07	2.126E-03	1.913E-03
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd10_TOT	AllMYr	1,164	0.47%		1.376E-06	7.204E-06	2.372E-06	2.037E-08	2.690E-07	2.475E-07	2.135E-03	1.921E-03
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd10_TOT	AllMYr	47	0.02%		6.162E-07	4.580E-06	1.163E-06	2.028E-08	4.396E-08	4.044E-08	2.126E-03	1.913E-03
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd10_TOT	AllMYr	159	0.06%		6.310E-07	2.644E-06	1.198E-06	2.020E-08	3.991E-08	3.672E-08	2.118E-03	1.906E-03
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd10_TOT	AllMYr	1,340	0.54%		6.908E-07	9.212E-06	1.287E-06	2.046E-08	6.874E-08	6.324E-08	2.145E-03	1.930E-03
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd10_TOT	AllMYr	3,279	1.32%		8.084E-07	4.148E-06	1.535E-06	2.027E-08	6.137E-08	5.646E-08	2.124E-03	1.912E-03
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd10_TOT	AllMYr	3,230	1.30%		6.863E-07	8.403E-06	1.283E-06	2.043E-08	6.400E-08	5.888E-08	2.142E-03	1.928E-03
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd10_TOT	AllMYr	8,324	3.36%		7.792E-07	3.882E-06	1.480E-06	2.025E-08	5.759E-08	5.298E-08	2.123E-03	1.911E-03
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd10_TOT	AllMYr	27	0.01%		6.162E-07	4.580E-06	1.163E-06	2.028E-08	4.396E-08	4.044E-08	2.126E-03	1.913E-03
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd10_TOT	AllMYr	91	0.04%		6.310E-07	2.644E-06	1.198E-06	2.020E-08	3.991E-08	3.672E-08	2.118E-03	1.906E-03
Vh	Kern (SJV)	2020	Annual	T6 public	Spd10_TOT	AllMYr	345	0.14%		4.796E-07	9.907E-06	8.655E-07	2.057E-08	7.408E-08	6.816E-08	2.156E-03	1.941E-03
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd10_TOT	AllMYr	82	0.03%		4.747E-07	4.199E-06	8.989E-07	2.033E-08	3.090E-08	2.843E-08	2.131E-03	1.918E-03
Vh	Kern (SJV)	2020	Annual	T6TS	Spd10_TOT	AllMYr	3,337	1.35%		5.072E-07	4.588E-07	6.377E-06	0.000E+00	2.754E-09	2.543E-09	2.036E-03	1.833E-03
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd10_TOT	AllMYr	1,317	0.53%		2.279E-06	1.327E-05	4.798E-06	3.153E-08	3.407E-07	3.134E-07	3.305E-03	2.974E-03
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd10_TOT	AllMYr	10,789	4.36%		1.549E-06	6.320E-06	3.308E-06	3.125E-08	7.531E-08	6.929E-08	3.275E-03	2.948E-03
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd10_TOT	AllMYr	397	0.16%		1.550E-06	6.418E-06	3.309E-06	3.125E-08	7.563E-08	6.958E-08	3.276E-03	2.948E-03
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd10_TOT	AllMYr	12,138	4.90%		1.316E-06	4.307E-06	2.813E-06	3.120E-08	5.959E-08	5.482E-08	3.270E-03	2.943E-03
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd10_TOT	AllMYr	3,929	1.59%		1.549E-06	6.327E-06	3.307E-06	3.125E-08	7.539E-08	6.936E-08	3.275E-03	2.948E-03
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd10_TOT	AllMYr	180	0.07%		3.479E-06	1.939E-05	7.412E-06	3.219E-08	1.139E-07	1.048E-07	3.374E-03	3.037E-03
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd10_TOT	AllMYr	684	0.28%		3.490E-06	1.949E-05	7.436E-06	3.220E-08	1.139E-07	1.048E-07	3.375E-03	3.038E-03
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd10_TOT	AllMYr	1,121	0.45%		3.436E-06	1.903E-05	7.320E-06	3.216E-08	1.138E-07	1.047E-07	3.371E-03	3.034E-03
Vh	Kern (SJV)	2020	Annual	T7 public	Spd10_TOT	AllMYr	133	0.05%		8.087E-07	2.207E-05	1.734E-06	3.224E-08	1.672E-07	1.538E-07	3.379E-03	3.041E-03
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd10_TOT	AllMYr	992	0.40%		1.119E-06	9.934E-06	2.366E-06	3.149E-08	6.754E-08	6.214E-08	3.300E-03	2.970E-03
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd10_TOT	AllMYr	1,026	0.41%		1.118E-06	1.031E-05	2.365E-06	3.150E-08	6.864E-08	6.315E-08	3.302E-03	2.972E-03
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd10_TOT	AllMYr	276	0.11%		9.679E-07	1.562E-05	2.035E-06	3.163E-08	1.143E-07	1.052E-07	3.316E-03	2.984E-03
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd10_TOT	AllMYr	15,336	6.19%		1.545E-06	1.020E-05	3.279E-06	3.141E-08	8.748E-08	8.048E-08	3.292E-03	2.963E-03
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd10_TOT	AllMYr	765	0.31%		1.539E-06	1.112E-05	3.261E-06	3.145E-08	9.119E-08	8.390E-08	3.296E-03	2.966E-03
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd10_TOT	AllMYr	22	0.01%		8.564E-07	9.595E-06	1.814E-06	3.153E-08	5.343E-08	4.915E-08	3.305E-03	2.974E-03
Vh	Kern (SJV)	2020	Annual	T7IS	Spd10_TOT	AllMYr	156	0.06%		2.961E-06	3.834E-06	1.103E-04	0.000E+00	1.312E-09	1.217E-09	2.036E-03	1.833E-03
Vh	Kern (SJV)	2020	Annual	UBUS	Spd10_TOT	AllMYr	1,581	0.64%		1.930E-06	1.413E-05	1.379E-05	0.000E+00	3.312E-07	3.047E-07	2.312E-03	2.081E-03
							247,573										

									2.000E+03	lbs/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd10_TOT	AllMYr	330	0.13%		1.582E-03	1.512E-02	2.962E-03	4.486E-05	1.392E-04	1.280E-04	4.702E+00	4.232E+00
Vh	Kern (SJV)	2020	Annual	LDA	Spd10_TOT	AllMYr	29,015	11.72%		1.228E-04	2.466E-04	2.904E-03	0.000E+00	1.557E-05	1.444E-05	1.843E+00	1.253E+00
Vh	Kern (SJV)	2020	Annual	LDT1	Spd10_TOT	AllMYr	4,560	1.84%		3.074E-04	6.312E-04	6.810E-03	0.000E+00	2.538E-05	2.354E-05	2.131E+00	1.501E+00
Vh	Kern (SJV)	2020	Annual	LDT2	Spd10_TOT	AllMYr	11,308	4.57%		1.709E-04	4.038E-04	3.937E-03	0.000E+00	1.611E-05	1.495E-05	2.508E+00	1.864E+00
Vh	Kern (SJV)	2020	Annual	LHD1	Spd10_TOT	AllMYr	94,214	38.05%		5.889E-04	2.951E-03	6.165E-03	0.000E+00	5.802E-05	5.342E-05	3.386E+00	3.048E+00
Vh	Kern (SJV)	2020	Annual	LHD2	Spd10_TOT	AllMYr	16,099	6.50%		4.998E-04	4.720E-03	4.421E-03	0.000E+00	9.604E-05	8.837E-05	2.443E+00	2.199E+00
Vh	Kern (SJV)	2020	Annual	MCY	Spd10_TOT	AllMYr	495	0.20%		9.138E-03	2.653E-03	5.059E-02	0.000E+00	1.162E-06	9.897E-07	5.293E-01	4.764E-01
Vh	Kern (SJV)	2020	Annual	MDV	Spd10_TOT	AllMYr	14,917	6.03%		3.616E-04	7.734E-04	6.752E-03	0.000E+00	1.771E-05	1.640E-05	3.198E+00	2.493E+00
Vh	Kern (SJV)	2020	Annual	MH	Spd10_TOT	AllMYr	2,563	1.04%		9.101E-04	5.558E-03	1.143E-02	0.000E+00	1.249E-04	1.150E-04	4.540E+00	4.086E+00
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd10_TOT	AllMYr	108	0.04%		3.107E-03	1.886E-02	6.611E-03	6.918E-05	1.614E-04	1.485E-04	7.251E+00	6.526E+00
Vh	Kern (SJV)	2020	Annual	OBUS	Spd10_TOT	AllMYr	797	0.32%		1.063E-03	1.285E-03	1.423E-02	0.000E+00	4.163E-06	3.851E-06	4.489E+00	4.040E+00
Vh	Kern (SJV)	2020	Annual	SBUS	Spd10_TOT	AllMYr	899	0.36%		4.734E-03	2.644E-02	3.900E-02	2.963E-05	2.458E-04	2.261E-04	4.686E+00	4.218E+00
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd10_TOT	AllMYr	1,164	0.47%		3.033E-03	1.588E-02	5.230E-03	4.490E-05	5.930E-04	5.456E-04	4.706E+00	4.236E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd10_TOT	AllMYr	47	0.02%		1.358E-03	1.010E-02	2.564E-03	4.472E-05	9.692E-05	8.916E-05	4.687E+00	4.218E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd10_TOT	AllMYr	159	0.06%		1.391E-03	5.829E-03	2.642E-03	4.454E-05	8.799E-05	8.095E-05	4.669E+00	4.202E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd10_TOT	AllMYr	1,340	0.54%		1.523E-03	2.031E-02	2.838E-03	4.511E-05	1.516E-04	1.394E-04	4.729E+00	4.256E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd10_TOT	AllMYr	3,279	1.32%		1.782E-03	9.145E-03	3.384E-03	4.468E-05	1.353E-04	1.245E-04	4.683E+00	4.215E+00
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd10_TOT	AllMYr	3,230	1.30%		1.513E-03	1.853E-02	2.829E-03	4.505E-05	1.411E-04	1.298E-04	4.722E+00	4.250E+00
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd10_TOT	AllMYr	8,324	3.36%		1.718E-03	8.559E-03	3.262E-03	4.465E-05	1.270E-04	1.168E-04	4.680E+00	4.212E+00
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd10_TOT	AllMYr	27	0.01%		1.358E-03	1.010E-02	2.564E-03	4.472E-05	9.692E-05	8.916E-05	4.687E+00	4.218E+00
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd10_TOT	AllMYr	91	0.04%		1.391E-03	5.829E-03	2.642E-03	4.454E-05	8.799E-05	8.095E-05	4.669E+00	4.202E+00
Vh	Kern (SJV)	2020	Annual	T6 public	Spd10_TOT	AllMYr	345	0.14%		1.057E-03	2.184E-02	1.908E-03	4.535E-05	1.633E-04	1.503E-04	4.754E+00	4.279E+00
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd10_TOT	AllMYr	82	0.03%		1.046E-03	9.258E-03	1.982E-03	4.482E-05	6.813E-05	6.268E-05	4.698E+00	4.228E+00
Vh	Kern (SJV)	2020	Annual	T6TS	Spd10_TOT	AllMYr	3,337	1.35%		1.118E-03	1.011E-03	1.406E-02	0.000E+00	6.071E-06	5.607E-06	4.489E+00	4.040E+00
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd10_TOT	AllMYr	1,317	0.53%		5.025E-03	2.925E-02	1.058E-02	6.951E-05	7.511E-04	6.910E-04	7.286E+00	6.557E+00
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd10_TOT	AllMYr	10,789	4.36%		3.415E-03	1.393E-02	7.294E-03	6.889E-05	1.660E-04	1.528E-04	7.221E+00	6.499E+00
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd10_TOT	AllMYr	397	0.16%		3.416E-03	1.415E-02	7.294E-03	6.890E-05	1.667E-04	1.534E-04	7.222E+00	6.500E+00
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd10_TOT	AllMYr	12,138	4.90%		2.902E-03	9.494E-03	6.201E-03	6.878E-05	1.314E-04	1.209E-04	7.209E+00	6.488E+00
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd10_TOT	AllMYr	3,929	1.59%		3.414E-03	1.395E-02	7.291E-03	6.889E-05	1.662E-04	1.529E-04	7.221E+00	6.499E+00
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd10_TOT	AllMYr	180	0.07%		7.670E-03	4.276E-02	1.634E-02	7.097E-05	2.510E-04	2.309E-04	7.439E+00	6.695E+00
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd10_TOT	AllMYr	684	0.28%		7.695E-03	4.297E-02	1.639E-02	7.099E-05	2.511E-04	2.310E-04	7.441E+00	6.697E+00
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd10_TOT	AllMYr	1,121	0.45%		7.575E-03	4.196E-02	1.614E-02	7.090E-05	2.508E-04	2.307E-04	7.431E+00	6.688E+00
Vh	Kern (SJV)	2020	Annual	T7 public	Spd10_TOT	AllMYr	133	0.05%		1.783E-03	4.866E-02	3.823E-03	7.108E-05	3.687E-04	3.392E-04	7.450E+00	6.705E+00
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd10_TOT	AllMYr	992	0.40%		2.466E-03	2.190E-02	5.216E-03	6.942E-05	1.489E-04	1.370E-04	7.276E+00	6.548E+00
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd10_TOT	AllMYr	1,026	0.41%		2.466E-03	2.273E-02	5.213E-03	6.945E-05	1.513E-04	1.392E-04	7.280E+00	6.552E+00
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd10_TOT	AllMYr	276	0.11%		2.134E-03	3.443E-02	4.486E-03	6.974E-05	2.521E-04	2.319E-04	7.310E+00	6.579E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd10_TOT	AllMYr	15,336	6.19%		3.406E-03	2.248E-02	7.230E-03	6.925E-05	1.929E-04	1.774E-04	7.259E+00	6.533E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd10_TOT	AllMYr	765	0.31%		3.394E-03	2.451E-02	7.190E-03	6.933E-05	2.010E-04	1.850E-04	7.267E+00	6.540E+00
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd10_TOT	AllMYr	22	0.01%		1.888E-03	2.115E-02	3.998E-03	6.950E-05	1.178E-04	1.084E-04	7.285E+00	6.557E+00
Vh	Kern (SJV)	2020	Annual	T7IS	Spd10_TOT	AllMYr	156	0.06%		6.529E-03	8.453E-03	2.432E-01	0.000E+00	2.893E-06	2.684E-06	4.489E+00	4.040E+00
Vh	Kern (SJV)	2020	Annual	UBUS	Spd10_TOT	AllMYr	1,581	0.64%		4.254E-03	3.116E-02	3.041E-02	0.000E+00	7.302E-04	6.718E-04	5.097E+00	4.587E+00
							247,573										

									Tons/Day							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd15_TOT	AllMYr	472	0.05%	1.897E-04	2.598E-03	4.134E-04	8.690E-06	2.690E-05	2.475E-05	9.109E-01	8.198E-01
Vh	Kern (SJV)	2020	Annual	LDA	Spd15_TOT	AllMYr	306,412	30.94%	1.270E-02	3.331E-02	4.011E-01	0.000E+00	1.596E-03	1.480E-03	2.175E+02	1.478E+02
Vh	Kern (SJV)	2020	Annual	LDT1	Spd15_TOT	AllMYr	48,153	4.86%	5.132E-03	1.309E-02	1.447E-01	0.000E+00	4.156E-04	3.855E-04	3.952E+01	2.783E+01
Vh	Kern (SJV)	2020	Annual	LDT2	Spd15_TOT	AllMYr	119,413	12.06%	6.912E-03	2.111E-02	2.115E-01	0.000E+00	6.432E-04	5.965E-04	1.154E+02	8.574E+01
Vh	Kern (SJV)	2020	Annual	LHD1	Spd15_TOT	AllMYr	211,842	21.39%	4.458E-02	2.643E-01	4.520E-01	0.000E+00	4.651E-03	4.281E-03	2.604E+02	2.344E+02
Vh	Kern (SJV)	2020	Annual	LHD2	Spd15_TOT	AllMYr	35,640	3.60%	6.775E-03	7.030E-02	5.479E-02	0.000E+00	1.326E-03	1.220E-03	3.418E+01	3.076E+01
Vh	Kern (SJV)	2020	Annual	MCY	Spd15_TOT	AllMYr	5,229	0.53%	1.860E-02	6.704E-03	1.143E-01	0.000E+00	2.371E-06	2.012E-06	1.172E+00	1.055E+00
Vh	Kern (SJV)	2020	Annual	MDV	Spd15_TOT	AllMYr	157,529	15.91%	1.943E-02	5.311E-02	4.740E-01	0.000E+00	9.362E-04	8.666E-04	1.940E+02	1.512E+02
Vh	Kern (SJV)	2020	Annual	MH	Spd15_TOT	AllMYr	3,333	0.34%	9.354E-04	7.623E-03	1.284E-02	0.000E+00	1.616E-04	1.487E-04	5.388E+00	4.849E+00
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd15_TOT	AllMYr	144	0.01%	1.139E-04	1.015E-03	2.776E-04	4.098E-06	1.036E-05	9.534E-06	4.295E-01	3.866E-01
Vh	Kern (SJV)	2020	Annual	OBUS	Spd15_TOT	AllMYr	1,015	0.10%	3.627E-04	6.806E-04	4.951E-03	0.000E+00	1.413E-06	1.307E-06	1.557E+00	1.402E+00
Vh	Kern (SJV)	2020	Annual	SBUS	Spd15_TOT	AllMYr	1,798	0.18%	2.691E-03	1.695E-02	2.391E-02	2.187E-05	1.480E-04	1.362E-04	3.264E+00	2.937E+00
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd15_TOT	AllMYr	1,667	0.17%	1.320E-03	9.640E-03	2.851E-03	3.073E-05	3.544E-04	3.261E-04	3.221E+00	2.899E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd15_TOT	AllMYr	67	0.01%	2.302E-05	2.487E-04	5.003E-05	1.225E-06	2.790E-06	2.567E-06	1.284E-01	1.155E-01
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd15_TOT	AllMYr	228	0.02%	8.065E-05	5.003E-04	1.749E-04	4.172E-06	9.162E-06	8.429E-06	4.373E-01	3.936E-01
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd15_TOT	AllMYr	1,919	0.19%	7.423E-04	1.419E-02	1.621E-03	3.554E-05	1.167E-04	1.074E-04	3.725E+00	3.353E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd15_TOT	AllMYr	4,695	0.47%	2.126E-03	1.615E-02	4.609E-03	8.611E-05	2.899E-04	2.667E-04	9.026E+00	8.124E+00
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd15_TOT	AllMYr	4,623	0.47%	1.777E-03	3.130E-02	3.875E-03	8.550E-05	2.658E-04	2.445E-04	8.962E+00	8.066E+00
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd15_TOT	AllMYr	11,917	1.20%	5.201E-03	3.837E-02	1.128E-02	2.185E-04	6.904E-04	6.352E-04	2.290E+01	2.061E+01
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd15_TOT	AllMYr	38	0.00%	1.320E-05	1.426E-04	2.868E-05	7.022E-07	1.600E-06	1.472E-06	7.360E-02	6.624E-02
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd15_TOT	AllMYr	131	0.01%	4.624E-05	2.868E-04	1.002E-04	2.392E-06	5.253E-06	4.832E-06	2.507E-01	2.257E-01
Vh	Kern (SJV)	2020	Annual	T6 public	Spd15_TOT	AllMYr	493	0.05%	1.342E-04	3.836E-03	2.914E-04	9.187E-06	2.959E-05	2.722E-05	9.629E-01	8.666E-01
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd15_TOT	AllMYr	117	0.01%	3.120E-05	4.029E-04	6.773E-05	2.160E-06	3.512E-06	3.231E-06	2.264E-01	2.037E-01
Vh	Kern (SJV)	2020	Annual	T6TS	Spd15_TOT	AllMYr	4,248	0.43%	1.597E-03	2.242E-03	2.048E-02	0.000E+00	8.626E-06	7.966E-06	6.520E+00	5.868E+00
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd15_TOT	AllMYr	1,763	0.18%	2.285E-03	1.882E-02	6.005E-03	5.032E-05	4.831E-04	4.445E-04	5.274E+00	4.747E+00
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd15_TOT	AllMYr	14,444	1.46%	1.253E-02	7.539E-02	3.059E-02	4.085E-04	1.085E-03	9.977E-04	4.282E+01	3.854E+01
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd15_TOT	AllMYr	531	0.05%	4.611E-04	2.814E-03	1.126E-03	1.503E-05	3.999E-05	3.679E-05	1.575E+00	1.417E+00
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd15_TOT	AllMYr	16,249	1.64%	1.198E-02	5.802E-02	2.923E-02	4.588E-04	9.737E-04	8.958E-04	4.809E+01	4.328E+01
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd15_TOT	AllMYr	5,260	0.53%	4.563E-03	2.748E-02	1.114E-02	1.488E-04	3.951E-04	3.635E-04	1.559E+01	1.403E+01
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd15_TOT	AllMYr	241	0.02%	4.701E-04	3.880E-03	1.143E-03	7.028E-06	2.763E-05	2.542E-05	7.366E-01	6.630E-01
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd15_TOT	AllMYr	916	0.09%	1.790E-03	1.480E-02	4.355E-03	2.669E-05	1.049E-04	9.653E-05	2.797E+00	2.518E+00
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd15_TOT	AllMYr	1,501	0.15%	2.889E-03	2.370E-02	7.027E-03	4.370E-05	1.718E-04	1.581E-04	4.580E+00	4.122E+00
Vh	Kern (SJV)	2020	Annual	T7 public	Spd15_TOT	AllMYr	178	0.02%	8.326E-05	3.109E-03	2.278E-04	5.186E-06	2.382E-05	2.192E-05	5.436E-01	4.892E-01
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd15_TOT	AllMYr	1,328	0.13%	8.321E-04	1.070E-02	2.031E-03	3.785E-05	8.383E-05	7.712E-05	3.968E+00	3.571E+00
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd15_TOT	AllMYr	1,374	0.14%	8.608E-04	1.148E-02	2.101E-03	3.918E-05	8.787E-05	8.084E-05	4.107E+00	3.696E+00
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd15_TOT	AllMYr	369	0.04%	2.006E-04	4.474E-03	5.099E-04	1.057E-05	3.366E-05	3.096E-05	1.108E+00	9.970E-01
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd15_TOT	AllMYr	20,530	2.07%	1.777E-02	1.708E-01	4.337E-02	5.837E-04	1.719E-03	1.582E-03	6.118E+01	5.506E+01
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd15_TOT	AllMYr	1,025	0.10%	8.833E-04	9.263E-03	2.157E-03	2.916E-05	8.840E-05	8.132E-05	3.056E+00	2.751E+00
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd15_TOT	AllMYr	29	0.00%	1.403E-05	2.265E-04	3.424E-05	8.349E-07	1.448E-06	1.332E-06	8.751E-02	7.876E-02
Vh	Kern (SJV)	2020	Annual	T7IS	Spd15_TOT	AllMYr	171	0.02%	3.732E-04	7.590E-04	1.426E-02	0.000E+00	1.658E-07	1.538E-07	2.630E-01	2.367E-01
Vh	Kern (SJV)	2020	Annual	UBUS	Spd15_TOT	AllMYr	3,161	0.32%	4.709E-03	3.942E-02	3.234E-02	0.000E+00	8.517E-04	7.836E-04	7.529E+00	6.776E+00
							990,194									

									9.072E-01	MTons/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd15_TOT	AllMYr	472	0.05%		3.646E-07	4.995E-06	7.948E-07	1.671E-08	5.171E-08	4.758E-08	1.751E-03	1.576E-03
Vh	Kern (SJV)	2020	Annual	LDA	Spd15_TOT	AllMYr	306,412	30.94%		3.761E-08	9.861E-08	1.187E-06	0.000E+00	4.725E-09	4.382E-09	6.440E-04	4.377E-04
Vh	Kern (SJV)	2020	Annual	LDT1	Spd15_TOT	AllMYr	48,153	4.86%		9.668E-08	2.465E-07	2.725E-06	0.000E+00	7.830E-09	7.262E-09	7.446E-04	5.243E-04
Vh	Kern (SJV)	2020	Annual	LDT2	Spd15_TOT	AllMYr	119,413	12.06%		5.251E-08	1.604E-07	1.607E-06	0.000E+00	4.886E-09	4.532E-09	8.764E-04	6.514E-04
Vh	Kern (SJV)	2020	Annual	LHD1	Spd15_TOT	AllMYr	211,842	21.39%		1.909E-07	1.132E-06	1.936E-06	0.000E+00	1.992E-08	1.833E-08	1.115E-03	1.004E-03
Vh	Kern (SJV)	2020	Annual	LHD2	Spd15_TOT	AllMYr	35,640	3.60%		1.725E-07	1.789E-06	1.395E-06	0.000E+00	3.375E-08	3.105E-08	8.700E-04	7.830E-04
Vh	Kern (SJV)	2020	Annual	MCY	Spd15_TOT	AllMYr	5,229	0.53%		3.227E-06	1.163E-06	1.983E-05	0.000E+00	4.114E-10	3.492E-10	2.034E-04	1.831E-04
Vh	Kern (SJV)	2020	Annual	MDV	Spd15_TOT	AllMYr	157,529	15.91%		1.119E-07	3.059E-07	2.730E-06	0.000E+00	5.392E-09	4.991E-09	1.117E-03	8.709E-04
Vh	Kern (SJV)	2020	Annual	MH	Spd15_TOT	AllMYr	3,333	0.34%		2.546E-07	2.075E-06	3.495E-06	0.000E+00	4.399E-08	4.048E-08	1.466E-03	1.320E-03
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd15_TOT	AllMYr	144	0.01%		7.160E-07	6.382E-06	1.746E-06	2.577E-08	6.516E-08	5.994E-08	2.701E-03	2.431E-03
Vh	Kern (SJV)	2020	Annual	OBUS	Spd15_TOT	AllMYr	1,015	0.10%		3.243E-07	6.085E-07	4.426E-06	0.000E+00	1.263E-09	1.169E-09	1.392E-03	1.253E-03
Vh	Kern (SJV)	2020	Annual	SBUS	Spd15_TOT	AllMYr	1,798	0.18%		1.358E-06	8.554E-06	1.207E-05	1.104E-08	7.469E-08	6.872E-08	1.647E-03	1.482E-03
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd15_TOT	AllMYr	1,667	0.17%		7.182E-07	5.246E-06	1.551E-06	1.672E-08	1.929E-07	1.774E-07	1.753E-03	1.578E-03
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd15_TOT	AllMYr	67	0.01%		3.131E-07	3.382E-06	6.803E-07	1.665E-08	3.794E-08	3.490E-08	1.746E-03	1.571E-03
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd15_TOT	AllMYr	228	0.02%		3.206E-07	1.989E-06	6.952E-07	1.659E-08	3.643E-08	3.351E-08	1.739E-03	1.565E-03
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd15_TOT	AllMYr	1,919	0.19%		3.509E-07	6.711E-06	7.661E-07	1.680E-08	5.518E-08	5.076E-08	1.761E-03	1.585E-03
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd15_TOT	AllMYr	4,695	0.47%		4.108E-07	3.121E-06	8.906E-07	1.664E-08	5.601E-08	5.153E-08	1.744E-03	1.570E-03
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd15_TOT	AllMYr	4,623	0.47%		3.487E-07	6.141E-06	7.603E-07	1.678E-08	5.216E-08	4.798E-08	1.759E-03	1.583E-03
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd15_TOT	AllMYr	11,917	1.20%		3.959E-07	2.921E-06	8.584E-07	1.663E-08	5.256E-08	4.835E-08	1.743E-03	1.569E-03
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd15_TOT	AllMYr	38	0.00%		3.131E-07	3.382E-06	6.803E-07	1.665E-08	3.794E-08	3.490E-08	1.746E-03	1.571E-03
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd15_TOT	AllMYr	131	0.01%		3.206E-07	1.989E-06	6.952E-07	1.659E-08	3.643E-08	3.351E-08	1.739E-03	1.565E-03
Vh	Kern (SJV)	2020	Annual	T6 public	Spd15_TOT	AllMYr	493	0.05%		2.468E-07	7.052E-06	5.359E-07	1.689E-08	5.440E-08	5.005E-08	1.771E-03	1.593E-03
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd15_TOT	AllMYr	117	0.01%		2.412E-07	3.114E-06	5.235E-07	1.669E-08	2.714E-08	2.497E-08	1.750E-03	1.575E-03
Vh	Kern (SJV)	2020	Annual	T6TS	Spd15_TOT	AllMYr	4,248	0.43%		3.410E-07	4.787E-07	4.374E-06	0.000E+00	1.842E-09	1.701E-09	1.392E-03	1.253E-03
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd15_TOT	AllMYr	1,763	0.18%		1.175E-06	9.682E-06	3.089E-06	2.589E-08	2.486E-07	2.287E-07	2.713E-03	2.442E-03
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd15_TOT	AllMYr	14,444	1.46%		7.872E-07	4.735E-06	1.922E-06	2.566E-08	6.811E-08	6.266E-08	2.689E-03	2.420E-03
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd15_TOT	AllMYr	531	0.05%		7.874E-07	4.805E-06	1.922E-06	2.566E-08	6.829E-08	6.283E-08	2.690E-03	2.421E-03
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd15_TOT	AllMYr	16,249	1.64%		6.690E-07	3.239E-06	1.632E-06	2.562E-08	5.436E-08	5.001E-08	2.685E-03	2.417E-03
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd15_TOT	AllMYr	5,260	0.53%		7.870E-07	4.739E-06	1.921E-06	2.566E-08	6.815E-08	6.270E-08	2.689E-03	2.420E-03
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd15_TOT	AllMYr	241	0.02%		1.768E-06	1.459E-05	4.300E-06	2.643E-08	1.039E-07	9.560E-08	2.770E-03	2.493E-03
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd15_TOT	AllMYr	916	0.09%		1.774E-06	1.466E-05	4.314E-06	2.644E-08	1.039E-07	9.563E-08	2.771E-03	2.494E-03
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd15_TOT	AllMYr	1,501	0.15%		1.746E-06	1.432E-05	4.246E-06	2.640E-08	1.038E-07	9.552E-08	2.768E-03	2.491E-03
Vh	Kern (SJV)	2020	Annual	T7 public	Spd15_TOT	AllMYr	178	0.02%		4.250E-07	1.587E-05	1.163E-06	2.647E-08	1.216E-07	1.119E-07	2.775E-03	2.497E-03
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd15_TOT	AllMYr	1,328	0.13%		5.683E-07	7.305E-06	1.387E-06	2.585E-08	5.725E-08	5.267E-08	2.710E-03	2.439E-03
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd15_TOT	AllMYr	1,374	0.14%		5.683E-07	7.579E-06	1.387E-06	2.587E-08	5.801E-08	5.337E-08	2.711E-03	2.440E-03
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd15_TOT	AllMYr	369	0.04%		4.930E-07	1.099E-05	1.253E-06	2.597E-08	8.271E-08	7.609E-08	2.722E-03	2.450E-03
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd15_TOT	AllMYr	20,530	2.07%		7.851E-07	7.546E-06	1.917E-06	2.579E-08	7.596E-08	6.989E-08	2.703E-03	2.433E-03
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd15_TOT	AllMYr	1,025	0.10%		7.821E-07	8.202E-06	1.910E-06	2.582E-08	7.827E-08	7.201E-08	2.706E-03	2.436E-03
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd15_TOT	AllMYr	29	0.00%		4.352E-07	7.022E-06	1.062E-06	2.589E-08	4.490E-08	4.131E-08	2.713E-03	2.442E-03
Vh	Kern (SJV)	2020	Annual	T7IS	Spd15_TOT	AllMYr	171	0.02%		1.976E-06	4.019E-06	7.549E-05	0.000E+00	8.779E-10	8.145E-10	1.392E-03	1.253E-03
Vh	Kern (SJV)	2020	Annual	UBUS	Spd15_TOT	AllMYr	3,161	0.32%		1.351E-06	1.131E-05	9.281E-06	0.000E+00	2.444E-07	2.249E-07	2.160E-03	1.944E-03
							990,194										

									2.000E+03	lbs/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd15_TOT	AllMYr	472	0.05%		8.039E-04	1.101E-02	1.752E-03	3.683E-05	1.140E-04	1.049E-04	3.861E+00	3.475E+00
Vh	Kern (SJV)	2020	Annual	LDA	Spd15_TOT	AllMYr	306,412	30.94%		8.293E-05	2.174E-04	2.618E-03	0.000E+00	1.042E-05	9.660E-06	1.420E+00	9.650E-01
Vh	Kern (SJV)	2020	Annual	LDT1	Spd15_TOT	AllMYr	48,153	4.86%		2.131E-04	5.435E-04	6.008E-03	0.000E+00	1.726E-05	1.601E-05	1.642E+00	1.156E+00
Vh	Kern (SJV)	2020	Annual	LDT2	Spd15_TOT	AllMYr	119,413	12.06%		1.158E-04	3.536E-04	3.543E-03	0.000E+00	1.077E-05	9.991E-06	1.932E+00	1.436E+00
Vh	Kern (SJV)	2020	Annual	LHD1	Spd15_TOT	AllMYr	211,842	21.39%		4.209E-04	2.496E-03	4.268E-03	0.000E+00	4.391E-05	4.042E-05	2.459E+00	2.213E+00
Vh	Kern (SJV)	2020	Annual	LHD2	Spd15_TOT	AllMYr	35,640	3.60%		3.802E-04	3.945E-03	3.075E-03	0.000E+00	7.440E-05	6.846E-05	1.918E+00	1.726E+00
Vh	Kern (SJV)	2020	Annual	MCY	Spd15_TOT	AllMYr	5,229	0.53%		7.113E-03	2.564E-03	4.372E-02	0.000E+00	9.071E-07	7.698E-07	4.484E-01	4.036E-01
Vh	Kern (SJV)	2020	Annual	MDV	Spd15_TOT	AllMYr	157,529	15.91%		2.467E-04	6.743E-04	6.018E-03	0.000E+00	1.189E-05	1.100E-05	2.463E+00	1.920E+00
Vh	Kern (SJV)	2020	Annual	MH	Spd15_TOT	AllMYr	3,333	0.34%		5.613E-04	4.574E-03	7.705E-03	0.000E+00	9.698E-05	8.925E-05	3.233E+00	2.909E+00
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd15_TOT	AllMYr	144	0.01%		1.579E-03	1.407E-02	3.849E-03	5.680E-05	1.436E-04	1.322E-04	5.954E+00	5.359E+00
Vh	Kern (SJV)	2020	Annual	OBUS	Spd15_TOT	AllMYr	1,015	0.10%		7.149E-04	1.341E-03	9.758E-03	0.000E+00	2.785E-06	2.576E-06	3.070E+00	2.763E+00
Vh	Kern (SJV)	2020	Annual	SBUS	Spd15_TOT	AllMYr	1,798	0.18%		2.994E-03	1.886E-02	2.661E-02	2.433E-05	1.647E-04	1.515E-04	3.631E+00	3.268E+00
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd15_TOT	AllMYr	1,667	0.17%		1.583E-03	1.157E-02	3.420E-03	3.687E-05	4.252E-04	3.912E-04	3.864E+00	3.478E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd15_TOT	AllMYr	67	0.01%		6.902E-04	7.457E-03	1.500E-03	3.672E-05	8.364E-05	7.695E-05	3.848E+00	3.464E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd15_TOT	AllMYr	228	0.02%		7.069E-04	4.385E-03	1.533E-03	3.657E-05	8.031E-05	7.388E-05	3.833E+00	3.450E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd15_TOT	AllMYr	1,919	0.19%		7.737E-04	1.480E-02	1.689E-03	3.704E-05	1.216E-04	1.119E-04	3.883E+00	3.494E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd15_TOT	AllMYr	4,695	0.47%		9.056E-04	6.881E-03	1.963E-03	3.669E-05	1.235E-04	1.136E-04	3.845E+00	3.461E+00
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd15_TOT	AllMYr	4,623	0.47%		7.687E-04	1.354E-02	1.676E-03	3.699E-05	1.150E-04	1.058E-04	3.877E+00	3.489E+00
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd15_TOT	AllMYr	11,917	1.20%		8.729E-04	6.440E-03	1.893E-03	3.666E-05	1.159E-04	1.066E-04	3.843E+00	3.459E+00
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd15_TOT	AllMYr	38	0.00%		6.902E-04	7.457E-03	1.500E-03	3.672E-05	8.364E-05	7.695E-05	3.848E+00	3.464E+00
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd15_TOT	AllMYr	131	0.01%		7.069E-04	4.385E-03	1.533E-03	3.657E-05	8.031E-05	7.388E-05	3.833E+00	3.450E+00
Vh	Kern (SJV)	2020	Annual	T6 public	Spd15_TOT	AllMYr	493	0.05%		5.441E-04	1.555E-02	1.181E-03	3.724E-05	1.199E-04	1.103E-04	3.903E+00	3.513E+00
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd15_TOT	AllMYr	117	0.01%		5.317E-04	6.866E-03	1.154E-03	3.680E-05	5.984E-05	5.505E-05	3.857E+00	3.472E+00
Vh	Kern (SJV)	2020	Annual	T6TS	Spd15_TOT	AllMYr	4,248	0.43%		7.519E-04	1.055E-03	9.643E-03	0.000E+00	4.062E-06	3.751E-06	3.070E+00	2.763E+00
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd15_TOT	AllMYr	1,763	0.18%		2.591E-03	2.134E-02	6.811E-03	5.707E-05	5.480E-04	5.041E-04	5.982E+00	5.384E+00
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd15_TOT	AllMYr	14,444	1.46%		1.736E-03	1.044E-02	4.236E-03	5.656E-05	1.502E-04	1.382E-04	5.929E+00	5.336E+00
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd15_TOT	AllMYr	531	0.05%		1.736E-03	1.059E-02	4.238E-03	5.657E-05	1.506E-04	1.385E-04	5.930E+00	5.337E+00
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd15_TOT	AllMYr	16,249	1.64%		1.475E-03	7.142E-03	3.598E-03	5.648E-05	1.198E-04	1.103E-04	5.920E+00	5.328E+00
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd15_TOT	AllMYr	5,260	0.53%		1.735E-03	1.045E-02	4.235E-03	5.656E-05	1.502E-04	1.382E-04	5.929E+00	5.336E+00
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd15_TOT	AllMYr	241	0.02%		3.898E-03	3.217E-02	9.479E-03	5.827E-05	2.291E-04	2.108E-04	6.108E+00	5.497E+00
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd15_TOT	AllMYr	916	0.09%		3.910E-03	3.233E-02	9.510E-03	5.829E-05	2.292E-04	2.108E-04	6.109E+00	5.498E+00
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd15_TOT	AllMYr	1,501	0.15%		3.849E-03	3.157E-02	9.362E-03	5.821E-05	2.289E-04	2.106E-04	6.102E+00	5.491E+00
Vh	Kern (SJV)	2020	Annual	T7 public	Spd15_TOT	AllMYr	178	0.02%		9.370E-04	3.499E-02	2.564E-03	5.836E-05	2.681E-04	2.467E-04	6.117E+00	5.506E+00
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd15_TOT	AllMYr	1,328	0.13%		1.253E-03	1.610E-02	3.058E-03	5.700E-05	1.262E-04	1.161E-04	5.974E+00	5.377E+00
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd15_TOT	AllMYr	1,374	0.14%		1.253E-03	1.671E-02	3.058E-03	5.703E-05	1.279E-04	1.177E-04	5.977E+00	5.380E+00
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd15_TOT	AllMYr	369	0.04%		1.087E-03	2.424E-02	2.763E-03	5.726E-05	1.823E-04	1.678E-04	6.002E+00	5.402E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd15_TOT	AllMYr	20,530	2.07%		1.731E-03	1.664E-02	4.225E-03	5.686E-05	1.675E-04	1.541E-04	5.960E+00	5.364E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd15_TOT	AllMYr	1,025	0.10%		1.724E-03	1.808E-02	4.211E-03	5.692E-05	1.726E-04	1.588E-04	5.967E+00	5.370E+00
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd15_TOT	AllMYr	29	0.00%		9.594E-04	1.548E-02	2.340E-03	5.707E-05	9.898E-05	9.106E-05	5.982E+00	5.384E+00
Vh	Kern (SJV)	2020	Annual	T7IS	Spd15_TOT	AllMYr	171	0.02%		4.356E-03	8.860E-03	1.664E-01	0.000E+00	1.935E-06	1.796E-06	3.070E+00	2.763E+00
Vh	Kern (SJV)	2020	Annual	UBUS	Spd15_TOT	AllMYr	3,161	0.32%		2.979E-03	2.494E-02	2.046E-02	0.000E+00	5.388E-04	4.957E-04	4.763E+00	4.286E+00
							990,194										

									Tons/Day							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd20_TOT	AllMYr	497	0.06%	8.525E-05	2.062E-03	2.421E-04	7.224E-06	2.302E-05	2.118E-05	7.572E-01	6.815E-01
Vh	Kern (SJV)	2020	Annual	LDA	Spd20_TOT	AllMYr	162,080	19.42%	4.780E-03	1.582E-02	1.924E-01	0.000E+00	5.955E-04	5.522E-04	9.196E+01	6.250E+01
Vh	Kern (SJV)	2020	Annual	LDT1	Spd20_TOT	AllMYr	25,471	3.05%	1.974E-03	6.106E-03	6.825E-02	0.000E+00	1.574E-04	1.459E-04	1.671E+01	1.176E+01
Vh	Kern (SJV)	2020	Annual	LDT2	Spd20_TOT	AllMYr	63,165	7.57%	2.606E-03	9.971E-03	1.013E-01	0.000E+00	2.398E-04	2.224E-04	4.876E+01	3.624E+01
Vh	Kern (SJV)	2020	Annual	LHD1	Spd20_TOT	AllMYr	239,208	28.66%	3.722E-02	2.635E-01	3.711E-01	0.000E+00	4.100E-03	3.774E-03	2.258E+02	2.032E+02
Vh	Kern (SJV)	2020	Annual	LHD2	Spd20_TOT	AllMYr	39,757	4.76%	5.915E-03	6.815E-02	4.461E-02	0.000E+00	1.177E-03	1.083E-03	3.156E+01	2.841E+01
Vh	Kern (SJV)	2020	Annual	MCY	Spd20_TOT	AllMYr	2,766	0.33%	8.056E-03	3.473E-03	5.426E-02	0.000E+00	1.029E-06	8.710E-07	5.407E-01	4.866E-01
Vh	Kern (SJV)	2020	Annual	MDV	Spd20_TOT	AllMYr	83,327	9.98%	7.378E-03	2.502E-02	2.256E-01	0.000E+00	3.503E-04	3.242E-04	8.201E+01	6.392E+01
Vh	Kern (SJV)	2020	Annual	MH	Spd20_TOT	AllMYr	3,465	0.42%	5.865E-04	6.541E-03	9.569E-03	0.000E+00	1.217E-04	1.120E-04	4.178E+00	3.760E+00
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd20_TOT	AllMYr	340	0.04%	1.151E-04	1.804E-03	3.559E-04	7.610E-06	2.144E-05	1.972E-05	7.976E-01	7.179E-01
Vh	Kern (SJV)	2020	Annual	OBUS	Spd20_TOT	AllMYr	1,051	0.13%	2.617E-04	7.383E-04	3.707E-03	0.000E+00	1.021E-06	9.445E-07	1.166E+00	1.049E+00
Vh	Kern (SJV)	2020	Annual	PTO	Spd20_TOT	AllMYr	20,212	2.42%	5.421E-03	1.227E-01	1.698E-02	4.544E-04	1.072E-03	9.861E-04	4.763E+01	4.287E+01
Vh	Kern (SJV)	2020	Annual	SBUS	Spd20_TOT	AllMYr	2,440	0.29%	2.352E-03	1.788E-02	2.330E-02	2.342E-05	1.265E-04	1.164E-04	3.407E+00	3.066E+00
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd20_TOT	AllMYr	1,757	0.21%	5.813E-04	7.704E-03	1.904E-03	2.554E-05	2.584E-04	2.377E-04	2.678E+00	2.410E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd20_TOT	AllMYr	70	0.01%	1.040E-05	1.977E-04	2.889E-05	1.018E-06	2.513E-06	2.312E-06	1.067E-01	9.604E-02
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd20_TOT	AllMYr	240	0.03%	3.654E-05	3.985E-04	9.990E-05	3.469E-06	8.670E-06	7.977E-06	3.636E-01	3.272E-01
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd20_TOT	AllMYr	2,022	0.24%	3.328E-04	1.127E-02	9.559E-04	2.954E-05	9.775E-05	8.993E-05	3.097E+00	2.787E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd20_TOT	AllMYr	4,947	0.59%	9.630E-04	1.286E-02	2.633E-03	7.159E-05	2.743E-04	2.524E-04	7.503E+00	6.753E+00
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd20_TOT	AllMYr	4,872	0.58%	7.981E-04	2.484E-02	2.274E-03	7.108E-05	2.262E-04	2.081E-04	7.450E+00	6.705E+00
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd20_TOT	AllMYr	12,557	1.50%	2.356E-03	3.056E-02	6.443E-03	1.816E-04	6.534E-04	6.011E-04	1.903E+01	1.713E+01
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd20_TOT	AllMYr	40	0.00%	5.960E-06	1.133E-04	1.656E-05	5.837E-07	1.441E-06	1.326E-06	6.118E-02	5.506E-02
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd20_TOT	AllMYr	138	0.02%	2.095E-05	2.285E-04	5.728E-05	1.989E-06	4.971E-06	4.573E-06	2.084E-01	1.876E-01
Vh	Kern (SJV)	2020	Annual	T6 public	Spd20_TOT	AllMYr	520	0.06%	5.976E-05	3.063E-03	1.818E-04	7.637E-06	2.228E-05	2.050E-05	8.005E-01	7.204E-01
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd20_TOT	AllMYr	124	0.01%	1.411E-05	3.204E-04	3.890E-05	1.795E-06	3.214E-06	2.957E-06	1.882E-01	1.694E-01
Vh	Kern (SJV)	2020	Annual	T6TS	Spd20_TOT	AllMYr	4,401	0.53%	1.153E-03	2.432E-03	1.534E-02	0.000E+00	6.233E-06	5.756E-06	4.881E+00	4.393E+00
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd20_TOT	AllMYr	4,151	0.50%	2.256E-03	3.350E-02	8.799E-03	9.345E-05	8.057E-04	7.412E-04	9.795E+00	8.815E+00
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd20_TOT	AllMYr	34,000	4.07%	1.268E-02	1.341E-01	3.911E-02	7.586E-04	2.275E-03	2.093E-03	7.951E+01	7.156E+01
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd20_TOT	AllMYr	1,250	0.15%	4.663E-04	5.003E-03	1.439E-03	2.790E-05	8.378E-05	7.708E-05	2.925E+00	2.632E+00
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd20_TOT	AllMYr	38,249	4.58%	1.213E-02	1.032E-01	3.731E-02	8.521E-04	2.058E-03	1.893E-03	8.931E+01	8.038E+01
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd20_TOT	AllMYr	12,382	1.48%	4.615E-03	4.887E-02	1.424E-02	2.763E-04	8.286E-04	7.623E-04	2.896E+01	2.606E+01
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd20_TOT	AllMYr	568	0.07%	4.757E-04	6.903E-03	1.459E-03	1.305E-05	5.841E-05	5.374E-05	1.368E+00	1.231E+00
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd20_TOT	AllMYr	2,156	0.26%	1.812E-03	2.634E-02	5.558E-03	4.956E-05	2.218E-04	2.041E-04	5.195E+00	4.675E+00
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd20_TOT	AllMYr	3,534	0.42%	2.924E-03	4.216E-02	8.969E-03	8.115E-05	3.632E-04	3.342E-04	8.505E+00	7.655E+00
Vh	Kern (SJV)	2020	Annual	T7 public	Spd20_TOT	AllMYr	418	0.05%	8.244E-05	5.622E-03	3.541E-04	9.630E-06	3.954E-05	3.637E-05	1.009E+00	9.085E-01
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd20_TOT	AllMYr	3,127	0.37%	8.385E-04	1.898E-02	2.626E-03	7.029E-05	1.658E-04	1.525E-04	7.368E+00	6.631E+00
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd20_TOT	AllMYr	3,235	0.39%	8.672E-04	2.037E-02	2.719E-03	7.276E-05	1.733E-04	1.594E-04	7.627E+00	6.864E+00
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd20_TOT	AllMYr	869	0.10%	1.991E-04	7.917E-03	7.017E-04	1.963E-05	5.552E-05	5.108E-05	2.057E+00	1.852E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd20_TOT	AllMYr	48,327	5.79%	1.793E-02	3.033E-01	5.588E-02	1.084E-03	3.479E-03	3.200E-03	1.136E+02	1.023E+02
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd20_TOT	AllMYr	2,412	0.29%	8.904E-04	1.645E-02	2.786E-03	5.415E-05	1.769E-04	1.628E-04	5.676E+00	5.108E+00
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd20_TOT	AllMYr	69	0.01%	1.415E-05	4.017E-04	4.419E-05	1.550E-06	2.840E-06	2.613E-06	1.625E-01	1.463E-01
Vh	Kern (SJV)	2020	Annual	T7IS	Spd20_TOT	AllMYr	295	0.04%	4.458E-04	1.375E-03	1.767E-02	0.000E+00	1.988E-07	1.845E-07	3.268E-01	2.941E-01
Vh	Kern (SJV)	2020	Annual	UBUS	Spd20_TOT	AllMYr	4,172	0.50%	4.532E-03	4.380E-02	3.041E-02	0.000E+00	8.590E-04	7.903E-04	9.516E+00	8.565E+00
							834,679									

									9.072E-01	MTons/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd20_TOT	AllMYr	497	0.06%		1.555E-07	3.762E-06	4.416E-07	1.318E-08	4.200E-08	3.864E-08	1.382E-03	1.243E-03
Vh	Kern (SJV)	2020	Annual	LDA	Spd20_TOT	AllMYr	162,080	19.42%		2.675E-08	8.853E-08	1.077E-06	0.000E+00	3.333E-09	3.091E-09	5.147E-04	3.498E-04
Vh	Kern (SJV)	2020	Annual	LDT1	Spd20_TOT	AllMYr	25,471	3.05%		7.030E-08	2.175E-07	2.431E-06	0.000E+00	5.604E-09	5.198E-09	5.950E-04	4.190E-04
Vh	Kern (SJV)	2020	Annual	LDT2	Spd20_TOT	AllMYr	63,165	7.57%		3.743E-08	1.432E-07	1.455E-06	0.000E+00	3.444E-09	3.194E-09	7.003E-04	5.205E-04
Vh	Kern (SJV)	2020	Annual	LHD1	Spd20_TOT	AllMYr	239,208	28.66%		1.412E-07	9.995E-07	1.407E-06	0.000E+00	1.555E-08	1.431E-08	8.562E-04	7.706E-04
Vh	Kern (SJV)	2020	Annual	LHD2	Spd20_TOT	AllMYr	39,757	4.76%		1.350E-07	1.555E-06	1.018E-06	0.000E+00	2.685E-08	2.470E-08	7.202E-04	6.482E-04
Vh	Kern (SJV)	2020	Annual	MCY	Spd20_TOT	AllMYr	2,766	0.33%		2.643E-06	1.139E-06	1.780E-05	0.000E+00	3.376E-10	2.857E-10	1.774E-04	1.596E-04
Vh	Kern (SJV)	2020	Annual	MDV	Spd20_TOT	AllMYr	83,327	9.98%		8.032E-08	2.724E-07	2.456E-06	0.000E+00	3.814E-09	3.529E-09	8.929E-04	6.959E-04
Vh	Kern (SJV)	2020	Annual	MH	Spd20_TOT	AllMYr	3,465	0.42%		1.536E-07	1.713E-06	2.505E-06	0.000E+00	3.187E-08	2.933E-08	1.094E-03	9.845E-04
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd20_TOT	AllMYr	340	0.04%		3.074E-07	4.819E-06	9.508E-07	2.033E-08	5.726E-08	5.268E-08	2.131E-03	1.917E-03
Vh	Kern (SJV)	2020	Annual	OBUS	Spd20_TOT	AllMYr	1,051	0.13%		2.258E-07	6.371E-07	3.199E-06	0.000E+00	8.808E-10	8.149E-10	1.006E-03	9.055E-04
Vh	Kern (SJV)	2020	Annual	PTO	Spd20_TOT	AllMYr	20,212	2.42%		2.433E-07	5.507E-06	7.619E-07	2.040E-08	4.811E-08	4.426E-08	2.138E-03	1.924E-03
Vh	Kern (SJV)	2020	Annual	SBUS	Spd20_TOT	AllMYr	2,440	0.29%		8.747E-07	6.647E-06	8.665E-06	8.706E-09	4.704E-08	4.328E-08	1.267E-03	1.140E-03
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd20_TOT	AllMYr	1,757	0.21%		3.002E-07	3.979E-06	9.831E-07	1.319E-08	1.334E-07	1.228E-07	1.383E-03	1.244E-03
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd20_TOT	AllMYr	70	0.01%		1.341E-07	2.551E-06	3.727E-07	1.314E-08	3.243E-08	2.983E-08	1.377E-03	1.239E-03
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd20_TOT	AllMYr	240	0.03%		1.379E-07	1.504E-06	3.769E-07	1.309E-08	3.271E-08	3.010E-08	1.372E-03	1.235E-03
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd20_TOT	AllMYr	2,022	0.24%		1.493E-07	5.054E-06	4.289E-07	1.326E-08	4.386E-08	4.035E-08	1.389E-03	1.250E-03
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd20_TOT	AllMYr	4,947	0.59%		1.766E-07	2.359E-06	4.829E-07	1.313E-08	5.031E-08	4.628E-08	1.376E-03	1.238E-03
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd20_TOT	AllMYr	4,872	0.58%		1.486E-07	4.626E-06	4.234E-07	1.324E-08	4.213E-08	3.876E-08	1.387E-03	1.249E-03
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd20_TOT	AllMYr	12,557	1.50%		1.702E-07	2.208E-06	4.655E-07	1.312E-08	4.720E-08	4.343E-08	1.375E-03	1.238E-03
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd20_TOT	AllMYr	40	0.00%		1.341E-07	2.551E-06	3.727E-07	1.314E-08	3.243E-08	2.983E-08	1.377E-03	1.239E-03
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd20_TOT	AllMYr	138	0.02%		1.379E-07	1.504E-06	3.769E-07	1.309E-08	3.271E-08	3.010E-08	1.372E-03	1.235E-03
Vh	Kern (SJV)	2020	Annual	T6 public	Spd20_TOT	AllMYr	520	0.06%		1.043E-07	5.345E-06	3.173E-07	1.333E-08	3.888E-08	3.577E-08	1.397E-03	1.257E-03
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd20_TOT	AllMYr	124	0.01%		1.035E-07	2.350E-06	2.853E-07	1.317E-08	2.358E-08	2.169E-08	1.380E-03	1.242E-03
Vh	Kern (SJV)	2020	Annual	T6TS	Spd20_TOT	AllMYr	4,401	0.53%		2.376E-07	5.012E-07	3.161E-06	0.000E+00	1.285E-09	1.186E-09	1.006E-03	9.055E-04
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd20_TOT	AllMYr	4,151	0.50%		4.931E-07	7.322E-06	1.923E-06	2.042E-08	1.761E-07	1.620E-07	2.141E-03	1.927E-03
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd20_TOT	AllMYr	34,000	4.07%		3.383E-07	3.577E-06	1.043E-06	2.024E-08	6.070E-08	5.585E-08	2.122E-03	1.909E-03
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd20_TOT	AllMYr	1,250	0.15%		3.383E-07	3.630E-06	1.044E-06	2.024E-08	6.078E-08	5.592E-08	2.122E-03	1.910E-03
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd20_TOT	AllMYr	38,249	4.58%		2.876E-07	2.448E-06	8.849E-07	2.021E-08	4.880E-08	4.490E-08	2.118E-03	1.906E-03
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd20_TOT	AllMYr	12,382	1.48%		3.382E-07	3.580E-06	1.043E-06	2.024E-08	6.071E-08	5.585E-08	2.122E-03	1.909E-03
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd20_TOT	AllMYr	568	0.07%		7.601E-07	1.103E-05	2.331E-06	2.085E-08	9.333E-08	8.586E-08	2.186E-03	1.967E-03
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd20_TOT	AllMYr	2,156	0.26%		7.625E-07	1.108E-05	2.339E-06	2.086E-08	9.335E-08	8.588E-08	2.186E-03	1.968E-03
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd20_TOT	AllMYr	3,534	0.42%		7.506E-07	1.082E-05	2.303E-06	2.083E-08	9.324E-08	8.578E-08	2.183E-03	1.965E-03
Vh	Kern (SJV)	2020	Annual	T7 public	Spd20_TOT	AllMYr	418	0.05%		1.788E-07	1.219E-05	7.679E-07	2.088E-08	8.574E-08	7.888E-08	2.189E-03	1.970E-03
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd20_TOT	AllMYr	3,127	0.37%		2.433E-07	5.507E-06	7.619E-07	2.040E-08	4.811E-08	4.426E-08	2.138E-03	1.924E-03
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd20_TOT	AllMYr	3,235	0.39%		2.432E-07	5.714E-06	7.625E-07	2.041E-08	4.861E-08	4.472E-08	2.139E-03	1.925E-03
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd20_TOT	AllMYr	869	0.10%		2.078E-07	8.266E-06	7.326E-07	2.049E-08	5.797E-08	5.333E-08	2.148E-03	1.933E-03
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd20_TOT	AllMYr	48,327	5.79%		3.365E-07	5.693E-06	1.049E-06	2.035E-08	6.530E-08	6.008E-08	2.133E-03	1.919E-03
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd20_TOT	AllMYr	2,412	0.29%		3.349E-07	6.186E-06	1.048E-06	2.037E-08	6.656E-08	6.123E-08	2.135E-03	1.922E-03
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd20_TOT	AllMYr	69	0.01%		1.864E-07	5.291E-06	5.821E-07	2.042E-08	3.741E-08	3.442E-08	2.141E-03	1.926E-03
Vh	Kern (SJV)	2020	Annual	T7IS	Spd20_TOT	AllMYr	295	0.04%		1.373E-06	4.233E-06	5.439E-05	0.000E+00	6.122E-10	5.679E-10	1.006E-03	9.055E-04
Vh	Kern (SJV)	2020	Annual	UBUS	Spd20_TOT	AllMYr	4,172	0.50%		9.855E-07	9.524E-06	6.612E-06	0.000E+00	1.868E-07	1.718E-07	2.069E-03	1.862E-03
							834,679										

									2.000E+03	lbs/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd20_TOT	AllMYr	497	0.06%		3.429E-04	8.294E-03	9.736E-04	2.906E-05	9.259E-05	8.518E-05	3.046E+00	2.741E+00
Vh	Kern (SJV)	2020	Annual	LDA	Spd20_TOT	AllMYr	162,080	19.42%		5.898E-05	1.952E-04	2.374E-03	0.000E+00	7.348E-06	6.814E-06	1.135E+00	7.712E-01
Vh	Kern (SJV)	2020	Annual	LDT1	Spd20_TOT	AllMYr	25,471	3.05%		1.550E-04	4.794E-04	5.359E-03	0.000E+00	1.236E-05	1.146E-05	1.312E+00	9.237E-01
Vh	Kern (SJV)	2020	Annual	LDT2	Spd20_TOT	AllMYr	63,165	7.57%		8.253E-05	3.157E-04	3.208E-03	0.000E+00	7.593E-06	7.042E-06	1.544E+00	1.148E+00
Vh	Kern (SJV)	2020	Annual	LHD1	Spd20_TOT	AllMYr	239,208	28.66%		3.112E-04	2.204E-03	3.103E-03	0.000E+00	3.428E-05	3.155E-05	1.888E+00	1.699E+00
Vh	Kern (SJV)	2020	Annual	LHD2	Spd20_TOT	AllMYr	39,757	4.76%		2.975E-04	3.428E-03	2.244E-03	0.000E+00	5.919E-05	5.446E-05	1.588E+00	1.429E+00
Vh	Kern (SJV)	2020	Annual	MCY	Spd20_TOT	AllMYr	2,766	0.33%		5.826E-03	2.512E-03	3.923E-02	0.000E+00	7.443E-07	6.299E-07	3.910E-01	3.519E-01
Vh	Kern (SJV)	2020	Annual	MDV	Spd20_TOT	AllMYr	83,327	9.98%		1.771E-04	6.005E-04	5.416E-03	0.000E+00	8.408E-06	7.781E-06	1.968E+00	1.534E+00
Vh	Kern (SJV)	2020	Annual	MH	Spd20_TOT	AllMYr	3,465	0.42%		3.386E-04	3.775E-03	5.524E-03	0.000E+00	7.027E-05	6.466E-05	2.412E+00	2.170E+00
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd20_TOT	AllMYr	340	0.04%		6.777E-04	1.062E-02	2.096E-03	4.481E-05	1.262E-04	1.161E-04	4.697E+00	4.227E+00
Vh	Kern (SJV)	2020	Annual	OBUS	Spd20_TOT	AllMYr	1,051	0.13%		4.979E-04	1.404E-03	7.052E-03	0.000E+00	1.942E-06	1.797E-06	2.218E+00	1.996E+00
Vh	Kern (SJV)	2020	Annual	PTO	Spd20_TOT	AllMYr	20,212	2.42%		5.364E-04	1.214E-02	1.680E-03	4.496E-05	1.061E-04	9.758E-05	4.713E+00	4.242E+00
Vh	Kern (SJV)	2020	Annual	SBUS	Spd20_TOT	AllMYr	2,440	0.29%		1.928E-03	1.465E-02	1.910E-02	1.919E-05	1.037E-04	9.541E-05	2.793E+00	2.514E+00
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd20_TOT	AllMYr	1,757	0.21%		6.618E-04	8.771E-03	2.167E-03	2.908E-05	2.942E-04	2.707E-04	3.048E+00	2.744E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd20_TOT	AllMYr	70	0.01%		2.957E-04	5.625E-03	8.218E-04	2.896E-05	7.149E-05	6.577E-05	3.036E+00	2.732E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd20_TOT	AllMYr	240	0.03%		3.039E-04	3.315E-03	8.310E-04	2.885E-05	7.212E-05	6.635E-05	3.024E+00	2.722E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd20_TOT	AllMYr	2,022	0.24%		3.292E-04	1.114E-02	9.455E-04	2.922E-05	9.668E-05	8.895E-05	3.063E+00	2.757E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd20_TOT	AllMYr	4,947	0.59%		3.893E-04	5.201E-03	1.065E-03	2.894E-05	1.109E-04	1.020E-04	3.034E+00	2.730E+00
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd20_TOT	AllMYr	4,872	0.58%		3.276E-04	1.020E-02	9.334E-04	2.918E-05	9.288E-05	8.545E-05	3.059E+00	2.753E+00
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd20_TOT	AllMYr	12,557	1.50%		3.753E-04	4.868E-03	1.026E-03	2.892E-05	1.041E-04	9.574E-05	3.032E+00	2.729E+00
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd20_TOT	AllMYr	40	0.00%		2.957E-04	5.625E-03	8.218E-04	2.896E-05	7.149E-05	6.577E-05	3.036E+00	2.732E+00
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd20_TOT	AllMYr	138	0.02%		3.039E-04	3.315E-03	8.310E-04	2.885E-05	7.212E-05	6.635E-05	3.024E+00	2.722E+00
Vh	Kern (SJV)	2020	Annual	T6 public	Spd20_TOT	AllMYr	520	0.06%		2.299E-04	1.178E-02	6.995E-04	2.938E-05	8.571E-05	7.885E-05	3.079E+00	2.771E+00
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd20_TOT	AllMYr	124	0.01%		2.282E-04	5.181E-03	6.290E-04	2.903E-05	5.198E-05	4.782E-05	3.043E+00	2.739E+00
Vh	Kern (SJV)	2020	Annual	T6TS	Spd20_TOT	AllMYr	4,401	0.53%		5.238E-04	1.105E-03	6.969E-03	0.000E+00	2.832E-06	2.616E-06	2.218E+00	1.996E+00
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd20_TOT	AllMYr	4,151	0.50%		1.087E-03	1.614E-02	4.239E-03	4.502E-05	3.882E-04	3.572E-04	4.719E+00	4.247E+00
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd20_TOT	AllMYr	34,000	4.07%		7.458E-04	7.887E-03	2.300E-03	4.462E-05	1.338E-04	1.231E-04	4.677E+00	4.209E+00
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd20_TOT	AllMYr	1,250	0.15%		7.459E-04	8.003E-03	2.302E-03	4.463E-05	1.340E-04	1.233E-04	4.678E+00	4.210E+00
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd20_TOT	AllMYr	38,249	4.58%		6.341E-04	5.398E-03	1.951E-03	4.455E-05	1.076E-04	9.898E-05	4.670E+00	4.203E+00
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd20_TOT	AllMYr	12,382	1.48%		7.455E-04	7.893E-03	2.300E-03	4.462E-05	1.338E-04	1.231E-04	4.677E+00	4.209E+00
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd20_TOT	AllMYr	568	0.07%		1.676E-03	2.432E-02	5.140E-03	4.597E-05	2.057E-04	1.893E-04	4.818E+00	4.337E+00
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd20_TOT	AllMYr	2,156	0.26%		1.681E-03	2.443E-02	5.157E-03	4.598E-05	2.058E-04	1.893E-04	4.820E+00	4.338E+00
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd20_TOT	AllMYr	3,534	0.42%		1.655E-03	2.386E-02	5.076E-03	4.592E-05	2.056E-04	1.891E-04	4.814E+00	4.332E+00
Vh	Kern (SJV)	2020	Annual	T7 public	Spd20_TOT	AllMYr	418	0.05%		3.942E-04	2.688E-02	1.693E-03	4.604E-05	1.890E-04	1.739E-04	4.826E+00	4.343E+00
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd20_TOT	AllMYr	3,127	0.37%		5.364E-04	1.214E-02	1.680E-03	4.496E-05	1.061E-04	9.758E-05	4.713E+00	4.242E+00
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd20_TOT	AllMYr	3,235	0.39%		5.362E-04	1.260E-02	1.681E-03	4.499E-05	1.072E-04	9.859E-05	4.716E+00	4.244E+00
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd20_TOT	AllMYr	869	0.10%		4.582E-04	1.822E-02	1.615E-03	4.517E-05	1.278E-04	1.176E-04	4.735E+00	4.261E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd20_TOT	AllMYr	48,327	5.79%		7.419E-04	1.255E-02	2.313E-03	4.486E-05	1.440E-04	1.324E-04	4.702E+00	4.232E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd20_TOT	AllMYr	2,412	0.29%		7.384E-04	1.364E-02	2.311E-03	4.491E-05	1.467E-04	1.350E-04	4.707E+00	4.236E+00
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd20_TOT	AllMYr	69	0.01%		4.110E-04	1.167E-02	1.283E-03	4.502E-05	8.248E-05	7.588E-05	4.719E+00	4.247E+00
Vh	Kern (SJV)	2020	Annual	T7IS	Spd20_TOT	AllMYr	295	0.04%		3.026E-03	9.332E-03	1.199E-01	0.000E+00	1.350E-06	1.252E-06	2.218E+00	1.996E+00
Vh	Kern (SJV)	2020	Annual	UBUS	Spd20_TOT	AllMYr	4,172	0.50%		2.173E-03	2.100E-02	1.458E-02	0.000E+00	4.118E-04	3.789E-04	4.562E+00	4.106E+00
							834,679										

									Tons/Day							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd25_TOT	AllMYr	522	0.04%	7.751E-05	1.987E-03	2.365E-04	7.075E-06	2.240E-05	2.060E-05	7.415E-01	6.674E-01
Vh	Kern (SJV)	2020	Annual	LDA	Spd25_TOT	AllMYr	394,144	31.51%	8.708E-03	3.513E-02	4.270E-01	0.000E+00	1.077E-03	9.985E-04	1.855E+02	1.261E+02
Vh	Kern (SJV)	2020	Annual	LDT1	Spd25_TOT	AllMYr	61,940	4.95%	3.658E-03	1.340E-02	1.496E-01	0.000E+00	2.879E-04	2.670E-04	3.369E+01	2.373E+01
Vh	Kern (SJV)	2020	Annual	LDT2	Spd25_TOT	AllMYr	153,603	12.28%	4.755E-03	2.205E-02	2.246E-01	0.000E+00	4.333E-04	4.019E-04	9.833E+01	7.309E+01
Vh	Kern (SJV)	2020	Annual	LHD1	Spd25_TOT	AllMYr	206,777	16.53%	2.623E-02	2.486E-01	2.420E-01	0.000E+00	3.537E-03	3.255E-03	1.535E+02	1.381E+02
Vh	Kern (SJV)	2020	Annual	LHD2	Spd25_TOT	AllMYr	37,685	3.01%	4.941E-03	6.572E-02	3.357E-02	0.000E+00	1.038E-03	9.546E-04	2.507E+01	2.256E+01
Vh	Kern (SJV)	2020	Annual	MCY	Spd25_TOT	AllMYr	6,726	0.54%	1.687E-02	8.365E-03	1.227E-01	0.000E+00	2.159E-06	1.823E-06	1.180E+00	1.062E+00
Vh	Kern (SJV)	2020	Annual	MDV	Spd25_TOT	AllMYr	202,633	16.20%	1.354E-02	5.528E-02	4.981E-01	0.000E+00	6.348E-04	5.874E-04	1.654E+02	1.289E+02
Vh	Kern (SJV)	2020	Annual	MH	Spd25_TOT	AllMYr	3,822	0.31%	4.700E-04	6.446E-03	8.165E-03	0.000E+00	1.067E-04	9.817E-05	3.655E+00	3.289E+00
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd25_TOT	AllMYr	301	0.02%	8.910E-05	1.444E-03	2.975E-04	6.302E-06	1.805E-05	1.661E-05	6.605E-01	5.945E-01
Vh	Kern (SJV)	2020	Annual	OBUS	Spd25_TOT	AllMYr	1,173	0.09%	2.124E-04	8.605E-04	3.158E-03	0.000E+00	8.279E-07	7.660E-07	9.932E-01	8.939E-01
Vh	Kern (SJV)	2020	Annual	SBUS	Spd25_TOT	AllMYr	3,852	0.31%	2.746E-03	2.728E-02	2.825E-02	3.449E-05	1.663E-04	1.530E-04	4.763E+00	4.287E+00
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd25_TOT	AllMYr	1,844	0.15%	5.177E-04	7.463E-03	1.776E-03	2.502E-05	2.376E-04	2.186E-04	2.622E+00	2.360E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd25_TOT	AllMYr	74	0.01%	9.499E-06	1.886E-04	2.845E-05	9.970E-07	2.483E-06	2.284E-06	1.045E-01	9.405E-02
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd25_TOT	AllMYr	252	0.02%	3.351E-05	3.750E-04	9.898E-05	3.397E-06	8.687E-06	7.992E-06	3.560E-01	3.204E-01
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd25_TOT	AllMYr	2,122	0.17%	3.018E-04	1.085E-02	9.301E-04	2.893E-05	9.445E-05	8.690E-05	3.033E+00	2.729E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd25_TOT	AllMYr	5,192	0.42%	8.831E-04	1.211E-02	2.609E-03	7.010E-05	2.748E-04	2.529E-04	7.348E+00	6.613E+00
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd25_TOT	AllMYr	5,113	0.41%	7.250E-04	2.388E-02	2.219E-03	6.961E-05	2.197E-04	2.022E-04	7.296E+00	6.566E+00
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd25_TOT	AllMYr	13,180	1.05%	2.161E-03	2.876E-02	6.383E-03	1.778E-04	6.546E-04	6.022E-04	1.864E+01	1.678E+01
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd25_TOT	AllMYr	42	0.00%	5.446E-06	1.081E-04	1.631E-05	5.716E-07	1.423E-06	1.310E-06	5.991E-02	5.392E-02
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd25_TOT	AllMYr	145	0.01%	1.921E-05	2.150E-04	5.675E-05	1.947E-06	4.980E-06	4.582E-06	2.041E-01	1.837E-01
Vh	Kern (SJV)	2020	Annual	T6 public	Spd25_TOT	AllMYr	546	0.04%	5.382E-05	3.021E-03	1.737E-04	7.479E-06	2.074E-05	1.908E-05	7.839E-01	7.055E-01
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd25_TOT	AllMYr	130	0.01%	1.292E-05	3.047E-04	3.843E-05	1.758E-06	3.190E-06	2.935E-06	1.843E-01	1.658E-01
Vh	Kern (SJV)	2020	Annual	T6TS	Spd25_TOT	AllMYr	4,911	0.39%	9.352E-04	2.834E-03	1.307E-02	0.000E+00	5.055E-06	4.668E-06	4.158E+00	3.742E+00
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd25_TOT	AllMYr	3,684	0.29%	1.705E-03	2.735E-02	6.989E-03	7.738E-05	6.321E-04	5.816E-04	8.111E+00	7.300E+00
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd25_TOT	AllMYr	30,177	2.41%	9.827E-03	1.070E-01	3.274E-02	6.282E-04	1.923E-03	1.770E-03	6.584E+01	5.926E+01
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd25_TOT	AllMYr	1,110	0.09%	3.614E-04	3.995E-03	1.204E-03	2.311E-05	7.081E-05	6.514E-05	2.422E+00	2.180E+00
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd25_TOT	AllMYr	33,948	2.71%	9.403E-03	8.216E-02	3.126E-02	7.056E-04	1.743E-03	1.604E-03	7.396E+01	6.656E+01
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd25_TOT	AllMYr	10,990	0.88%	3.577E-03	3.901E-02	1.192E-02	2.288E-04	7.004E-04	6.444E-04	2.398E+01	2.158E+01
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd25_TOT	AllMYr	504	0.04%	3.689E-04	5.493E-03	1.223E-03	1.081E-05	4.949E-05	4.553E-05	1.133E+00	1.019E+00
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd25_TOT	AllMYr	1,913	0.15%	1.405E-03	2.096E-02	4.657E-03	4.104E-05	1.879E-04	1.729E-04	4.302E+00	3.872E+00
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd25_TOT	AllMYr	3,137	0.25%	2.268E-03	3.355E-02	7.515E-03	6.720E-05	3.077E-04	2.831E-04	7.043E+00	6.339E+00
Vh	Kern (SJV)	2020	Annual	T7 public	Spd25_TOT	AllMYr	371	0.03%	6.256E-05	4.696E-03	2.793E-04	7.975E-06	3.094E-05	2.846E-05	8.359E-01	7.523E-01
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd25_TOT	AllMYr	2,775	0.22%	6.473E-04	1.536E-02	2.184E-03	5.821E-05	1.378E-04	1.268E-04	6.101E+00	5.491E+00
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd25_TOT	AllMYr	2,871	0.23%	6.692E-04	1.649E-02	2.260E-03	6.025E-05	1.439E-04	1.324E-04	6.316E+00	5.684E+00
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd25_TOT	AllMYr	771	0.06%	1.511E-04	6.627E-03	5.660E-04	1.625E-05	4.341E-05	3.994E-05	1.704E+00	1.533E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd25_TOT	AllMYr	42,892	3.43%	1.386E-02	2.443E-01	4.657E-02	8.976E-04	2.911E-03	2.678E-03	9.408E+01	8.467E+01
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd25_TOT	AllMYr	2,140	0.17%	6.876E-04	1.327E-02	2.319E-03	4.484E-05	1.476E-04	1.358E-04	4.700E+00	4.230E+00
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd25_TOT	AllMYr	61	0.00%	1.093E-05	3.262E-04	3.679E-05	1.284E-06	2.355E-06	2.167E-06	1.346E-01	1.211E-01
Vh	Kern (SJV)	2020	Annual	T7IS	Spd25_TOT	AllMYr	380	0.03%	4.179E-04	1.843E-03	1.741E-02	0.000E+00	1.862E-07	1.727E-07	3.213E-01	2.892E-01
Vh	Kern (SJV)	2020	Annual	UBUS	Spd25_TOT	AllMYr	6,283	0.50%	5.183E-03	5.833E-02	3.454E-02	0.000E+00	1.024E-03	9.421E-04	1.394E+01	1.255E+01
							1,250,735									

									9.072E-01	MTons/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd25_TOT	AllMYr	522	0.04%		1.347E-07	3.454E-06	4.111E-07	1.230E-08	3.893E-08	3.582E-08	1.289E-03	1.160E-03
Vh	Kern (SJV)	2020	Annual	LDA	Spd25_TOT	AllMYr	394,144	31.51%		2.004E-08	8.087E-08	9.828E-07	0.000E+00	2.478E-09	2.298E-09	4.269E-04	2.901E-04
Vh	Kern (SJV)	2020	Annual	LDT1	Spd25_TOT	AllMYr	61,940	4.95%		5.358E-08	1.962E-07	2.190E-06	0.000E+00	4.217E-09	3.911E-09	4.935E-04	3.475E-04
Vh	Kern (SJV)	2020	Annual	LDT2	Spd25_TOT	AllMYr	153,603	12.28%		2.808E-08	1.303E-07	1.326E-06	0.000E+00	2.559E-09	2.373E-09	5.808E-04	4.317E-04
Vh	Kern (SJV)	2020	Annual	LHD1	Spd25_TOT	AllMYr	206,777	16.53%		1.151E-07	1.091E-06	1.062E-06	0.000E+00	1.552E-08	1.428E-08	6.734E-04	6.061E-04
Vh	Kern (SJV)	2020	Annual	LHD2	Spd25_TOT	AllMYr	37,685	3.01%		1.189E-07	1.582E-06	8.082E-07	0.000E+00	2.498E-08	2.298E-08	6.034E-04	5.431E-04
Vh	Kern (SJV)	2020	Annual	MCY	Spd25_TOT	AllMYr	6,726	0.54%		2.276E-06	1.128E-06	1.656E-05	0.000E+00	2.912E-10	2.458E-10	1.592E-04	1.433E-04
Vh	Kern (SJV)	2020	Annual	MDV	Spd25_TOT	AllMYr	202,633	16.20%		6.063E-08	2.475E-07	2.230E-06	0.000E+00	2.842E-09	2.630E-09	7.405E-04	5.771E-04
Vh	Kern (SJV)	2020	Annual	MH	Spd25_TOT	AllMYr	3,822	0.31%		1.116E-07	1.530E-06	1.938E-06	0.000E+00	2.532E-08	2.330E-08	8.676E-04	7.808E-04
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd25_TOT	AllMYr	301	0.02%		2.682E-07	4.347E-06	8.952E-07	1.896E-08	5.433E-08	4.998E-08	1.988E-03	1.789E-03
Vh	Kern (SJV)	2020	Annual	OBUS	Spd25_TOT	AllMYr	1,173	0.09%		1.642E-07	6.654E-07	2.442E-06	0.000E+00	6.402E-10	5.924E-10	7.680E-04	6.912E-04
Vh	Kern (SJV)	2020	Annual	SBUS	Spd25_TOT	AllMYr	3,852	0.31%		6.468E-07	6.426E-06	6.654E-06	8.123E-09	3.917E-08	3.604E-08	1.122E-03	1.010E-03
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd25_TOT	AllMYr	1,844	0.15%		2.547E-07	3.672E-06	8.740E-07	1.231E-08	1.169E-07	1.075E-07	1.290E-03	1.161E-03
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd25_TOT	AllMYr	74	0.01%		1.168E-07	2.319E-06	3.498E-07	1.226E-08	3.053E-08	2.808E-08	1.285E-03	1.156E-03
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd25_TOT	AllMYr	252	0.02%		1.204E-07	1.348E-06	3.558E-07	1.221E-08	3.123E-08	2.873E-08	1.280E-03	1.152E-03
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd25_TOT	AllMYr	2,122	0.17%		1.290E-07	4.639E-06	3.976E-07	1.237E-08	4.038E-08	3.715E-08	1.296E-03	1.167E-03
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd25_TOT	AllMYr	5,192	0.42%		1.543E-07	2.115E-06	4.558E-07	1.225E-08	4.802E-08	4.418E-08	1.284E-03	1.155E-03
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd25_TOT	AllMYr	5,113	0.41%		1.286E-07	4.237E-06	3.937E-07	1.235E-08	3.899E-08	3.587E-08	1.294E-03	1.165E-03
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd25_TOT	AllMYr	13,180	1.05%		1.487E-07	1.979E-06	4.394E-07	1.224E-08	4.506E-08	4.145E-08	1.283E-03	1.155E-03
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd25_TOT	AllMYr	42	0.00%		1.168E-07	2.319E-06	3.498E-07	1.226E-08	3.053E-08	2.808E-08	1.285E-03	1.156E-03
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd25_TOT	AllMYr	145	0.01%		1.204E-07	1.348E-06	3.558E-07	1.221E-08	3.123E-08	2.873E-08	1.280E-03	1.152E-03
Vh	Kern (SJV)	2020	Annual	T6 public	Spd25_TOT	AllMYr	546	0.04%		8.948E-08	5.023E-06	2.888E-07	1.243E-08	3.449E-08	3.173E-08	1.303E-03	1.173E-03
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd25_TOT	AllMYr	130	0.01%		9.030E-08	2.129E-06	2.686E-07	1.229E-08	2.230E-08	2.051E-08	1.288E-03	1.159E-03
Vh	Kern (SJV)	2020	Annual	T6TS	Spd25_TOT	AllMYr	4,911	0.39%		1.728E-07	5.235E-07	2.414E-06	0.000E+00	9.338E-10	8.624E-10	7.680E-04	6.912E-04
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd25_TOT	AllMYr	3,684	0.29%		4.199E-07	6.734E-06	1.721E-06	1.905E-08	1.557E-07	1.432E-07	1.997E-03	1.798E-03
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd25_TOT	AllMYr	30,177	2.41%		2.954E-07	3.217E-06	9.842E-07	1.888E-08	5.782E-08	5.320E-08	1.979E-03	1.781E-03
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd25_TOT	AllMYr	1,110	0.09%		2.954E-07	3.266E-06	9.846E-07	1.889E-08	5.788E-08	5.325E-08	1.980E-03	1.782E-03
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd25_TOT	AllMYr	33,948	2.71%		2.513E-07	2.196E-06	8.353E-07	1.886E-08	4.658E-08	4.286E-08	1.976E-03	1.779E-03
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd25_TOT	AllMYr	10,990	0.88%		2.953E-07	3.220E-06	9.839E-07	1.888E-08	5.782E-08	5.320E-08	1.979E-03	1.782E-03
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd25_TOT	AllMYr	504	0.04%		6.641E-07	9.888E-06	2.201E-06	1.946E-08	8.909E-08	8.196E-08	2.039E-03	1.835E-03
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd25_TOT	AllMYr	1,913	0.15%		6.662E-07	9.937E-06	2.208E-06	1.946E-08	8.911E-08	8.198E-08	2.040E-03	1.836E-03
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd25_TOT	AllMYr	3,137	0.25%		6.559E-07	9.704E-06	2.174E-06	1.944E-08	8.901E-08	8.189E-08	2.037E-03	1.833E-03
Vh	Kern (SJV)	2020	Annual	T7 public	Spd25_TOT	AllMYr	371	0.03%		1.529E-07	1.147E-05	6.823E-07	1.949E-08	7.560E-08	6.955E-08	2.042E-03	1.838E-03
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd25_TOT	AllMYr	2,775	0.22%		2.116E-07	5.021E-06	7.139E-07	1.903E-08	4.506E-08	4.146E-08	1.995E-03	1.795E-03
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd25_TOT	AllMYr	2,871	0.23%		2.115E-07	5.210E-06	7.141E-07	1.904E-08	4.549E-08	4.185E-08	1.996E-03	1.796E-03
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd25_TOT	AllMYr	771	0.06%		1.778E-07	7.796E-06	6.658E-07	1.912E-08	5.107E-08	4.698E-08	2.004E-03	1.804E-03
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd25_TOT	AllMYr	42,892	3.43%		2.931E-07	5.166E-06	9.849E-07	1.898E-08	6.157E-08	5.665E-08	1.990E-03	1.791E-03
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd25_TOT	AllMYr	2,140	0.17%		2.914E-07	5.625E-06	9.827E-07	1.901E-08	6.256E-08	5.755E-08	1.992E-03	1.793E-03
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd25_TOT	AllMYr	61	0.00%		1.622E-07	4.841E-06	5.460E-07	1.905E-08	3.495E-08	3.216E-08	1.997E-03	1.797E-03
Vh	Kern (SJV)	2020	Annual	T7IS	Spd25_TOT	AllMYr	380	0.03%		9.988E-07	4.404E-06	4.161E-05	0.000E+00	4.450E-10	4.128E-10	7.680E-04	6.912E-04
Vh	Kern (SJV)	2020	Annual	UBUS	Spd25_TOT	AllMYr	6,283	0.50%		7.483E-07	8.422E-06	4.986E-06	0.000E+00	1.478E-07	1.360E-07	2.013E-03	1.812E-03
							1,250,735										

									2.000E+03	lbs/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd25_TOT	AllMYr	522	0.04%		2.970E-04	7.615E-03	9.063E-04	2.711E-05	8.583E-05	7.896E-05	2.842E+00	2.558E+00
Vh	Kern (SJV)	2020	Annual	LDA	Spd25_TOT	AllMYr	394,144	31.51%		4.419E-05	1.783E-04	2.167E-03	0.000E+00	5.464E-06	5.067E-06	9.411E-01	6.397E-01
Vh	Kern (SJV)	2020	Annual	LDT1	Spd25_TOT	AllMYr	61,940	4.95%		1.181E-04	4.327E-04	4.829E-03	0.000E+00	9.297E-06	8.622E-06	1.088E+00	7.661E-01
Vh	Kern (SJV)	2020	Annual	LDT2	Spd25_TOT	AllMYr	153,603	12.28%		6.192E-05	2.872E-04	2.924E-03	0.000E+00	5.642E-06	5.232E-06	1.280E+00	9.517E-01
Vh	Kern (SJV)	2020	Annual	LHD1	Spd25_TOT	AllMYr	206,777	16.53%		2.537E-04	2.404E-03	2.340E-03	0.000E+00	3.421E-05	3.148E-05	1.485E+00	1.336E+00
Vh	Kern (SJV)	2020	Annual	LHD2	Spd25_TOT	AllMYr	37,685	3.01%		2.622E-04	3.488E-03	1.782E-03	0.000E+00	5.506E-05	5.066E-05	1.330E+00	1.197E+00
Vh	Kern (SJV)	2020	Annual	MCY	Spd25_TOT	AllMYr	6,726	0.54%		5.017E-03	2.487E-03	3.650E-02	0.000E+00	6.420E-07	5.420E-07	3.509E-01	3.158E-01
Vh	Kern (SJV)	2020	Annual	MDV	Spd25_TOT	AllMYr	202,633	16.20%		1.337E-04	5.456E-04	4.916E-03	0.000E+00	6.266E-06	5.797E-06	1.632E+00	1.272E+00
Vh	Kern (SJV)	2020	Annual	MH	Spd25_TOT	AllMYr	3,822	0.31%		2.460E-04	3.373E-03	4.273E-03	0.000E+00	5.583E-05	5.138E-05	1.913E+00	1.721E+00
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd25_TOT	AllMYr	301	0.02%		5.912E-04	9.584E-03	1.974E-03	4.181E-05	1.198E-04	1.102E-04	4.382E+00	3.944E+00
Vh	Kern (SJV)	2020	Annual	OBUS	Spd25_TOT	AllMYr	1,173	0.09%		3.620E-04	1.467E-03	5.384E-03	0.000E+00	1.411E-06	1.306E-06	1.693E+00	1.524E+00
Vh	Kern (SJV)	2020	Annual	SBUS	Spd25_TOT	AllMYr	3,852	0.31%		1.426E-03	1.417E-02	1.467E-02	1.791E-05	8.635E-05	7.945E-05	2.473E+00	2.226E+00
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd25_TOT	AllMYr	1,844	0.15%		5.615E-04	8.095E-03	1.927E-03	2.714E-05	2.577E-04	2.371E-04	2.844E+00	2.560E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd25_TOT	AllMYr	74	0.01%		2.575E-04	5.111E-03	7.711E-04	2.702E-05	6.730E-05	6.192E-05	2.833E+00	2.549E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd25_TOT	AllMYr	252	0.02%		2.655E-04	2.972E-03	7.845E-04	2.692E-05	6.884E-05	6.334E-05	2.822E+00	2.539E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd25_TOT	AllMYr	2,122	0.17%		2.844E-04	1.023E-02	8.765E-04	2.727E-05	8.901E-05	8.189E-05	2.858E+00	2.572E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd25_TOT	AllMYr	5,192	0.42%		3.402E-04	4.663E-03	1.005E-03	2.700E-05	1.059E-04	9.740E-05	2.830E+00	2.547E+00
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd25_TOT	AllMYr	5,113	0.41%		2.836E-04	9.341E-03	8.679E-04	2.723E-05	8.595E-05	7.908E-05	2.854E+00	2.568E+00
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd25_TOT	AllMYr	13,180	1.05%		3.279E-04	4.364E-03	9.687E-04	2.699E-05	9.933E-05	9.139E-05	2.829E+00	2.546E+00
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd25_TOT	AllMYr	42	0.00%		2.575E-04	5.111E-03	7.711E-04	2.702E-05	6.730E-05	6.192E-05	2.833E+00	2.549E+00
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd25_TOT	AllMYr	145	0.01%		2.655E-04	2.972E-03	7.845E-04	2.692E-05	6.884E-05	6.334E-05	2.822E+00	2.539E+00
Vh	Kern (SJV)	2020	Annual	T6 public	Spd25_TOT	AllMYr	546	0.04%		1.973E-04	1.107E-02	6.366E-04	2.741E-05	7.603E-05	6.995E-05	2.873E+00	2.586E+00
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd25_TOT	AllMYr	130	0.01%		1.991E-04	4.694E-03	5.921E-04	2.709E-05	4.916E-05	4.522E-05	2.839E+00	2.555E+00
Vh	Kern (SJV)	2020	Annual	T6TS	Spd25_TOT	AllMYr	4,911	0.39%		3.809E-04	1.154E-03	5.321E-03	0.000E+00	2.059E-06	1.901E-06	1.693E+00	1.524E+00
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd25_TOT	AllMYr	3,684	0.29%		9.257E-04	1.485E-02	3.794E-03	4.201E-05	3.432E-04	3.157E-04	4.403E+00	3.963E+00
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd25_TOT	AllMYr	30,177	2.41%		6.513E-04	7.093E-03	2.170E-03	4.163E-05	1.275E-04	1.173E-04	4.364E+00	3.928E+00
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd25_TOT	AllMYr	1,110	0.09%		6.513E-04	7.200E-03	2.171E-03	4.164E-05	1.276E-04	1.174E-04	4.365E+00	3.928E+00
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd25_TOT	AllMYr	33,948	2.71%		5.540E-04	4.840E-03	1.842E-03	4.157E-05	1.027E-04	9.448E-05	4.357E+00	3.921E+00
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd25_TOT	AllMYr	10,990	0.88%		6.510E-04	7.100E-03	2.169E-03	4.163E-05	1.275E-04	1.173E-04	4.364E+00	3.928E+00
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd25_TOT	AllMYr	504	0.04%		1.464E-03	2.180E-02	4.852E-03	4.289E-05	1.964E-04	1.807E-04	4.496E+00	4.046E+00
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd25_TOT	AllMYr	1,913	0.15%		1.469E-03	2.191E-02	4.868E-03	4.290E-05	1.964E-04	1.807E-04	4.497E+00	4.047E+00
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd25_TOT	AllMYr	3,137	0.25%		1.446E-03	2.139E-02	4.792E-03	4.285E-05	1.962E-04	1.805E-04	4.491E+00	4.042E+00
Vh	Kern (SJV)	2020	Annual	T7 public	Spd25_TOT	AllMYr	371	0.03%		3.370E-04	2.529E-02	1.504E-03	4.296E-05	1.667E-04	1.533E-04	4.503E+00	4.052E+00
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd25_TOT	AllMYr	2,775	0.22%		4.665E-04	1.107E-02	1.574E-03	4.195E-05	9.934E-05	9.140E-05	4.397E+00	3.958E+00
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd25_TOT	AllMYr	2,871	0.23%		4.662E-04	1.149E-02	1.574E-03	4.198E-05	1.003E-04	9.226E-05	4.400E+00	3.960E+00
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd25_TOT	AllMYr	771	0.06%		3.919E-04	1.719E-02	1.468E-03	4.215E-05	1.126E-04	1.036E-04	4.418E+00	3.976E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd25_TOT	AllMYr	42,892	3.43%		6.461E-04	1.139E-02	2.171E-03	4.185E-05	1.357E-04	1.249E-04	4.387E+00	3.948E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd25_TOT	AllMYr	2,140	0.17%		6.425E-04	1.240E-02	2.166E-03	4.190E-05	1.379E-04	1.269E-04	4.392E+00	3.953E+00
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd25_TOT	AllMYr	61	0.00%		3.577E-04	1.067E-02	1.204E-03	4.201E-05	7.705E-05	7.089E-05	4.403E+00	3.963E+00
Vh	Kern (SJV)	2020	Annual	T7IS	Spd25_TOT	AllMYr	380	0.03%		2.202E-03	9.709E-03	9.173E-02	0.000E+00	9.810E-07	9.101E-07	1.693E+00	1.524E+00
Vh	Kern (SJV)	2020	Annual	UBUS	Spd25_TOT	AllMYr	6,283	0.50%		1.650E-03	1.857E-02	1.099E-02	0.000E+00	3.259E-04	2.999E-04	4.438E+00	3.995E+00
							1,250,735										

									Tons/Day							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd30_TOT	AllMYr	618	0.02%	7.939E-05	2.176E-03	2.646E-04	7.863E-06	2.558E-05	2.353E-05	8.242E-01	7.418E-01
Vh	Kern (SJV)	2020	Annual	LDA	Spd30_TOT	AllMYr	1,202,228	39.87%	2.094E-02	9.959E-02	1.195E+00	0.000E+00	2.574E-03	2.387E-03	4.870E+02	3.310E+02
Vh	Kern (SJV)	2020	Annual	LDT1	Spd30_TOT	AllMYr	188,931	6.27%	8.907E-03	3.771E-02	4.149E-01	0.000E+00	6.943E-04	6.438E-04	8.845E+01	6.229E+01
Vh	Kern (SJV)	2020	Annual	LDT2	Spd30_TOT	AllMYr	468,525	15.54%	1.144E-02	6.232E-02	6.277E-01	0.000E+00	1.035E-03	9.598E-04	2.581E+02	1.919E+02
Vh	Kern (SJV)	2020	Annual	LHD1	Spd30_TOT	AllMYr	178,732	5.93%	1.820E-02	2.019E-01	1.691E-01	0.000E+00	2.522E-03	2.321E-03	1.148E+02	1.033E+02
Vh	Kern (SJV)	2020	Annual	LHD2	Spd30_TOT	AllMYr	32,221	1.07%	3.510E-03	5.243E-02	2.311E-02	0.000E+00	7.418E-04	6.825E-04	1.969E+01	1.772E+01
Vh	Kern (SJV)	2020	Annual	MCY	Spd30_TOT	AllMYr	20,515	0.68%	4.658E-02	2.552E-02	3.612E-01	0.000E+00	5.969E-06	5.028E-06	3.326E+00	2.993E+00
Vh	Kern (SJV)	2020	Annual	MDV	Spd30_TOT	AllMYr	618,076	20.50%	3.277E-02	1.562E-01	1.390E+00	0.000E+00	1.520E-03	1.406E-03	4.342E+02	3.384E+02
Vh	Kern (SJV)	2020	Annual	MH	Spd30_TOT	AllMYr	4,350	0.14%	4.219E-04	7.222E-03	7.493E-03	0.000E+00	1.128E-04	1.038E-04	3.529E+00	3.176E+00
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd30_TOT	AllMYr	541	0.02%	1.392E-04	2.352E-03	5.101E-04	1.061E-05	3.197E-05	2.941E-05	1.112E+00	1.001E+00
Vh	Kern (SJV)	2020	Annual	OBUS	Spd30_TOT	AllMYr	1,323	0.04%	1.813E-04	1.015E-03	2.869E-03	0.000E+00	7.075E-07	6.546E-07	9.034E-01	8.131E-01
Vh	Kern (SJV)	2020	Annual	SBUS	Spd30_TOT	AllMYr	4,621	0.15%	2.529E-03	3.186E-02	2.746E-02	3.884E-05	1.704E-04	1.567E-04	5.182E+00	4.664E+00
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd30_TOT	AllMYr	2,183	0.07%	5.203E-04	8.217E-03	1.887E-03	2.780E-05	2.526E-04	2.324E-04	2.914E+00	2.623E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd30_TOT	AllMYr	87	0.00%	9.776E-06	2.043E-04	3.209E-05	1.108E-06	2.880E-06	2.650E-06	1.162E-01	1.045E-01
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd30_TOT	AllMYr	299	0.01%	3.460E-05	4.004E-04	1.123E-04	3.775E-06	1.022E-05	9.398E-06	3.957E-01	3.561E-01
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd30_TOT	AllMYr	2,513	0.08%	3.083E-04	1.188E-02	1.036E-03	3.216E-05	1.071E-04	9.854E-05	3.371E+00	3.034E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd30_TOT	AllMYr	6,148	0.20%	9.119E-04	1.292E-02	2.961E-03	7.792E-05	3.232E-04	2.974E-04	8.167E+00	7.350E+00
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd30_TOT	AllMYr	6,055	0.20%	7.421E-04	2.608E-02	2.479E-03	7.736E-05	2.505E-04	2.305E-04	8.109E+00	7.298E+00
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd30_TOT	AllMYr	15,606	0.52%	2.231E-03	3.070E-02	7.245E-03	1.977E-04	7.698E-04	7.082E-04	2.072E+01	1.865E+01
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd30_TOT	AllMYr	50	0.00%	5.605E-06	1.171E-04	1.840E-05	6.353E-07	1.651E-06	1.519E-06	6.659E-02	5.993E-02
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd30_TOT	AllMYr	171	0.01%	1.984E-05	2.295E-04	6.441E-05	2.164E-06	5.857E-06	5.388E-06	2.269E-01	2.042E-01
Vh	Kern (SJV)	2020	Annual	T6 public	Spd30_TOT	AllMYr	646	0.02%	5.466E-05	3.388E-03	1.895E-04	8.313E-06	2.246E-05	2.067E-05	8.713E-01	7.842E-01
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd30_TOT	AllMYr	154	0.01%	1.332E-05	3.290E-04	4.348E-05	1.954E-06	3.718E-06	3.420E-06	2.048E-01	1.843E-01
Vh	Kern (SJV)	2020	Annual	T6TS	Spd30_TOT	AllMYr	5,539	0.18%	7.983E-04	3.342E-03	1.187E-02	0.000E+00	4.320E-06	3.989E-06	3.782E+00	3.404E+00
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd30_TOT	AllMYr	6,608	0.22%	2.604E-03	4.544E-02	1.133E-02	1.303E-04	1.030E-03	9.478E-04	1.366E+01	1.229E+01
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd30_TOT	AllMYr	54,129	1.80%	1.536E-02	1.737E-01	5.624E-02	1.058E-03	3.419E-03	3.146E-03	1.109E+02	9.978E+01
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd30_TOT	AllMYr	1,991	0.07%	5.650E-04	6.487E-03	2.069E-03	3.890E-05	1.258E-04	1.158E-04	4.078E+00	3.670E+00
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd30_TOT	AllMYr	60,893	2.02%	1.471E-02	1.329E-01	5.374E-02	1.188E-03	3.105E-03	2.857E-03	1.245E+02	1.121E+02
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd30_TOT	AllMYr	19,712	0.65%	5.593E-03	6.332E-02	2.047E-02	3.852E-04	1.245E-03	1.145E-03	4.037E+01	3.634E+01
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd30_TOT	AllMYr	904	0.03%	5.770E-04	8.884E-03	2.102E-03	1.820E-05	8.815E-05	8.110E-05	1.907E+00	1.716E+00
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd30_TOT	AllMYr	3,432	0.11%	2.198E-03	3.389E-02	8.006E-03	6.910E-05	3.348E-04	3.080E-04	7.243E+00	6.519E+00
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd30_TOT	AllMYr	5,626	0.19%	3.547E-03	5.426E-02	1.292E-02	1.131E-04	5.482E-04	5.043E-04	1.186E+01	1.067E+01
Vh	Kern (SJV)	2020	Annual	T7 public	Spd30_TOT	AllMYr	666	0.02%	9.598E-05	7.988E-03	4.485E-04	1.343E-05	4.990E-05	4.591E-05	1.407E+00	1.267E+00
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd30_TOT	AllMYr	4,978	0.17%	1.008E-03	2.529E-02	3.726E-03	9.801E-05	2.410E-04	2.217E-04	1.027E+01	9.245E+00
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd30_TOT	AllMYr	5,150	0.17%	1.042E-03	2.716E-02	3.854E-03	1.014E-04	2.515E-04	2.313E-04	1.063E+01	9.570E+00
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd30_TOT	AllMYr	1,383	0.05%	2.317E-04	1.130E-02	9.347E-04	2.737E-05	7.093E-05	6.525E-05	2.868E+00	2.581E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd30_TOT	AllMYr	76,938	2.55%	2.161E-02	4.002E-01	7.963E-02	1.511E-03	5.124E-03	4.714E-03	1.584E+02	1.426E+02
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd30_TOT	AllMYr	3,839	0.13%	1.071E-03	2.180E-02	3.958E-03	7.550E-05	2.590E-04	2.383E-04	7.914E+00	7.122E+00
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd30_TOT	AllMYr	110	0.00%	1.704E-05	5.391E-04	6.283E-05	2.162E-06	4.107E-06	3.778E-06	2.266E-01	2.039E-01
Vh	Kern (SJV)	2020	Annual	T7IS	Spd30_TOT	AllMYr	697	0.02%	5.837E-04	3.524E-03	2.581E-02	0.000E+00	2.591E-07	2.404E-07	4.760E-01	4.284E-01
Vh	Kern (SJV)	2020	Annual	UBUS	Spd30_TOT	AllMYr	7,864	0.26%	5.125E-03	6.764E-02	3.450E-02	0.000E+00	1.051E-03	9.666E-04	1.715E+01	1.543E+01
							3,015,052									

									9.072E-01	MTons/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd30_TOT	AllMYr	618	0.02%		1.165E-07	3.195E-06	3.884E-07	1.154E-08	3.755E-08	3.454E-08	1.210E-03	1.089E-03
Vh	Kern (SJV)	2020	Annual	LDA	Spd30_TOT	AllMYr	1,202,228	39.87%		1.580E-08	7.515E-08	9.014E-07	0.000E+00	1.943E-09	1.801E-09	3.675E-04	2.497E-04
Vh	Kern (SJV)	2020	Annual	LDT1	Spd30_TOT	AllMYr	188,931	6.27%		4.277E-08	1.811E-07	1.992E-06	0.000E+00	3.334E-09	3.092E-09	4.247E-04	2.991E-04
Vh	Kern (SJV)	2020	Annual	LDT2	Spd30_TOT	AllMYr	468,525	15.54%		2.216E-08	1.207E-07	1.215E-06	0.000E+00	2.004E-09	1.858E-09	4.998E-04	3.715E-04
Vh	Kern (SJV)	2020	Annual	LHD1	Spd30_TOT	AllMYr	178,732	5.93%		9.237E-08	1.025E-06	8.583E-07	0.000E+00	1.280E-08	1.178E-08	5.825E-04	5.243E-04
Vh	Kern (SJV)	2020	Annual	LHD2	Spd30_TOT	AllMYr	32,221	1.07%		9.881E-08	1.476E-06	6.507E-07	0.000E+00	2.089E-08	1.922E-08	5.544E-04	4.990E-04
Vh	Kern (SJV)	2020	Annual	MCY	Spd30_TOT	AllMYr	20,515	0.68%		2.060E-06	1.129E-06	1.597E-05	0.000E+00	2.640E-10	2.224E-10	1.471E-04	1.324E-04
Vh	Kern (SJV)	2020	Annual	MDV	Spd30_TOT	AllMYr	618,076	20.50%		4.810E-08	2.293E-07	2.040E-06	0.000E+00	2.231E-09	2.064E-09	6.373E-04	4.967E-04
Vh	Kern (SJV)	2020	Annual	MH	Spd30_TOT	AllMYr	4,350	0.14%		8.800E-08	1.506E-06	1.563E-06	0.000E+00	2.352E-08	2.164E-08	7.360E-04	6.624E-04
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd30_TOT	AllMYr	541	0.02%		2.335E-07	3.946E-06	8.558E-07	1.780E-08	5.364E-08	4.935E-08	1.866E-03	1.679E-03
Vh	Kern (SJV)	2020	Annual	OBUS	Spd30_TOT	AllMYr	1,323	0.04%		1.243E-07	6.958E-07	1.967E-06	0.000E+00	4.851E-10	4.488E-10	6.194E-04	5.575E-04
Vh	Kern (SJV)	2020	Annual	SBUS	Spd30_TOT	AllMYr	4,621	0.15%		4.966E-07	6.254E-06	5.391E-06	7.625E-09	3.345E-08	3.077E-08	1.017E-03	9.156E-04
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd30_TOT	AllMYr	2,183	0.07%		2.162E-07	3.414E-06	7.839E-07	1.155E-08	1.050E-07	9.658E-08	1.211E-03	1.090E-03
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd30_TOT	AllMYr	87	0.00%		1.015E-07	2.121E-06	3.332E-07	1.151E-08	2.990E-08	2.751E-08	1.206E-03	1.085E-03
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd30_TOT	AllMYr	299	0.01%		1.050E-07	1.215E-06	3.411E-07	1.146E-08	3.101E-08	2.853E-08	1.201E-03	1.081E-03
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd30_TOT	AllMYr	2,513	0.08%		1.113E-07	4.289E-06	3.740E-07	1.161E-08	3.867E-08	3.557E-08	1.217E-03	1.095E-03
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd30_TOT	AllMYr	6,148	0.20%		1.346E-07	1.907E-06	4.369E-07	1.150E-08	4.769E-08	4.387E-08	1.205E-03	1.085E-03
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd30_TOT	AllMYr	6,055	0.20%		1.112E-07	3.908E-06	3.715E-07	1.159E-08	3.754E-08	3.453E-08	1.215E-03	1.093E-03
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd30_TOT	AllMYr	15,606	0.52%		1.297E-07	1.785E-06	4.211E-07	1.149E-08	4.475E-08	4.117E-08	1.204E-03	1.084E-03
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd30_TOT	AllMYr	50	0.00%		1.015E-07	2.121E-06	3.332E-07	1.151E-08	2.990E-08	2.751E-08	1.206E-03	1.085E-03
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd30_TOT	AllMYr	171	0.01%		1.050E-07	1.215E-06	3.411E-07	1.146E-08	3.101E-08	2.853E-08	1.201E-03	1.081E-03
Vh	Kern (SJV)	2020	Annual	T6 public	Spd30_TOT	AllMYr	646	0.02%		7.674E-08	4.756E-06	2.661E-07	1.167E-08	3.154E-08	2.901E-08	1.223E-03	1.101E-03
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd30_TOT	AllMYr	154	0.01%		7.862E-08	1.942E-06	2.566E-07	1.153E-08	2.194E-08	2.019E-08	1.209E-03	1.088E-03
Vh	Kern (SJV)	2020	Annual	T6TS	Spd30_TOT	AllMYr	5,539	0.18%		1.308E-07	5.474E-07	1.944E-06	0.000E+00	7.075E-10	6.534E-10	6.194E-04	5.575E-04
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd30_TOT	AllMYr	6,608	0.22%		3.575E-07	6.239E-06	1.556E-06	1.789E-08	1.414E-07	1.301E-07	1.875E-03	1.687E-03
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd30_TOT	AllMYr	54,129	1.80%		2.575E-07	2.911E-06	9.425E-07	1.773E-08	5.731E-08	5.272E-08	1.858E-03	1.672E-03
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd30_TOT	AllMYr	1,991	0.07%		2.575E-07	2.956E-06	9.427E-07	1.773E-08	5.734E-08	5.276E-08	1.858E-03	1.672E-03
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd30_TOT	AllMYr	60,893	2.02%		2.191E-07	1.980E-06	8.006E-07	1.770E-08	4.626E-08	4.256E-08	1.855E-03	1.670E-03
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd30_TOT	AllMYr	19,712	0.65%		2.574E-07	2.914E-06	9.422E-07	1.773E-08	5.730E-08	5.271E-08	1.858E-03	1.672E-03
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd30_TOT	AllMYr	904	0.03%		5.791E-07	8.916E-06	2.109E-06	1.826E-08	8.847E-08	8.139E-08	1.914E-03	1.723E-03
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd30_TOT	AllMYr	3,432	0.11%		5.810E-07	8.959E-06	2.116E-06	1.827E-08	8.849E-08	8.141E-08	1.915E-03	1.723E-03
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd30_TOT	AllMYr	5,626	0.19%		5.719E-07	8.749E-06	2.083E-06	1.824E-08	8.839E-08	8.132E-08	1.912E-03	1.721E-03
Vh	Kern (SJV)	2020	Annual	T7 public	Spd30_TOT	AllMYr	666	0.02%		1.307E-07	1.088E-05	6.109E-07	1.829E-08	6.797E-08	6.253E-08	1.917E-03	1.725E-03
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd30_TOT	AllMYr	4,978	0.17%		1.837E-07	4.609E-06	6.790E-07	1.786E-08	4.392E-08	4.041E-08	1.872E-03	1.685E-03
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd30_TOT	AllMYr	5,150	0.17%		1.836E-07	4.784E-06	6.789E-07	1.787E-08	4.430E-08	4.075E-08	1.873E-03	1.686E-03
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd30_TOT	AllMYr	1,383	0.05%		1.519E-07	7.407E-06	6.129E-07	1.795E-08	4.651E-08	4.279E-08	1.881E-03	1.693E-03
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd30_TOT	AllMYr	76,938	2.55%		2.548E-07	4.719E-06	9.389E-07	1.782E-08	6.041E-08	5.558E-08	1.868E-03	1.681E-03
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd30_TOT	AllMYr	3,839	0.13%		2.531E-07	5.150E-06	9.353E-07	1.784E-08	6.119E-08	5.629E-08	1.870E-03	1.683E-03
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd30_TOT	AllMYr	110	0.00%		1.410E-07	4.460E-06	5.199E-07	1.788E-08	3.398E-08	3.126E-08	1.875E-03	1.687E-03
Vh	Kern (SJV)	2020	Annual	T7IS	Spd30_TOT	AllMYr	697	0.02%		7.596E-07	4.585E-06	3.359E-05	0.000E+00	3.371E-10	3.128E-10	6.194E-04	5.575E-04
Vh	Kern (SJV)	2020	Annual	UBUS	Spd30_TOT	AllMYr	7,864	0.26%		5.912E-07	7.803E-06	3.980E-06	0.000E+00	1.212E-07	1.115E-07	1.978E-03	1.780E-03
							3,015,052										

									2.000E+03	lbs/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd30_TOT	AllMYr	618	0.02%		2.569E-04	7.043E-03	8.563E-04	2.545E-05	8.277E-05	7.615E-05	2.667E+00	2.401E+00
Vh	Kern (SJV)	2020	Annual	LDA	Spd30_TOT	AllMYr	1,202,228	39.87%		3.484E-05	1.657E-04	1.987E-03	0.000E+00	4.283E-06	3.971E-06	8.101E-01	5.506E-01
Vh	Kern (SJV)	2020	Annual	LDT1	Spd30_TOT	AllMYr	188,931	6.27%		9.429E-05	3.992E-04	4.392E-03	0.000E+00	7.350E-06	6.816E-06	9.364E-01	6.594E-01
Vh	Kern (SJV)	2020	Annual	LDT2	Spd30_TOT	AllMYr	468,525	15.54%		4.885E-05	2.660E-04	2.679E-03	0.000E+00	4.418E-06	4.097E-06	1.102E+00	8.190E-01
Vh	Kern (SJV)	2020	Annual	LHD1	Spd30_TOT	AllMYr	178,732	5.93%		2.036E-04	2.259E-03	1.892E-03	0.000E+00	2.822E-05	2.597E-05	1.284E+00	1.156E+00
Vh	Kern (SJV)	2020	Annual	LHD2	Spd30_TOT	AllMYr	32,221	1.07%		2.178E-04	3.254E-03	1.435E-03	0.000E+00	4.604E-05	4.236E-05	1.222E+00	1.100E+00
Vh	Kern (SJV)	2020	Annual	MCY	Spd30_TOT	AllMYr	20,515	0.68%		4.542E-03	2.488E-03	3.522E-02	0.000E+00	5.819E-07	4.902E-07	3.243E-01	2.918E-01
Vh	Kern (SJV)	2020	Annual	MDV	Spd30_TOT	AllMYr	618,076	20.50%		1.060E-04	5.055E-04	4.497E-03	0.000E+00	4.918E-06	4.550E-06	1.405E+00	1.095E+00
Vh	Kern (SJV)	2020	Annual	MH	Spd30_TOT	AllMYr	4,350	0.14%		1.940E-04	3.321E-03	3.445E-03	0.000E+00	5.185E-05	4.772E-05	1.623E+00	1.460E+00
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd30_TOT	AllMYr	541	0.02%		5.148E-04	8.699E-03	1.887E-03	3.925E-05	1.183E-04	1.088E-04	4.114E+00	3.702E+00
Vh	Kern (SJV)	2020	Annual	OBUS	Spd30_TOT	AllMYr	1,323	0.04%		2.741E-04	1.534E-03	4.337E-03	0.000E+00	1.069E-06	9.895E-07	1.366E+00	1.229E+00
Vh	Kern (SJV)	2020	Annual	SBUS	Spd30_TOT	AllMYr	4,621	0.15%		1.095E-03	1.379E-02	1.188E-02	1.681E-05	7.373E-05	6.784E-05	2.243E+00	2.019E+00
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd30_TOT	AllMYr	2,183	0.07%		4.766E-04	7.528E-03	1.728E-03	2.547E-05	2.314E-04	2.129E-04	2.670E+00	2.403E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd30_TOT	AllMYr	87	0.00%		2.238E-04	4.676E-03	7.346E-04	2.537E-05	6.593E-05	6.065E-05	2.659E+00	2.393E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd30_TOT	AllMYr	299	0.01%		2.316E-04	2.680E-03	7.519E-04	2.527E-05	6.837E-05	6.290E-05	2.649E+00	2.384E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd30_TOT	AllMYr	2,513	0.08%		2.454E-04	9.456E-03	8.245E-04	2.559E-05	8.525E-05	7.843E-05	2.683E+00	2.414E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd30_TOT	AllMYr	6,148	0.20%		2.966E-04	4.204E-03	9.632E-04	2.535E-05	1.051E-04	9.673E-05	2.657E+00	2.391E+00
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd30_TOT	AllMYr	6,055	0.20%		2.451E-04	8.616E-03	8.189E-04	2.555E-05	8.275E-05	7.613E-05	2.679E+00	2.411E+00
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd30_TOT	AllMYr	15,606	0.52%		2.859E-04	3.935E-03	9.285E-04	2.533E-05	9.865E-05	9.076E-05	2.655E+00	2.390E+00
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd30_TOT	AllMYr	50	0.00%		2.238E-04	4.676E-03	7.346E-04	2.537E-05	6.593E-05	6.065E-05	2.659E+00	2.393E+00
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd30_TOT	AllMYr	171	0.01%		2.316E-04	2.680E-03	7.519E-04	2.527E-05	6.837E-05	6.290E-05	2.649E+00	2.384E+00
Vh	Kern (SJV)	2020	Annual	T6 public	Spd30_TOT	AllMYr	646	0.02%		1.692E-04	1.049E-02	5.866E-04	2.573E-05	6.953E-05	6.396E-05	2.697E+00	2.427E+00
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd30_TOT	AllMYr	154	0.01%		1.733E-04	4.281E-03	5.658E-04	2.543E-05	4.838E-05	4.451E-05	2.665E+00	2.399E+00
Vh	Kern (SJV)	2020	Annual	T6TS	Spd30_TOT	AllMYr	5,539	0.18%		2.883E-04	1.207E-03	4.286E-03	0.000E+00	1.560E-06	1.441E-06	1.366E+00	1.229E+00
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd30_TOT	AllMYr	6,608	0.22%		7.881E-04	1.375E-02	3.430E-03	3.943E-05	3.118E-04	2.869E-04	4.133E+00	3.720E+00
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd30_TOT	AllMYr	54,129	1.80%		5.677E-04	6.417E-03	2.078E-03	3.908E-05	1.263E-04	1.162E-04	4.096E+00	3.687E+00
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd30_TOT	AllMYr	1,991	0.07%		5.677E-04	6.517E-03	2.078E-03	3.909E-05	1.264E-04	1.163E-04	4.097E+00	3.687E+00
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd30_TOT	AllMYr	60,893	2.02%		4.831E-04	4.365E-03	1.765E-03	3.902E-05	1.020E-04	9.382E-05	4.090E+00	3.681E+00
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd30_TOT	AllMYr	19,712	0.65%		5.674E-04	6.424E-03	2.077E-03	3.908E-05	1.263E-04	1.162E-04	4.096E+00	3.687E+00
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd30_TOT	AllMYr	904	0.03%		1.277E-03	1.966E-02	4.651E-03	4.026E-05	1.950E-04	1.794E-04	4.220E+00	3.798E+00
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd30_TOT	AllMYr	3,432	0.11%		1.281E-03	1.975E-02	4.666E-03	4.027E-05	1.951E-04	1.795E-04	4.221E+00	3.799E+00
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd30_TOT	AllMYr	5,626	0.19%		1.261E-03	1.929E-02	4.593E-03	4.022E-05	1.949E-04	1.793E-04	4.216E+00	3.794E+00
Vh	Kern (SJV)	2020	Annual	T7 public	Spd30_TOT	AllMYr	666	0.02%		2.882E-04	2.399E-02	1.347E-03	4.032E-05	1.498E-04	1.379E-04	4.226E+00	3.804E+00
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd30_TOT	AllMYr	4,978	0.17%		4.051E-04	1.016E-02	1.497E-03	3.938E-05	9.683E-05	8.908E-05	4.128E+00	3.715E+00
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd30_TOT	AllMYr	5,150	0.17%		4.047E-04	1.055E-02	1.497E-03	3.940E-05	9.766E-05	8.984E-05	4.130E+00	3.717E+00
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd30_TOT	AllMYr	1,383	0.05%		3.350E-04	1.633E-02	1.351E-03	3.956E-05	1.025E-04	9.434E-05	4.147E+00	3.732E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd30_TOT	AllMYr	76,938	2.55%		5.617E-04	1.040E-02	2.070E-03	3.929E-05	1.332E-04	1.225E-04	4.118E+00	3.706E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd30_TOT	AllMYr	3,839	0.13%		5.581E-04	1.135E-02	2.062E-03	3.933E-05	1.349E-04	1.241E-04	4.122E+00	3.710E+00
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd30_TOT	AllMYr	110	0.00%		3.108E-04	9.833E-03	1.146E-03	3.943E-05	7.491E-05	6.892E-05	4.133E+00	3.720E+00
Vh	Kern (SJV)	2020	Annual	T7IS	Spd30_TOT	AllMYr	697	0.02%		1.675E-03	1.011E-02	7.406E-02	0.000E+00	7.433E-07	6.896E-07	1.366E+00	1.229E+00
Vh	Kern (SJV)	2020	Annual	UBUS	Spd30_TOT	AllMYr	7,864	0.26%		1.303E-03	1.720E-02	8.774E-03	0.000E+00	2.672E-04	2.458E-04	4.361E+00	3.925E+00
							3,015,052										

									Tons/Day							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd35_TOT	AllMYr	703	0.03%	7.828E-05	2.312E-03	2.896E-04	8.462E-06	2.934E-05	2.699E-05	8.870E-01	7.983E-01
Vh	Kern (SJV)	2020	Annual	LDA	Spd35_TOT	AllMYr	793,110	35.12%	1.147E-02	6.209E-02	7.267E-01	0.000E+00	1.403E-03	1.301E-03	2.870E+02	1.951E+02
Vh	Kern (SJV)	2020	Annual	LDT1	Spd35_TOT	AllMYr	124,638	5.52%	4.910E-03	2.345E-02	2.512E-01	0.000E+00	3.801E-04	3.525E-04	5.213E+01	3.671E+01
Vh	Kern (SJV)	2020	Annual	LDT2	Spd35_TOT	AllMYr	309,086	13.69%	6.264E-03	3.877E-02	3.816E-01	0.000E+00	5.633E-04	5.224E-04	1.521E+02	1.131E+02
Vh	Kern (SJV)	2020	Annual	LHD1	Spd35_TOT	AllMYr	77,817	3.45%	7.096E-03	9.986E-02	6.149E-02	0.000E+00	1.135E-03	1.045E-03	4.499E+01	4.049E+01
Vh	Kern (SJV)	2020	Annual	LHD2	Spd35_TOT	AllMYr	15,376	0.68%	1.550E-03	2.671E-02	9.606E-03	0.000E+00	3.382E-04	3.112E-04	8.854E+00	7.969E+00
Vh	Kern (SJV)	2020	Annual	MCY	Spd35_TOT	AllMYr	13,533	0.60%	2.923E-02	1.699E-02	2.389E-01	0.000E+00	3.750E-06	3.153E-06	2.088E+00	1.880E+00
Vh	Kern (SJV)	2020	Annual	MDV	Spd35_TOT	AllMYr	407,745	18.05%	1.802E-02	9.731E-02	8.446E-01	0.000E+00	8.287E-04	7.665E-04	2.559E+02	1.994E+02
Vh	Kern (SJV)	2020	Annual	MH	Spd35_TOT	AllMYr	5,299	0.23%	4.086E-04	8.109E-03	7.881E-03	0.000E+00	1.205E-04	1.109E-04	3.745E+00	3.371E+00
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd35_TOT	AllMYr	986	0.04%	2.212E-04	3.931E-03	9.054E-04	1.831E-05	6.002E-05	5.521E-05	1.919E+00	1.727E+00
Vh	Kern (SJV)	2020	Annual	OBUS	Spd35_TOT	AllMYr	1,637	0.07%	1.766E-04	1.310E-03	3.022E-03	0.000E+00	6.913E-07	6.396E-07	9.524E-01	8.572E-01
Vh	Kern (SJV)	2020	Annual	SBUS	Spd35_TOT	AllMYr	4,743	0.21%	2.065E-03	3.207E-02	2.404E-02	3.770E-05	1.555E-04	1.431E-04	4.923E+00	4.431E+00
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd35_TOT	AllMYr	2,484	0.11%	5.056E-04	8.779E-03	1.952E-03	2.992E-05	2.675E-04	2.461E-04	3.136E+00	2.823E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd35_TOT	AllMYr	99	0.00%	9.676E-06	2.147E-04	3.540E-05	1.193E-06	3.349E-06	3.081E-06	1.250E-01	1.125E-01
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd35_TOT	AllMYr	340	0.02%	3.434E-05	4.145E-04	1.247E-04	4.063E-06	1.202E-05	1.106E-05	4.259E-01	3.833E-01
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd35_TOT	AllMYr	2,860	0.13%	3.033E-04	1.262E-02	1.129E-03	3.461E-05	1.221E-04	1.123E-04	3.627E+00	3.265E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd35_TOT	AllMYr	6,996	0.31%	9.051E-04	1.338E-02	3.286E-03	8.385E-05	3.803E-04	3.499E-04	8.789E+00	7.910E+00
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd35_TOT	AllMYr	6,890	0.31%	7.313E-04	2.764E-02	2.710E-03	8.326E-05	2.869E-04	2.640E-04	8.727E+00	7.854E+00
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd35_TOT	AllMYr	17,759	0.79%	2.215E-03	3.179E-02	8.040E-03	2.127E-04	9.058E-04	8.333E-04	2.230E+01	2.007E+01
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd35_TOT	AllMYr	57	0.00%	5.547E-06	1.231E-04	2.030E-05	6.837E-07	1.920E-06	1.767E-06	7.167E-02	6.450E-02
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd35_TOT	AllMYr	195	0.01%	1.969E-05	2.376E-04	7.148E-05	2.329E-06	6.891E-06	6.340E-06	2.442E-01	2.197E-01
Vh	Kern (SJV)	2020	Annual	T6 public	Spd35_TOT	AllMYr	735	0.03%	5.355E-05	3.684E-03	2.020E-04	8.946E-06	2.434E-05	2.239E-05	9.377E-01	8.439E-01
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd35_TOT	AllMYr	175	0.01%	1.320E-05	3.446E-04	4.812E-05	2.103E-06	4.341E-06	3.993E-06	2.204E-01	1.984E-01
Vh	Kern (SJV)	2020	Annual	T6TS	Spd35_TOT	AllMYr	6,852	0.30%	7.777E-04	4.315E-03	1.250E-02	0.000E+00	4.220E-06	3.898E-06	3.987E+00	3.588E+00
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd35_TOT	AllMYr	12,057	0.53%	4.065E-03	7.756E-02	1.896E-02	2.248E-04	1.773E-03	1.631E-03	2.356E+01	2.121E+01
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd35_TOT	AllMYr	98,758	4.37%	2.444E-02	2.893E-01	9.998E-02	1.825E-03	6.440E-03	5.925E-03	1.913E+02	1.722E+02
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd35_TOT	AllMYr	3,632	0.16%	8.988E-04	1.081E-02	3.677E-03	6.713E-05	2.369E-04	2.180E-04	7.036E+00	6.333E+00
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd35_TOT	AllMYr	111,099	4.92%	2.341E-02	2.207E-01	9.562E-02	2.050E-03	5.857E-03	5.389E-03	2.149E+02	1.934E+02
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd35_TOT	AllMYr	35,965	1.59%	8.896E-03	1.055E-01	3.640E-02	6.646E-04	2.345E-03	2.157E-03	6.967E+01	6.270E+01
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd35_TOT	AllMYr	1,649	0.07%	9.183E-04	1.475E-02	3.740E-03	3.140E-05	1.663E-04	1.530E-04	3.291E+00	2.962E+00
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd35_TOT	AllMYr	6,261	0.28%	3.498E-03	5.626E-02	1.425E-02	1.192E-04	6.316E-04	5.811E-04	1.250E+01	1.125E+01
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd35_TOT	AllMYr	10,265	0.45%	5.645E-03	9.007E-02	2.299E-02	1.952E-04	1.034E-03	9.515E-04	2.046E+01	1.842E+01
Vh	Kern (SJV)	2020	Annual	T7 public	Spd35_TOT	AllMYr	1,215	0.05%	1.506E-04	1.395E-02	7.416E-04	2.317E-05	8.418E-05	7.745E-05	2.428E+00	2.186E+00
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd35_TOT	AllMYr	9,082	0.40%	1.599E-03	4.276E-02	6.580E-03	1.691E-04	4.474E-04	4.116E-04	1.773E+01	1.595E+01
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd35_TOT	AllMYr	9,395	0.42%	1.652E-03	4.594E-02	6.804E-03	1.751E-04	4.664E-04	4.291E-04	1.835E+01	1.651E+01
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd35_TOT	AllMYr	2,524	0.11%	3.627E-04	1.976E-02	1.597E-03	4.722E-05	1.233E-04	1.134E-04	4.949E+00	4.454E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd35_TOT	AllMYr	140,371	6.22%	3.430E-02	6.733E-01	1.409E-01	2.608E-03	9.567E-03	8.802E-03	2.733E+02	2.460E+02
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd35_TOT	AllMYr	7,005	0.31%	1.699E-03	3.676E-02	6.996E-03	1.303E-04	4.822E-04	4.437E-04	1.366E+01	1.229E+01
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd35_TOT	AllMYr	200	0.01%	2.703E-05	9.150E-04	1.111E-04	3.730E-06	7.607E-06	6.998E-06	3.910E-01	3.519E-01
Vh	Kern (SJV)	2020	Annual	T7IS	Spd35_TOT	AllMYr	1,241	0.05%	8.203E-04	6.521E-03	3.920E-02	0.000E+00	3.643E-07	3.380E-07	7.222E-01	6.500E-01
Vh	Kern (SJV)	2020	Annual	UBUS	Spd35_TOT	AllMYr	7,707	0.34%	4.128E-03	6.422E-02	2.856E-02	0.000E+00	8.741E-04	8.042E-04	1.662E+01	1.496E+01
							2,258,541									

									9.072E-01	MTons/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd35_TOT	AllMYr	703	0.03%		1.010E-07	2.983E-06	3.735E-07	1.092E-08	3.785E-08	3.482E-08	1.144E-03	1.030E-03
Vh	Kern (SJV)	2020	Annual	LDA	Spd35_TOT	AllMYr	793,110	35.12%		1.312E-08	7.102E-08	8.312E-07	0.000E+00	1.604E-09	1.488E-09	3.283E-04	2.231E-04
Vh	Kern (SJV)	2020	Annual	LDT1	Spd35_TOT	AllMYr	124,638	5.52%		3.574E-08	1.707E-07	1.829E-06	0.000E+00	2.767E-09	2.566E-09	3.794E-04	2.672E-04
Vh	Kern (SJV)	2020	Annual	LDT2	Spd35_TOT	AllMYr	309,086	13.69%		1.839E-08	1.138E-07	1.120E-06	0.000E+00	1.653E-09	1.533E-09	4.465E-04	3.319E-04
Vh	Kern (SJV)	2020	Annual	LHD1	Spd35_TOT	AllMYr	77,817	3.45%		8.272E-08	1.164E-06	7.168E-07	0.000E+00	1.324E-08	1.218E-08	5.245E-04	4.720E-04
Vh	Kern (SJV)	2020	Annual	LHD2	Spd35_TOT	AllMYr	15,376	0.68%		9.145E-08	1.576E-06	5.668E-07	0.000E+00	1.995E-08	1.836E-08	5.224E-04	4.702E-04
Vh	Kern (SJV)	2020	Annual	MCY	Spd35_TOT	AllMYr	13,533	0.60%		1.959E-06	1.139E-06	1.601E-05	0.000E+00	2.514E-10	2.114E-10	1.400E-04	1.260E-04
Vh	Kern (SJV)	2020	Annual	MDV	Spd35_TOT	AllMYr	407,745	18.05%		4.010E-08	2.165E-07	1.879E-06	0.000E+00	1.844E-09	1.705E-09	5.693E-04	4.437E-04
Vh	Kern (SJV)	2020	Annual	MH	Spd35_TOT	AllMYr	5,299	0.23%		6.996E-08	1.388E-06	1.349E-06	0.000E+00	2.062E-08	1.898E-08	6.412E-04	5.770E-04
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd35_TOT	AllMYr	986	0.04%		2.034E-07	3.615E-06	8.326E-07	1.684E-08	5.519E-08	5.078E-08	1.765E-03	1.588E-03
Vh	Kern (SJV)	2020	Annual	OBUS	Spd35_TOT	AllMYr	1,637	0.07%		9.790E-08	7.261E-07	1.675E-06	0.000E+00	3.831E-10	3.545E-10	5.278E-04	4.751E-04
Vh	Kern (SJV)	2020	Annual	SBUS	Spd35_TOT	AllMYr	4,743	0.21%		3.949E-07	6.135E-06	4.599E-06	7.211E-09	2.975E-08	2.737E-08	9.417E-04	8.476E-04
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd35_TOT	AllMYr	2,484	0.11%		1.846E-07	3.206E-06	7.128E-07	1.093E-08	9.769E-08	8.987E-08	1.145E-03	1.031E-03
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd35_TOT	AllMYr	99	0.00%		8.829E-08	1.959E-06	3.230E-07	1.088E-08	3.056E-08	2.812E-08	1.141E-03	1.027E-03
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd35_TOT	AllMYr	340	0.02%		9.162E-08	1.106E-06	3.326E-07	1.084E-08	3.207E-08	2.950E-08	1.136E-03	1.023E-03
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd35_TOT	AllMYr	2,860	0.13%		9.624E-08	4.004E-06	3.581E-07	1.098E-08	3.873E-08	3.563E-08	1.151E-03	1.036E-03
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd35_TOT	AllMYr	6,996	0.31%		1.174E-07	1.735E-06	4.261E-07	1.087E-08	4.931E-08	4.537E-08	1.140E-03	1.026E-03
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd35_TOT	AllMYr	6,890	0.31%		9.629E-08	3.640E-06	3.568E-07	1.096E-08	3.778E-08	3.475E-08	1.149E-03	1.034E-03
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd35_TOT	AllMYr	17,759	0.79%		1.131E-07	1.624E-06	4.107E-07	1.087E-08	4.627E-08	4.257E-08	1.139E-03	1.025E-03
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd35_TOT	AllMYr	57	0.00%		8.829E-08	1.959E-06	3.230E-07	1.088E-08	3.056E-08	2.812E-08	1.141E-03	1.027E-03
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd35_TOT	AllMYr	195	0.01%		9.162E-08	1.106E-06	3.326E-07	1.084E-08	3.207E-08	2.950E-08	1.136E-03	1.023E-03
Vh	Kern (SJV)	2020	Annual	T6 public	Spd35_TOT	AllMYr	735	0.03%		6.607E-08	4.546E-06	2.493E-07	1.104E-08	3.003E-08	2.762E-08	1.157E-03	1.041E-03
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd35_TOT	AllMYr	175	0.01%		6.849E-08	1.788E-06	2.496E-07	1.091E-08	2.251E-08	2.071E-08	1.143E-03	1.029E-03
Vh	Kern (SJV)	2020	Annual	T6TS	Spd35_TOT	AllMYr	6,852	0.30%		1.030E-07	5.713E-07	1.655E-06	0.000E+00	5.588E-10	5.161E-10	5.278E-04	4.751E-04
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd35_TOT	AllMYr	12,057	0.53%		3.059E-07	5.836E-06	1.427E-06	1.692E-08	1.334E-07	1.227E-07	1.773E-03	1.596E-03
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd35_TOT	AllMYr	98,758	4.37%		2.245E-07	2.658E-06	9.184E-07	1.676E-08	5.916E-08	5.442E-08	1.757E-03	1.582E-03
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd35_TOT	AllMYr	3,632	0.16%		2.245E-07	2.701E-06	9.185E-07	1.677E-08	5.918E-08	5.444E-08	1.757E-03	1.582E-03
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd35_TOT	AllMYr	111,099	4.92%		1.911E-07	1.802E-06	7.808E-07	1.674E-08	4.783E-08	4.400E-08	1.754E-03	1.579E-03
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd35_TOT	AllMYr	35,965	1.59%		2.244E-07	2.661E-06	9.180E-07	1.676E-08	5.914E-08	5.441E-08	1.757E-03	1.582E-03
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd35_TOT	AllMYr	1,649	0.07%		5.051E-07	8.112E-06	2.057E-06	1.727E-08	9.149E-08	8.417E-08	1.810E-03	1.629E-03
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd35_TOT	AllMYr	6,261	0.28%		5.068E-07	8.152E-06	2.064E-06	1.728E-08	9.151E-08	8.419E-08	1.811E-03	1.630E-03
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd35_TOT	AllMYr	10,265	0.45%		4.989E-07	7.961E-06	2.032E-06	1.725E-08	9.140E-08	8.409E-08	1.808E-03	1.628E-03
Vh	Kern (SJV)	2020	Annual	T7 public	Spd35_TOT	AllMYr	1,215	0.05%		1.124E-07	1.042E-05	5.537E-07	1.730E-08	6.285E-08	5.782E-08	1.813E-03	1.632E-03
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd35_TOT	AllMYr	9,082	0.40%		1.597E-07	4.272E-06	6.573E-07	1.689E-08	4.469E-08	4.111E-08	1.771E-03	1.594E-03
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd35_TOT	AllMYr	9,395	0.42%		1.595E-07	4.436E-06	6.569E-07	1.690E-08	4.504E-08	4.143E-08	1.772E-03	1.594E-03
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd35_TOT	AllMYr	2,524	0.11%		1.304E-07	7.101E-06	5.740E-07	1.697E-08	4.430E-08	4.076E-08	1.779E-03	1.601E-03
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd35_TOT	AllMYr	140,371	6.22%		2.217E-07	4.352E-06	9.108E-07	1.685E-08	6.183E-08	5.688E-08	1.767E-03	1.590E-03
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd35_TOT	AllMYr	7,005	0.31%		2.201E-07	4.760E-06	9.060E-07	1.687E-08	6.245E-08	5.746E-08	1.768E-03	1.592E-03
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd35_TOT	AllMYr	200	0.01%		1.226E-07	4.149E-06	5.038E-07	1.691E-08	3.450E-08	3.174E-08	1.773E-03	1.596E-03
Vh	Kern (SJV)	2020	Annual	T7IS	Spd35_TOT	AllMYr	1,241	0.05%		5.995E-07	4.766E-06	2.865E-05	0.000E+00	2.663E-10	2.470E-10	5.278E-04	4.751E-04
Vh	Kern (SJV)	2020	Annual	UBUS	Spd35_TOT	AllMYr	7,707	0.34%		4.859E-07	7.560E-06	3.361E-06	0.000E+00	1.029E-07	9.467E-08	1.957E-03	1.761E-03
							2,258,541										

									2.000E+03	lbs/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd35_TOT	AllMYr	703	0.03%		2.226E-04	6.577E-03	8.235E-04	2.407E-05	8.344E-05	7.676E-05	2.523E+00	2.270E+00
Vh	Kern (SJV)	2020	Annual	LDA	Spd35_TOT	AllMYr	793,110	35.12%		2.892E-05	1.566E-04	1.832E-03	0.000E+00	3.537E-06	3.280E-06	7.238E-01	4.919E-01
Vh	Kern (SJV)	2020	Annual	LDT1	Spd35_TOT	AllMYr	124,638	5.52%		7.880E-05	3.764E-04	4.031E-03	0.000E+00	6.100E-06	5.657E-06	8.365E-01	5.891E-01
Vh	Kern (SJV)	2020	Annual	LDT2	Spd35_TOT	AllMYr	309,086	13.69%		4.053E-05	2.509E-04	2.469E-03	0.000E+00	3.645E-06	3.380E-06	9.844E-01	7.317E-01
Vh	Kern (SJV)	2020	Annual	LHD1	Spd35_TOT	AllMYr	77,817	3.45%		1.824E-04	2.567E-03	1.580E-03	0.000E+00	2.918E-05	2.685E-05	1.156E+00	1.041E+00
Vh	Kern (SJV)	2020	Annual	LHD2	Spd35_TOT	AllMYr	15,376	0.68%		2.016E-04	3.475E-03	1.250E-03	0.000E+00	4.399E-05	4.047E-05	1.152E+00	1.037E+00
Vh	Kern (SJV)	2020	Annual	MCY	Spd35_TOT	AllMYr	13,533	0.60%		4.320E-03	2.511E-03	3.530E-02	0.000E+00	5.541E-07	4.660E-07	3.086E-01	2.778E-01
Vh	Kern (SJV)	2020	Annual	MDV	Spd35_TOT	AllMYr	407,745	18.05%		8.840E-05	4.773E-04	4.143E-03	0.000E+00	4.065E-06	3.760E-06	1.255E+00	9.782E-01
Vh	Kern (SJV)	2020	Annual	MH	Spd35_TOT	AllMYr	5,299	0.23%		1.542E-04	3.061E-03	2.974E-03	0.000E+00	4.547E-05	4.184E-05	1.414E+00	1.272E+00
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd35_TOT	AllMYr	986	0.04%		4.485E-04	7.970E-03	1.836E-03	3.712E-05	1.217E-04	1.119E-04	3.890E+00	3.501E+00
Vh	Kern (SJV)	2020	Annual	OBUS	Spd35_TOT	AllMYr	1,637	0.07%		2.158E-04	1.601E-03	3.692E-03	0.000E+00	8.446E-07	7.815E-07	1.164E+00	1.047E+00
Vh	Kern (SJV)	2020	Annual	SBUS	Spd35_TOT	AllMYr	4,743	0.21%		8.706E-04	1.353E-02	1.014E-02	1.590E-05	6.558E-05	6.034E-05	2.076E+00	1.869E+00
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd35_TOT	AllMYr	2,484	0.11%		4.070E-04	7.068E-03	1.572E-03	2.409E-05	2.154E-04	1.981E-04	2.525E+00	2.273E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd35_TOT	AllMYr	99	0.00%		1.946E-04	4.320E-03	7.122E-04	2.399E-05	6.737E-05	6.198E-05	2.515E+00	2.263E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd35_TOT	AllMYr	340	0.02%		2.020E-04	2.438E-03	7.333E-04	2.390E-05	7.070E-05	6.504E-05	2.505E+00	2.254E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd35_TOT	AllMYr	2,860	0.13%		2.122E-04	8.827E-03	7.894E-04	2.420E-05	8.538E-05	7.855E-05	2.537E+00	2.283E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd35_TOT	AllMYr	6,996	0.31%		2.588E-04	3.825E-03	9.394E-04	2.397E-05	1.087E-04	1.000E-04	2.513E+00	2.261E+00
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd35_TOT	AllMYr	6,890	0.31%		2.123E-04	8.024E-03	7.865E-04	2.417E-05	8.328E-05	7.662E-05	2.533E+00	2.280E+00
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd35_TOT	AllMYr	17,759	0.79%		2.494E-04	3.580E-03	9.055E-04	2.396E-05	1.020E-04	9.385E-05	2.511E+00	2.260E+00
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd35_TOT	AllMYr	57	0.00%		1.946E-04	4.320E-03	7.122E-04	2.399E-05	6.737E-05	6.198E-05	2.515E+00	2.263E+00
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd35_TOT	AllMYr	195	0.01%		2.020E-04	2.438E-03	7.333E-04	2.390E-05	7.070E-05	6.504E-05	2.505E+00	2.254E+00
Vh	Kern (SJV)	2020	Annual	T6 public	Spd35_TOT	AllMYr	735	0.03%		1.457E-04	1.002E-02	5.495E-04	2.433E-05	6.620E-05	6.090E-05	2.551E+00	2.296E+00
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd35_TOT	AllMYr	175	0.01%		1.510E-04	3.941E-03	5.503E-04	2.405E-05	4.963E-05	4.566E-05	2.521E+00	2.269E+00
Vh	Kern (SJV)	2020	Annual	T6TS	Spd35_TOT	AllMYr	6,852	0.30%		2.270E-04	1.260E-03	3.648E-03	0.000E+00	1.232E-06	1.138E-06	1.164E+00	1.047E+00
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd35_TOT	AllMYr	12,057	0.53%		6.743E-04	1.287E-02	3.146E-03	3.729E-05	2.941E-04	2.706E-04	3.909E+00	3.518E+00
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd35_TOT	AllMYr	98,758	4.37%		4.949E-04	5.859E-03	2.025E-03	3.696E-05	1.304E-04	1.200E-04	3.874E+00	3.487E+00
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd35_TOT	AllMYr	3,632	0.16%		4.949E-04	5.954E-03	2.025E-03	3.697E-05	1.305E-04	1.200E-04	3.875E+00	3.487E+00
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd35_TOT	AllMYr	111,099	4.92%		4.214E-04	3.972E-03	1.721E-03	3.690E-05	1.054E-04	9.701E-05	3.868E+00	3.481E+00
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd35_TOT	AllMYr	35,965	1.59%		4.947E-04	5.867E-03	2.024E-03	3.696E-05	1.304E-04	1.200E-04	3.874E+00	3.487E+00
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd35_TOT	AllMYr	1,649	0.07%		1.114E-03	1.788E-02	4.535E-03	3.808E-05	2.017E-04	1.856E-04	3.991E+00	3.592E+00
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd35_TOT	AllMYr	6,261	0.28%		1.117E-03	1.797E-02	4.550E-03	3.809E-05	2.017E-04	1.856E-04	3.992E+00	3.593E+00
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd35_TOT	AllMYr	10,265	0.45%		1.100E-03	1.755E-02	4.479E-03	3.804E-05	2.015E-04	1.854E-04	3.987E+00	3.588E+00
Vh	Kern (SJV)	2020	Annual	T7 public	Spd35_TOT	AllMYr	1,215	0.05%		2.478E-04	2.297E-02	1.221E-03	3.814E-05	1.386E-04	1.275E-04	3.997E+00	3.598E+00
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd35_TOT	AllMYr	9,082	0.40%		3.521E-04	9.417E-03	1.449E-03	3.724E-05	9.852E-05	9.064E-05	3.904E+00	3.513E+00
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd35_TOT	AllMYr	9,395	0.42%		3.517E-04	9.779E-03	1.448E-03	3.726E-05	9.929E-05	9.134E-05	3.906E+00	3.515E+00
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd35_TOT	AllMYr	2,524	0.11%		2.874E-04	1.566E-02	1.265E-03	3.742E-05	9.767E-05	8.986E-05	3.922E+00	3.530E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd35_TOT	AllMYr	140,371	6.22%		4.887E-04	9.594E-03	2.008E-03	3.716E-05	1.363E-04	1.254E-04	3.894E+00	3.505E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd35_TOT	AllMYr	7,005	0.31%		4.852E-04	1.049E-02	1.997E-03	3.720E-05	1.377E-04	1.267E-04	3.899E+00	3.509E+00
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd35_TOT	AllMYr	200	0.01%		2.703E-04	9.148E-03	1.111E-03	3.729E-05	7.605E-05	6.997E-05	3.909E+00	3.518E+00
Vh	Kern (SJV)	2020	Annual	T7IS	Spd35_TOT	AllMYr	1,241	0.05%		1.322E-03	1.051E-02	6.317E-02	0.000E+00	5.870E-07	5.446E-07	1.164E+00	1.047E+00
Vh	Kern (SJV)	2020	Annual	UBUS	Spd35_TOT	AllMYr	7,707	0.34%		1.071E-03	1.667E-02	7.410E-03	0.000E+00	2.268E-04	2.087E-04	4.314E+00	3.882E+00
							2,258,541										

									Tons/Day							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd40_TOT	AllMYr	938	0.08%	9.107E-05	2.916E-03	3.790E-04	1.078E-05	4.119E-05	3.790E-05	1.130E+00	1.017E+00
Vh	Kern (SJV)	2020	Annual	LDA	Spd40_TOT	AllMYr	303,112	25.23%	3.829E-03	2.280E-02	2.574E-01	0.000E+00	4.664E-04	4.325E-04	1.017E+02	6.914E+01
Vh	Kern (SJV)	2020	Annual	LDT1	Spd40_TOT	AllMYr	47,634	3.96%	1.641E-03	8.634E-03	8.893E-02	0.000E+00	1.266E-04	1.174E-04	1.847E+01	1.301E+01
Vh	Kern (SJV)	2020	Annual	LDT2	Spd40_TOT	AllMYr	118,127	9.83%	2.088E-03	1.423E-02	1.351E-01	0.000E+00	1.871E-04	1.736E-04	5.391E+01	4.007E+01
Vh	Kern (SJV)	2020	Annual	LHD1	Spd40_TOT	AllMYr	32,977	2.74%	2.936E-03	5.221E-02	2.267E-02	0.000E+00	5.448E-04	5.013E-04	1.824E+01	1.641E+01
Vh	Kern (SJV)	2020	Annual	LHD2	Spd40_TOT	AllMYr	7,481	0.62%	7.308E-04	1.459E-02	4.303E-03	0.000E+00	1.641E-04	1.510E-04	4.224E+00	3.802E+00
Vh	Kern (SJV)	2020	Annual	MCY	Spd40_TOT	AllMYr	5,172	0.43%	1.116E-02	6.603E-03	9.539E-02	0.000E+00	1.433E-06	1.203E-06	7.832E-01	7.049E-01
Vh	Kern (SJV)	2020	Annual	MDV	Spd40_TOT	AllMYr	155,833	12.97%	6.032E-03	3.579E-02	2.995E-01	0.000E+00	2.755E-04	2.548E-04	9.067E+01	7.067E+01
Vh	Kern (SJV)	2020	Annual	MH	Spd40_TOT	AllMYr	6,736	0.56%	4.363E-04	1.040E-02	8.973E-03	0.000E+00	1.582E-04	1.456E-04	4.411E+00	3.970E+00
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd40_TOT	AllMYr	989	0.08%	1.940E-04	3.657E-03	8.997E-04	1.751E-05	6.429E-05	5.914E-05	1.836E+00	1.652E+00
Vh	Kern (SJV)	2020	Annual	OBUS	Spd40_TOT	AllMYr	2,058	0.17%	1.818E-04	1.718E-03	3.417E-03	0.000E+00	7.157E-07	6.621E-07	1.078E+00	9.705E-01
Vh	Kern (SJV)	2020	Annual	SBUS	Spd40_TOT	AllMYr	3,202	0.27%	1.153E-03	2.140E-02	1.461E-02	2.429E-05	9.884E-05	9.094E-05	3.136E+00	2.823E+00
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd40_TOT	AllMYr	3,315	0.28%	5.846E-04	1.113E-02	2.414E-03	3.810E-05	3.472E-04	3.195E-04	3.994E+00	3.594E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd40_TOT	AllMYr	133	0.01%	1.128E-05	2.680E-04	4.669E-05	1.519E-06	4.752E-06	4.371E-06	1.592E-01	1.433E-01
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd40_TOT	AllMYr	454	0.04%	4.010E-05	5.097E-04	1.653E-04	5.174E-06	1.720E-05	1.583E-05	5.423E-01	4.881E-01
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd40_TOT	AllMYr	3,815	0.32%	3.524E-04	1.591E-02	1.471E-03	4.407E-05	1.706E-04	1.569E-04	4.619E+00	4.157E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd40_TOT	AllMYr	9,334	0.78%	1.057E-03	1.646E-02	4.357E-03	1.068E-04	5.442E-04	5.007E-04	1.119E+01	1.007E+01
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd40_TOT	AllMYr	9,193	0.77%	8.504E-04	3.477E-02	3.543E-03	1.060E-04	4.024E-04	3.702E-04	1.111E+01	1.000E+01
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd40_TOT	AllMYr	23,694	1.97%	2.586E-03	3.909E-02	1.066E-02	2.709E-04	1.296E-03	1.193E-03	2.839E+01	2.555E+01
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd40_TOT	AllMYr	76	0.01%	6.468E-06	1.536E-04	2.677E-05	8.707E-07	2.724E-06	2.506E-06	9.126E-02	8.213E-02
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd40_TOT	AllMYr	260	0.02%	2.299E-05	2.922E-04	9.476E-05	2.966E-06	9.862E-06	9.073E-06	3.109E-01	2.798E-01
Vh	Kern (SJV)	2020	Annual	T6 public	Spd40_TOT	AllMYr	981	0.08%	6.213E-05	4.748E-03	2.577E-04	1.139E-05	3.240E-05	2.980E-05	1.194E+00	1.075E+00
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd40_TOT	AllMYr	233	0.02%	1.541E-05	4.287E-04	6.363E-05	2.678E-06	6.176E-06	5.682E-06	2.807E-01	2.526E-01
Vh	Kern (SJV)	2020	Annual	T6TS	Spd40_TOT	AllMYr	8,617	0.72%	8.009E-04	5.659E-03	1.414E-02	0.000E+00	4.370E-06	4.035E-06	4.514E+00	4.063E+00
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd40_TOT	AllMYr	12,085	1.01%	3.531E-03	7.361E-02	1.778E-02	2.151E-04	1.753E-03	1.613E-03	2.254E+01	2.029E+01
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd40_TOT	AllMYr	98,987	8.24%	2.144E-02	2.682E-01	9.950E-02	1.746E-03	6.914E-03	6.361E-03	1.830E+02	1.647E+02
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd40_TOT	AllMYr	3,640	0.30%	7.883E-04	1.003E-02	3.659E-03	6.422E-05	2.543E-04	2.340E-04	6.731E+00	6.058E+00
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd40_TOT	AllMYr	111,357	9.27%	2.054E-02	2.039E-01	9.523E-02	1.961E-03	6.297E-03	5.793E-03	2.055E+02	1.850E+02
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd40_TOT	AllMYr	36,049	3.00%	7.803E-03	9.783E-02	3.622E-02	6.358E-04	2.517E-03	2.316E-03	6.664E+01	5.998E+01
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd40_TOT	AllMYr	1,653	0.14%	8.056E-04	1.362E-02	3.725E-03	3.004E-05	1.788E-04	1.645E-04	3.148E+00	2.833E+00
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd40_TOT	AllMYr	6,276	0.52%	3.069E-03	5.198E-02	1.419E-02	1.141E-04	6.790E-04	6.247E-04	1.196E+01	1.076E+01
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd40_TOT	AllMYr	10,289	0.86%	4.952E-03	8.321E-02	2.290E-02	1.868E-04	1.112E-03	1.023E-03	1.958E+01	1.762E+01
Vh	Kern (SJV)	2020	Annual	T7 public	Spd40_TOT	AllMYr	1,218	0.10%	1.314E-04	1.353E-02	6.854E-04	2.216E-05	8.088E-05	7.441E-05	2.323E+00	2.091E+00
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd40_TOT	AllMYr	9,103	0.76%	1.400E-03	4.023E-02	6.510E-03	1.618E-04	4.752E-04	4.372E-04	1.696E+01	1.526E+01
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd40_TOT	AllMYr	9,417	0.78%	1.446E-03	4.323E-02	6.729E-03	1.675E-04	4.952E-04	4.556E-04	1.755E+01	1.580E+01
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd40_TOT	AllMYr	2,530	0.21%	3.152E-04	1.918E-02	1.531E-03	4.517E-05	1.239E-04	1.140E-04	4.735E+00	4.261E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd40_TOT	AllMYr	140,698	11.71%	3.005E-02	6.303E-01	1.397E-01	2.495E-03	1.021E-02	9.391E-03	2.615E+02	2.353E+02
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd40_TOT	AllMYr	7,021	0.58%	1.488E-03	3.448E-02	6.925E-03	1.246E-04	5.135E-04	4.724E-04	1.306E+01	1.176E+01
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd40_TOT	AllMYr	201	0.02%	2.368E-05	8.638E-04	1.100E-04	3.568E-06	8.068E-06	7.422E-06	3.740E-01	3.366E-01
Vh	Kern (SJV)	2020	Annual	T7IS	Spd40_TOT	AllMYr	1,087	0.09%	5.899E-04	5.946E-03	3.090E-02	0.000E+00	2.627E-07	2.437E-07	5.696E-01	5.126E-01
Vh	Kern (SJV)	2020	Annual	UBUS	Spd40_TOT	AllMYr	5,556	0.46%	2.543E-03	4.684E-02	1.840E-02	0.000E+00	5.541E-04	5.098E-04	1.191E+01	1.072E+01
							1,201,531									

									9.072E-01	MTons/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd40_TOT	AllMYr	938	0.08%		8.805E-08	2.820E-06	3.665E-07	1.042E-08	3.983E-08	3.664E-08	1.092E-03	9.829E-04
Vh	Kern (SJV)	2020	Annual	LDA	Spd40_TOT	AllMYr	303,112	25.23%		1.146E-08	6.825E-08	7.704E-07	0.000E+00	1.396E-09	1.294E-09	3.045E-04	2.069E-04
Vh	Kern (SJV)	2020	Annual	LDT1	Spd40_TOT	AllMYr	47,634	3.96%		3.126E-08	1.644E-07	1.694E-06	0.000E+00	2.410E-09	2.235E-09	3.518E-04	2.478E-04
Vh	Kern (SJV)	2020	Annual	LDT2	Spd40_TOT	AllMYr	118,127	9.83%		1.604E-08	1.092E-07	1.038E-06	0.000E+00	1.437E-09	1.333E-09	4.140E-04	3.077E-04
Vh	Kern (SJV)	2020	Annual	LHD1	Spd40_TOT	AllMYr	32,977	2.74%		8.078E-08	1.436E-06	6.237E-07	0.000E+00	1.499E-08	1.379E-08	5.017E-04	4.516E-04
Vh	Kern (SJV)	2020	Annual	LHD2	Spd40_TOT	AllMYr	7,481	0.62%		8.863E-08	1.769E-06	5.219E-07	0.000E+00	1.990E-08	1.831E-08	5.122E-04	4.610E-04
Vh	Kern (SJV)	2020	Annual	MCY	Spd40_TOT	AllMYr	5,172	0.43%		1.958E-06	1.158E-06	1.673E-05	0.000E+00	2.514E-10	2.111E-10	1.374E-04	1.236E-04
Vh	Kern (SJV)	2020	Annual	MDV	Spd40_TOT	AllMYr	155,833	12.97%		3.512E-08	2.083E-07	1.744E-06	0.000E+00	1.604E-09	1.483E-09	5.279E-04	4.114E-04
Vh	Kern (SJV)	2020	Annual	MH	Spd40_TOT	AllMYr	6,736	0.56%		5.876E-08	1.400E-06	1.208E-06	0.000E+00	2.131E-08	1.961E-08	5.941E-04	5.347E-04
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd40_TOT	AllMYr	989	0.08%		1.780E-07	3.355E-06	8.255E-07	1.607E-08	5.898E-08	5.426E-08	1.684E-03	1.516E-03
Vh	Kern (SJV)	2020	Annual	OBUS	Spd40_TOT	AllMYr	2,058	0.17%		8.011E-08	7.571E-07	1.506E-06	0.000E+00	3.154E-10	2.918E-10	4.752E-04	4.277E-04
Vh	Kern (SJV)	2020	Annual	SBUS	Spd40_TOT	AllMYr	3,202	0.27%		3.266E-07	6.065E-06	4.140E-06	6.883E-09	2.801E-08	2.577E-08	8.887E-04	7.999E-04
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd40_TOT	AllMYr	3,315	0.28%		1.600E-07	3.047E-06	6.607E-07	1.043E-08	9.504E-08	8.743E-08	1.093E-03	9.838E-04
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd40_TOT	AllMYr	133	0.01%		7.716E-08	1.833E-06	3.193E-07	1.039E-08	3.250E-08	2.990E-08	1.089E-03	9.798E-04
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd40_TOT	AllMYr	454	0.04%		8.019E-08	1.019E-06	3.305E-07	1.035E-08	3.440E-08	3.164E-08	1.084E-03	9.759E-04
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd40_TOT	AllMYr	3,815	0.32%		8.380E-08	3.784E-06	3.499E-07	1.048E-08	4.056E-08	3.732E-08	1.098E-03	9.885E-04
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd40_TOT	AllMYr	9,334	0.78%		1.027E-07	1.599E-06	4.234E-07	1.038E-08	5.289E-08	4.866E-08	1.088E-03	9.790E-04
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd40_TOT	AllMYr	9,193	0.77%		8.393E-08	3.432E-06	3.496E-07	1.046E-08	3.971E-08	3.653E-08	1.097E-03	9.870E-04
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd40_TOT	AllMYr	23,694	1.97%		9.902E-08	1.497E-06	4.081E-07	1.037E-08	4.963E-08	4.566E-08	1.087E-03	9.784E-04
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd40_TOT	AllMYr	76	0.01%		7.716E-08	1.833E-06	3.193E-07	1.039E-08	3.250E-08	2.990E-08	1.089E-03	9.798E-04
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd40_TOT	AllMYr	260	0.02%		8.019E-08	1.019E-06	3.305E-07	1.035E-08	3.440E-08	3.164E-08	1.084E-03	9.759E-04
Vh	Kern (SJV)	2020	Annual	T6 public	Spd40_TOT	AllMYr	981	0.08%		5.745E-08	4.391E-06	2.383E-07	1.053E-08	2.996E-08	2.756E-08	1.104E-03	9.938E-04
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd40_TOT	AllMYr	233	0.02%		5.990E-08	1.667E-06	2.474E-07	1.041E-08	2.401E-08	2.209E-08	1.091E-03	9.821E-04
Vh	Kern (SJV)	2020	Annual	T6TS	Spd40_TOT	AllMYr	8,617	0.72%		8.432E-08	5.958E-07	1.488E-06	0.000E+00	4.600E-10	4.248E-10	4.752E-04	4.277E-04
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd40_TOT	AllMYr	12,085	1.01%		2.651E-07	5.526E-06	1.335E-06	1.614E-08	1.316E-07	1.211E-07	1.692E-03	1.523E-03
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd40_TOT	AllMYr	98,987	8.24%		1.965E-07	2.458E-06	9.119E-07	1.600E-08	6.337E-08	5.830E-08	1.677E-03	1.509E-03
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd40_TOT	AllMYr	3,640	0.30%		1.964E-07	2.499E-06	9.119E-07	1.600E-08	6.338E-08	5.831E-08	1.677E-03	1.510E-03
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd40_TOT	AllMYr	111,357	9.27%		1.673E-07	1.661E-06	7.758E-07	1.598E-08	5.130E-08	4.719E-08	1.675E-03	1.507E-03
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd40_TOT	AllMYr	36,049	3.00%		1.964E-07	2.462E-06	9.115E-07	1.600E-08	6.335E-08	5.828E-08	1.677E-03	1.509E-03
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd40_TOT	AllMYr	1,653	0.14%		4.421E-07	7.477E-06	2.044E-06	1.648E-08	9.813E-08	9.028E-08	1.728E-03	1.555E-03
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd40_TOT	AllMYr	6,276	0.52%		4.436E-07	7.514E-06	2.051E-06	1.649E-08	9.815E-08	9.030E-08	1.728E-03	1.555E-03
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd40_TOT	AllMYr	10,289	0.86%		4.367E-07	7.337E-06	2.019E-06	1.647E-08	9.804E-08	9.019E-08	1.726E-03	1.553E-03
Vh	Kern (SJV)	2020	Annual	T7 public	Spd40_TOT	AllMYr	1,218	0.10%		9.789E-08	1.008E-05	5.106E-07	1.651E-08	6.025E-08	5.543E-08	1.730E-03	1.557E-03
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd40_TOT	AllMYr	9,103	0.76%		1.395E-07	4.009E-06	6.488E-07	1.612E-08	4.736E-08	4.357E-08	1.690E-03	1.521E-03
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd40_TOT	AllMYr	9,417	0.78%		1.393E-07	4.164E-06	6.482E-07	1.613E-08	4.770E-08	4.389E-08	1.691E-03	1.522E-03
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd40_TOT	AllMYr	2,530	0.21%		1.130E-07	6.878E-06	5.489E-07	1.620E-08	4.444E-08	4.089E-08	1.698E-03	1.528E-03
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd40_TOT	AllMYr	140,698	11.71%		1.938E-07	4.064E-06	9.008E-07	1.608E-08	6.581E-08	6.055E-08	1.686E-03	1.517E-03
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd40_TOT	AllMYr	7,021	0.58%		1.923E-07	4.456E-06	8.947E-07	1.610E-08	6.634E-08	6.104E-08	1.688E-03	1.519E-03
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd40_TOT	AllMYr	201	0.02%		1.071E-07	3.908E-06	4.977E-07	1.614E-08	3.650E-08	3.358E-08	1.692E-03	1.523E-03
Vh	Kern (SJV)	2020	Annual	T7IS	Spd40_TOT	AllMYr	1,087	0.09%		4.922E-07	4.961E-06	2.578E-05	0.000E+00	2.192E-10	2.034E-10	4.752E-04	4.277E-04
Vh	Kern (SJV)	2020	Annual	UBUS	Spd40_TOT	AllMYr	5,556	0.46%		4.152E-07	7.648E-06	3.004E-06	0.000E+00	9.047E-08	8.324E-08	1.944E-03	1.750E-03
							1,201,531										

									2.000E+03	lbs/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd40_TOT	AllMYr	938	0.08%		1.941E-04	6.217E-03	8.079E-04	2.297E-05	8.781E-05	8.078E-05	2.408E+00	2.167E+00
Vh	Kern (SJV)	2020	Annual	LDA	Spd40_TOT	AllMYr	303,112	25.23%		2.526E-05	1.505E-04	1.698E-03	0.000E+00	3.077E-06	2.853E-06	6.712E-01	4.562E-01
Vh	Kern (SJV)	2020	Annual	LDT1	Spd40_TOT	AllMYr	47,634	3.96%		6.891E-05	3.625E-04	3.734E-03	0.000E+00	5.314E-06	4.927E-06	7.757E-01	5.462E-01
Vh	Kern (SJV)	2020	Annual	LDT2	Spd40_TOT	AllMYr	118,127	9.83%		3.536E-05	2.409E-04	2.288E-03	0.000E+00	3.169E-06	2.938E-06	9.127E-01	6.784E-01
Vh	Kern (SJV)	2020	Annual	LHD1	Spd40_TOT	AllMYr	32,977	2.74%		1.781E-04	3.167E-03	1.375E-03	0.000E+00	3.304E-05	3.040E-05	1.106E+00	9.955E-01
Vh	Kern (SJV)	2020	Annual	LHD2	Spd40_TOT	AllMYr	7,481	0.62%		1.954E-04	3.901E-03	1.151E-03	0.000E+00	4.387E-05	4.036E-05	1.129E+00	1.016E+00
Vh	Kern (SJV)	2020	Annual	MCY	Spd40_TOT	AllMYr	5,172	0.43%		4.316E-03	2.553E-03	3.688E-02	0.000E+00	5.542E-07	4.654E-07	3.029E-01	2.726E-01
Vh	Kern (SJV)	2020	Annual	MDV	Spd40_TOT	AllMYr	155,833	12.97%		7.742E-05	4.593E-04	3.844E-03	0.000E+00	3.536E-06	3.270E-06	1.164E+00	9.070E-01
Vh	Kern (SJV)	2020	Annual	MH	Spd40_TOT	AllMYr	6,736	0.56%		1.295E-04	3.087E-03	2.664E-03	0.000E+00	4.698E-05	4.323E-05	1.310E+00	1.179E+00
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd40_TOT	AllMYr	989	0.08%		3.923E-04	7.397E-03	1.820E-03	3.542E-05	1.300E-04	1.196E-04	3.713E+00	3.342E+00
Vh	Kern (SJV)	2020	Annual	OBUS	Spd40_TOT	AllMYr	2,058	0.17%		1.766E-04	1.669E-03	3.320E-03	0.000E+00	6.953E-07	6.433E-07	1.048E+00	9.429E-01
Vh	Kern (SJV)	2020	Annual	SBUS	Spd40_TOT	AllMYr	3,202	0.27%		7.200E-04	1.337E-02	9.127E-03	1.517E-05	6.174E-05	5.681E-05	1.959E+00	1.763E+00
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd40_TOT	AllMYr	3,315	0.28%		3.528E-04	6.717E-03	1.457E-03	2.299E-05	2.095E-04	1.928E-04	2.410E+00	2.169E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd40_TOT	AllMYr	133	0.01%		1.701E-04	4.041E-03	7.039E-04	2.290E-05	7.164E-05	6.591E-05	2.400E+00	2.160E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd40_TOT	AllMYr	454	0.04%		1.768E-04	2.247E-03	7.287E-04	2.281E-05	7.583E-05	6.976E-05	2.391E+00	2.152E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd40_TOT	AllMYr	3,815	0.32%		1.848E-04	8.341E-03	7.714E-04	2.310E-05	8.942E-05	8.227E-05	2.421E+00	2.179E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd40_TOT	AllMYr	9,334	0.78%		2.265E-04	3.526E-03	9.335E-04	2.288E-05	1.166E-04	1.073E-04	2.398E+00	2.158E+00
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd40_TOT	AllMYr	9,193	0.77%		1.850E-04	7.565E-03	7.708E-04	2.307E-05	8.755E-05	8.054E-05	2.418E+00	2.176E+00
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd40_TOT	AllMYr	23,694	1.97%		2.183E-04	3.300E-03	8.998E-04	2.286E-05	1.094E-04	1.007E-04	2.397E+00	2.157E+00
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd40_TOT	AllMYr	76	0.01%		1.701E-04	4.041E-03	7.039E-04	2.290E-05	7.164E-05	6.591E-05	2.400E+00	2.160E+00
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd40_TOT	AllMYr	260	0.02%		1.768E-04	2.247E-03	7.287E-04	2.281E-05	7.583E-05	6.976E-05	2.391E+00	2.152E+00
Vh	Kern (SJV)	2020	Annual	T6 public	Spd40_TOT	AllMYr	981	0.08%		1.267E-04	9.680E-03	5.254E-04	2.322E-05	6.604E-05	6.076E-05	2.434E+00	2.191E+00
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd40_TOT	AllMYr	233	0.02%		1.321E-04	3.675E-03	5.454E-04	2.295E-05	5.293E-05	4.870E-05	2.406E+00	2.165E+00
Vh	Kern (SJV)	2020	Annual	T6TS	Spd40_TOT	AllMYr	8,617	0.72%		1.859E-04	1.314E-03	3.281E-03	0.000E+00	1.014E-06	9.366E-07	1.048E+00	9.429E-01
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd40_TOT	AllMYr	12,085	1.01%		5.844E-04	1.218E-02	2.943E-03	3.559E-05	2.901E-04	2.669E-04	3.731E+00	3.358E+00
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd40_TOT	AllMYr	98,987	8.24%		4.331E-04	5.419E-03	2.010E-03	3.527E-05	1.397E-04	1.285E-04	3.697E+00	3.328E+00
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd40_TOT	AllMYr	3,640	0.30%		4.331E-04	5.510E-03	2.010E-03	3.528E-05	1.397E-04	1.285E-04	3.698E+00	3.328E+00
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd40_TOT	AllMYr	111,357	9.27%		3.688E-04	3.662E-03	1.710E-03	3.522E-05	1.131E-04	1.040E-04	3.692E+00	3.322E+00
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd40_TOT	AllMYr	36,049	3.00%		4.329E-04	5.427E-03	2.010E-03	3.528E-05	1.397E-04	1.285E-04	3.697E+00	3.328E+00
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd40_TOT	AllMYr	1,653	0.14%		9.748E-04	1.648E-02	4.507E-03	3.634E-05	2.163E-04	1.990E-04	3.809E+00	3.428E+00
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd40_TOT	AllMYr	6,276	0.52%		9.779E-04	1.656E-02	4.521E-03	3.635E-05	2.164E-04	1.991E-04	3.810E+00	3.429E+00
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd40_TOT	AllMYr	10,289	0.86%		9.627E-04	1.618E-02	4.451E-03	3.630E-05	2.161E-04	1.988E-04	3.805E+00	3.425E+00
Vh	Kern (SJV)	2020	Annual	T7 public	Spd40_TOT	AllMYr	1,218	0.10%		2.158E-04	2.222E-02	1.126E-03	3.640E-05	1.328E-04	1.222E-04	3.815E+00	3.433E+00
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd40_TOT	AllMYr	9,103	0.76%		3.075E-04	8.838E-03	1.430E-03	3.555E-05	1.044E-04	9.607E-05	3.726E+00	3.353E+00
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd40_TOT	AllMYr	9,417	0.78%		3.072E-04	9.180E-03	1.429E-03	3.556E-05	1.052E-04	9.676E-05	3.728E+00	3.355E+00
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd40_TOT	AllMYr	2,530	0.21%		2.492E-04	1.516E-02	1.210E-03	3.571E-05	9.798E-05	9.014E-05	3.743E+00	3.369E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd40_TOT	AllMYr	140,698	11.71%		4.272E-04	8.960E-03	1.986E-03	3.546E-05	1.451E-04	1.335E-04	3.717E+00	3.345E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd40_TOT	AllMYr	7,021	0.58%		4.239E-04	9.823E-03	1.972E-03	3.550E-05	1.463E-04	1.346E-04	3.721E+00	3.349E+00
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd40_TOT	AllMYr	201	0.02%		2.362E-04	8.616E-03	1.097E-03	3.559E-05	8.047E-05	7.403E-05	3.730E+00	3.357E+00
Vh	Kern (SJV)	2020	Annual	T7IS	Spd40_TOT	AllMYr	1,087	0.09%		1.085E-03	1.094E-02	5.684E-02	0.000E+00	4.833E-07	4.484E-07	1.048E+00	9.429E-01
Vh	Kern (SJV)	2020	Annual	UBUS	Spd40_TOT	AllMYr	5,556	0.46%		9.154E-04	1.686E-02	6.623E-03	0.000E+00	1.995E-04	1.835E-04	4.286E+00	3.858E+00
							1,201,531										

									Tons/Day							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd45_TOT	AllMYr	717	0.04%	6.144E-05	2.138E-03	2.902E-04	7.943E-06	3.438E-05	3.163E-05	8.326E-01	7.493E-01
Vh	Kern (SJV)	2020	Annual	LDA	Spd45_TOT	AllMYr	586,357	29.48%	6.804E-03	4.310E-02	4.638E-01	0.000E+00	8.271E-04	7.669E-04	1.894E+02	1.287E+02
Vh	Kern (SJV)	2020	Annual	LDT1	Spd45_TOT	AllMYr	92,146	4.63%	2.904E-03	1.644E-02	1.607E-01	0.000E+00	2.238E-04	2.075E-04	3.439E+01	2.422E+01
Vh	Kern (SJV)	2020	Annual	LDT2	Spd45_TOT	AllMYr	228,511	11.49%	3.702E-03	2.689E-02	2.435E-01	0.000E+00	3.315E-04	3.074E-04	1.003E+02	7.458E+01
Vh	Kern (SJV)	2020	Annual	LHD1	Spd45_TOT	AllMYr	37,075	1.86%	2.900E-03	5.924E-02	2.408E-02	0.000E+00	5.329E-04	4.903E-04	2.005E+01	1.804E+01
Vh	Kern (SJV)	2020	Annual	LHD2	Spd45_TOT	AllMYr	8,219	0.41%	7.156E-04	1.646E-02	4.376E-03	0.000E+00	1.604E-04	1.476E-04	4.594E+00	4.135E+00
Vh	Kern (SJV)	2020	Annual	MCY	Spd45_TOT	AllMYr	10,005	0.50%	2.266E-02	1.309E-02	2.018E-01	0.000E+00	2.911E-06	2.442E-06	1.535E+00	1.381E+00
Vh	Kern (SJV)	2020	Annual	MDV	Spd45_TOT	AllMYr	301,451	15.15%	1.073E-02	6.787E-02	5.415E-01	0.000E+00	4.882E-04	4.514E-04	1.688E+02	1.315E+02
Vh	Kern (SJV)	2020	Annual	MH	Spd45_TOT	AllMYr	5,914	0.30%	3.242E-04	8.233E-03	7.637E-03	0.000E+00	1.265E-04	1.164E-04	3.604E+00	3.244E+00
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd45_TOT	AllMYr	1,456	0.07%	2.520E-04	5.079E-03	1.339E-03	2.487E-05	1.043E-04	9.597E-05	2.607E+00	2.346E+00
Vh	Kern (SJV)	2020	Annual	OBUS	Spd45_TOT	AllMYr	1,861	0.09%	1.420E-04	1.606E-03	2.943E-03	0.000E+00	5.552E-07	5.137E-07	9.273E-01	8.346E-01
Vh	Kern (SJV)	2020	Annual	SBUS	Spd45_TOT	AllMYr	1,536	0.08%	4.767E-04	1.023E-02	6.661E-03	1.124E-05	4.772E-05	4.390E-05	1.448E+00	1.303E+00
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd45_TOT	AllMYr	2,533	0.13%	3.975E-04	8.199E-03	1.752E-03	2.809E-05	2.709E-04	2.492E-04	2.944E+00	2.650E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd45_TOT	AllMYr	101	0.01%	7.609E-06	1.946E-04	3.598E-05	1.119E-06	3.990E-06	3.671E-06	1.173E-01	1.056E-01
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd45_TOT	AllMYr	347	0.02%	2.704E-05	3.652E-04	1.279E-04	3.814E-06	1.452E-05	1.336E-05	3.997E-01	3.598E-01
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd45_TOT	AllMYr	2,916	0.15%	2.378E-04	1.166E-02	1.123E-03	3.248E-05	1.419E-04	1.306E-04	3.405E+00	3.064E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd45_TOT	AllMYr	7,133	0.36%	7.128E-04	1.179E-02	3.372E-03	7.871E-05	4.594E-04	4.227E-04	8.250E+00	7.425E+00
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd45_TOT	AllMYr	7,025	0.35%	5.738E-04	2.543E-02	2.710E-03	7.815E-05	3.356E-04	3.087E-04	8.191E+00	7.372E+00
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd45_TOT	AllMYr	18,107	0.91%	1.744E-03	2.801E-02	8.251E-03	1.997E-04	1.094E-03	1.007E-03	2.093E+01	1.884E+01
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd45_TOT	AllMYr	58	0.00%	4.363E-06	1.116E-04	2.063E-05	6.418E-07	2.288E-06	2.105E-06	6.727E-02	6.054E-02
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd45_TOT	AllMYr	199	0.01%	1.550E-05	2.094E-04	7.335E-05	2.186E-06	8.325E-06	7.659E-06	2.292E-01	2.063E-01
Vh	Kern (SJV)	2020	Annual	T6 public	Spd45_TOT	AllMYr	750	0.04%	4.206E-05	3.546E-03	1.928E-04	8.397E-06	2.589E-05	2.382E-05	8.801E-01	7.921E-01
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd45_TOT	AllMYr	178	0.01%	1.039E-05	3.105E-04	4.915E-05	1.974E-06	5.196E-06	4.780E-06	2.069E-01	1.862E-01
Vh	Kern (SJV)	2020	Annual	T6TS	Spd45_TOT	AllMYr	7,790	0.39%	6.254E-04	5.291E-03	1.218E-02	0.000E+00	3.390E-06	3.131E-06	3.882E+00	3.494E+00
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd45_TOT	AllMYr	17,791	0.89%	4.611E-03	1.041E-01	2.509E-02	3.054E-04	2.667E-03	2.453E-03	3.201E+01	2.881E+01
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd45_TOT	AllMYr	145,727	7.33%	2.785E-02	3.714E-01	1.483E-01	2.479E-03	1.124E-02	1.034E-02	2.599E+02	2.339E+02
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd45_TOT	AllMYr	5,359	0.27%	1.024E-03	1.389E-02	5.452E-03	9.119E-05	4.132E-04	3.802E-04	9.558E+00	8.602E+00
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd45_TOT	AllMYr	163,937	8.24%	2.668E-02	2.815E-01	1.420E-01	2.785E-03	1.024E-02	9.420E-03	2.919E+02	2.627E+02
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd45_TOT	AllMYr	53,070	2.67%	1.014E-02	1.355E-01	5.397E-02	9.028E-04	4.090E-03	3.763E-03	9.463E+01	8.517E+01
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd45_TOT	AllMYr	2,434	0.12%	1.047E-03	1.881E-02	5.554E-03	4.265E-05	2.908E-04	2.675E-04	4.470E+00	4.023E+00
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd45_TOT	AllMYr	9,239	0.46%	3.986E-03	7.175E-02	2.116E-02	1.620E-04	1.104E-03	1.016E-03	1.698E+01	1.528E+01
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd45_TOT	AllMYr	15,147	0.76%	6.433E-03	1.149E-01	3.414E-02	2.652E-04	1.808E-03	1.663E-03	2.780E+01	2.502E+01
Vh	Kern (SJV)	2020	Annual	T7 public	Spd45_TOT	AllMYr	1,793	0.09%	1.723E-04	1.951E-02	9.518E-04	3.147E-05	1.189E-04	1.094E-04	3.299E+00	2.969E+00
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd45_TOT	AllMYr	13,401	0.67%	1.819E-03	5.644E-02	9.652E-03	2.297E-04	7.674E-04	7.060E-04	2.408E+01	2.167E+01
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd45_TOT	AllMYr	13,864	0.70%	1.879E-03	6.067E-02	9.973E-03	2.378E-04	7.993E-04	7.354E-04	2.492E+01	2.243E+01
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd45_TOT	AllMYr	3,724	0.19%	4.102E-04	2.765E-02	2.207E-03	6.414E-05	1.927E-04	1.773E-04	6.723E+00	6.051E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd45_TOT	AllMYr	207,131	10.41%	3.904E-02	8.806E-01	2.075E-01	3.542E-03	1.652E-02	1.520E-02	3.713E+02	3.342E+02
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd45_TOT	AllMYr	10,337	0.52%	1.934E-03	4.827E-02	1.027E-02	1.770E-04	8.302E-04	7.638E-04	1.855E+01	1.669E+01
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd45_TOT	AllMYr	295	0.01%	3.076E-05	1.216E-03	1.632E-04	5.067E-06	1.301E-05	1.197E-05	5.311E-01	4.780E-01
Vh	Kern (SJV)	2020	Annual	T7IS	Spd45_TOT	AllMYr	1,157	0.06%	5.353E-04	6.606E-03	3.120E-02	0.000E+00	2.399E-07	2.226E-07	5.766E-01	5.190E-01
Vh	Kern (SJV)	2020	Annual	UBUS	Spd45_TOT	AllMYr	2,422	0.12%	9.848E-04	2.155E-02	7.584E-03	0.000E+00	2.199E-04	2.024E-04	5.176E+00	4.659E+00
							1,989,214									

									9.072E-01	MTons/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd45_TOT	AllMYr	717	0.04%		7.774E-08	2.705E-06	3.672E-07	1.005E-08	4.350E-08	4.002E-08	1.053E-03	9.481E-04
Vh	Kern (SJV)	2020	Annual	LDA	Spd45_TOT	AllMYr	586,357	29.48%		1.053E-08	6.668E-08	7.176E-07	0.000E+00	1.280E-09	1.186E-09	2.930E-04	1.991E-04
Vh	Kern (SJV)	2020	Annual	LDT1	Spd45_TOT	AllMYr	92,146	4.63%		2.859E-08	1.618E-07	1.582E-06	0.000E+00	2.203E-09	2.043E-09	3.386E-04	2.384E-04
Vh	Kern (SJV)	2020	Annual	LDT2	Spd45_TOT	AllMYr	228,511	11.49%		1.470E-08	1.068E-07	9.666E-07	0.000E+00	1.316E-09	1.220E-09	3.984E-04	2.961E-04
Vh	Kern (SJV)	2020	Annual	LHD1	Spd45_TOT	AllMYr	37,075	1.86%		7.096E-08	1.450E-06	5.893E-07	0.000E+00	1.304E-08	1.200E-08	4.905E-04	4.415E-04
Vh	Kern (SJV)	2020	Annual	LHD2	Spd45_TOT	AllMYr	8,219	0.41%		7.898E-08	1.816E-06	4.830E-07	0.000E+00	1.770E-08	1.629E-08	5.071E-04	4.564E-04
Vh	Kern (SJV)	2020	Annual	MCY	Spd45_TOT	AllMYr	10,005	0.50%		2.055E-06	1.187E-06	1.830E-05	0.000E+00	2.640E-10	2.214E-10	1.391E-04	1.252E-04
Vh	Kern (SJV)	2020	Annual	MDV	Spd45_TOT	AllMYr	301,451	15.15%		3.229E-08	2.042E-07	1.630E-06	0.000E+00	1.469E-09	1.358E-09	5.079E-04	3.959E-04
Vh	Kern (SJV)	2020	Annual	MH	Spd45_TOT	AllMYr	5,914	0.30%		4.973E-08	1.263E-06	1.172E-06	0.000E+00	1.940E-08	1.785E-08	5.529E-04	4.976E-04
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd45_TOT	AllMYr	1,456	0.07%		1.570E-07	3.166E-06	8.345E-07	1.550E-08	6.501E-08	5.981E-08	1.625E-03	1.462E-03
Vh	Kern (SJV)	2020	Annual	OBUS	Spd45_TOT	AllMYr	1,861	0.09%		6.924E-08	7.830E-07	1.435E-06	0.000E+00	2.707E-10	2.504E-10	4.521E-04	4.069E-04
Vh	Kern (SJV)	2020	Annual	SBUS	Spd45_TOT	AllMYr	1,536	0.08%		2.815E-07	6.043E-06	3.934E-06	6.639E-09	2.818E-08	2.593E-08	8.550E-04	7.695E-04
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd45_TOT	AllMYr	2,533	0.13%		1.424E-07	2.936E-06	6.276E-07	1.006E-08	9.702E-08	8.926E-08	1.054E-03	9.489E-04
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd45_TOT	AllMYr	101	0.01%		6.810E-08	1.742E-06	3.220E-07	1.002E-08	3.571E-08	3.285E-08	1.050E-03	9.450E-04
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd45_TOT	AllMYr	347	0.02%		7.076E-08	9.557E-07	3.348E-07	9.979E-09	3.799E-08	3.495E-08	1.046E-03	9.413E-04
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd45_TOT	AllMYr	2,916	0.15%		7.400E-08	3.628E-06	3.494E-07	1.011E-08	4.417E-08	4.063E-08	1.059E-03	9.534E-04
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd45_TOT	AllMYr	7,133	0.36%		9.065E-08	1.499E-06	4.288E-07	1.001E-08	5.843E-08	5.375E-08	1.049E-03	9.443E-04
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd45_TOT	AllMYr	7,025	0.35%		7.410E-08	3.284E-06	3.500E-07	1.009E-08	4.334E-08	3.987E-08	1.058E-03	9.520E-04
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd45_TOT	AllMYr	18,107	0.91%		8.738E-08	1.403E-06	4.134E-07	1.000E-08	5.482E-08	5.044E-08	1.049E-03	9.437E-04
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd45_TOT	AllMYr	58	0.00%		6.810E-08	1.742E-06	3.220E-07	1.002E-08	3.571E-08	3.285E-08	1.050E-03	9.450E-04
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd45_TOT	AllMYr	199	0.01%		7.076E-08	9.557E-07	3.348E-07	9.979E-09	3.799E-08	3.495E-08	1.046E-03	9.413E-04
Vh	Kern (SJV)	2020	Annual	T6 public	Spd45_TOT	AllMYr	750	0.04%		5.090E-08	4.291E-06	2.333E-07	1.016E-08	3.133E-08	2.882E-08	1.065E-03	9.585E-04
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd45_TOT	AllMYr	178	0.01%		5.286E-08	1.579E-06	2.500E-07	1.004E-08	2.643E-08	2.432E-08	1.052E-03	9.472E-04
Vh	Kern (SJV)	2020	Annual	T6TS	Spd45_TOT	AllMYr	7,790	0.39%		7.282E-08	6.161E-07	1.418E-06	0.000E+00	3.948E-10	3.646E-10	4.521E-04	4.069E-04
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd45_TOT	AllMYr	17,791	0.89%		2.351E-07	5.309E-06	1.279E-06	1.557E-08	1.360E-07	1.251E-07	1.632E-03	1.469E-03
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd45_TOT	AllMYr	145,727	7.33%		1.734E-07	2.312E-06	9.230E-07	1.543E-08	6.995E-08	6.435E-08	1.618E-03	1.456E-03
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd45_TOT	AllMYr	5,359	0.27%		1.733E-07	2.352E-06	9.229E-07	1.544E-08	6.994E-08	6.435E-08	1.618E-03	1.456E-03
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd45_TOT	AllMYr	163,937	8.24%		1.476E-07	1.558E-06	7.858E-07	1.541E-08	5.666E-08	5.213E-08	1.615E-03	1.454E-03
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd45_TOT	AllMYr	53,070	2.67%		1.733E-07	2.316E-06	9.226E-07	1.543E-08	6.992E-08	6.433E-08	1.618E-03	1.456E-03
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd45_TOT	AllMYr	2,434	0.12%		3.902E-07	7.011E-06	2.070E-06	1.590E-08	1.084E-07	9.972E-08	1.667E-03	1.500E-03
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd45_TOT	AllMYr	9,239	0.46%		3.914E-07	7.045E-06	2.077E-06	1.590E-08	1.084E-07	9.974E-08	1.667E-03	1.500E-03
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd45_TOT	AllMYr	15,147	0.76%		3.853E-07	6.880E-06	2.045E-06	1.588E-08	1.083E-07	9.963E-08	1.665E-03	1.498E-03
Vh	Kern (SJV)	2020	Annual	T7 public	Spd45_TOT	AllMYr	1,793	0.09%		8.716E-08	9.871E-06	4.816E-07	1.592E-08	6.016E-08	5.534E-08	1.669E-03	1.502E-03
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd45_TOT	AllMYr	13,401	0.67%		1.231E-07	3.821E-06	6.534E-07	1.555E-08	5.195E-08	4.779E-08	1.630E-03	1.467E-03
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd45_TOT	AllMYr	13,864	0.70%		1.230E-07	3.970E-06	6.526E-07	1.556E-08	5.230E-08	4.812E-08	1.631E-03	1.468E-03
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd45_TOT	AllMYr	3,724	0.19%		9.992E-08	6.736E-06	5.377E-07	1.562E-08	4.693E-08	4.318E-08	1.638E-03	1.474E-03
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd45_TOT	AllMYr	207,131	10.41%		1.710E-07	3.857E-06	9.087E-07	1.551E-08	7.237E-08	6.658E-08	1.626E-03	1.464E-03
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd45_TOT	AllMYr	10,337	0.52%		1.697E-07	4.236E-06	9.015E-07	1.553E-08	7.286E-08	6.703E-08	1.628E-03	1.465E-03
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd45_TOT	AllMYr	295	0.01%		9.455E-08	3.736E-06	5.017E-07	1.557E-08	3.999E-08	3.679E-08	1.632E-03	1.469E-03
Vh	Kern (SJV)	2020	Annual	T7IS	Spd45_TOT	AllMYr	1,157	0.06%		4.197E-07	5.179E-06	2.446E-05	0.000E+00	1.881E-10	1.745E-10	4.521E-04	4.069E-04
Vh	Kern (SJV)	2020	Annual	UBUS	Spd45_TOT	AllMYr	2,422	0.12%		3.689E-07	8.073E-06	2.841E-06	0.000E+00	8.238E-08	7.579E-08	1.939E-03	1.745E-03
							1,989,214										

									2.000E+03	lbs/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd45_TOT	AllMYr	717	0.04%		1.714E-04	5.962E-03	8.096E-04	2.216E-05	9.590E-05	8.822E-05	2.322E+00	2.090E+00
Vh	Kern (SJV)	2020	Annual	LDA	Spd45_TOT	AllMYr	586,357	29.48%		2.321E-05	1.470E-04	1.582E-03	0.000E+00	2.821E-06	2.616E-06	6.460E-01	4.390E-01
Vh	Kern (SJV)	2020	Annual	LDT1	Spd45_TOT	AllMYr	92,146	4.63%		6.303E-05	3.567E-04	3.489E-03	0.000E+00	4.858E-06	4.504E-06	7.464E-01	5.256E-01
Vh	Kern (SJV)	2020	Annual	LDT2	Spd45_TOT	AllMYr	228,511	11.49%		3.240E-05	2.354E-04	2.131E-03	0.000E+00	2.902E-06	2.691E-06	8.782E-01	6.528E-01
Vh	Kern (SJV)	2020	Annual	LHD1	Spd45_TOT	AllMYr	37,075	1.86%		1.564E-04	3.196E-03	1.299E-03	0.000E+00	2.874E-05	2.645E-05	1.081E+00	9.733E-01
Vh	Kern (SJV)	2020	Annual	LHD2	Spd45_TOT	AllMYr	8,219	0.41%		1.741E-04	4.005E-03	1.065E-03	0.000E+00	3.903E-05	3.591E-05	1.118E+00	1.006E+00
Vh	Kern (SJV)	2020	Annual	MCY	Spd45_TOT	AllMYr	10,005	0.50%		4.530E-03	2.616E-03	4.034E-02	0.000E+00	5.820E-07	4.882E-07	3.067E-01	2.761E-01
Vh	Kern (SJV)	2020	Annual	MDV	Spd45_TOT	AllMYr	301,451	15.15%		7.118E-05	4.503E-04	3.593E-03	0.000E+00	3.239E-06	2.995E-06	1.120E+00	8.727E-01
Vh	Kern (SJV)	2020	Annual	MH	Spd45_TOT	AllMYr	5,914	0.30%		1.096E-04	2.784E-03	2.583E-03	0.000E+00	4.277E-05	3.935E-05	1.219E+00	1.097E+00
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd45_TOT	AllMYr	1,456	0.07%		3.462E-04	6.979E-03	1.840E-03	3.417E-05	1.433E-04	1.319E-04	3.581E+00	3.223E+00
Vh	Kern (SJV)	2020	Annual	OBUS	Spd45_TOT	AllMYr	1,861	0.09%		1.526E-04	1.726E-03	3.163E-03	0.000E+00	5.967E-07	5.521E-07	9.966E-01	8.970E-01
Vh	Kern (SJV)	2020	Annual	SBUS	Spd45_TOT	AllMYr	1,536	0.08%		6.207E-04	1.332E-02	8.673E-03	1.464E-05	6.213E-05	5.717E-05	1.885E+00	1.696E+00
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd45_TOT	AllMYr	2,533	0.13%		3.139E-04	6.474E-03	1.384E-03	2.218E-05	2.139E-04	1.968E-04	2.324E+00	2.092E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd45_TOT	AllMYr	101	0.01%		1.501E-04	3.840E-03	7.098E-04	2.209E-05	7.873E-05	7.243E-05	2.315E+00	2.083E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd45_TOT	AllMYr	347	0.02%		1.560E-04	2.107E-03	7.380E-04	2.200E-05	8.376E-05	7.706E-05	2.306E+00	2.075E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd45_TOT	AllMYr	2,916	0.15%		1.631E-04	7.998E-03	7.703E-04	2.228E-05	9.737E-05	8.958E-05	2.336E+00	2.102E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd45_TOT	AllMYr	7,133	0.36%		1.999E-04	3.306E-03	9.454E-04	2.207E-05	1.288E-04	1.185E-04	2.313E+00	2.082E+00
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd45_TOT	AllMYr	7,025	0.35%		1.634E-04	7.240E-03	7.716E-04	2.225E-05	9.554E-05	8.790E-05	2.332E+00	2.099E+00
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd45_TOT	AllMYr	18,107	0.91%		1.926E-04	3.094E-03	9.113E-04	2.205E-05	1.209E-04	1.112E-04	2.312E+00	2.080E+00
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd45_TOT	AllMYr	58	0.00%		1.501E-04	3.840E-03	7.098E-04	2.209E-05	7.873E-05	7.243E-05	2.315E+00	2.083E+00
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd45_TOT	AllMYr	199	0.01%		1.560E-04	2.107E-03	7.380E-04	2.200E-05	8.376E-05	7.706E-05	2.306E+00	2.075E+00
Vh	Kern (SJV)	2020	Annual	T6 public	Spd45_TOT	AllMYr	750	0.04%		1.122E-04	9.461E-03	5.142E-04	2.240E-05	6.907E-05	6.354E-05	2.348E+00	2.113E+00
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd45_TOT	AllMYr	178	0.01%		1.165E-04	3.482E-03	5.512E-04	2.214E-05	5.827E-05	5.361E-05	2.320E+00	2.088E+00
Vh	Kern (SJV)	2020	Annual	T6TS	Spd45_TOT	AllMYr	7,790	0.39%		1.605E-04	1.358E-03	3.126E-03	0.000E+00	8.703E-07	8.037E-07	9.966E-01	8.970E-01
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd45_TOT	AllMYr	17,791	0.89%		5.183E-04	1.170E-02	2.820E-03	3.433E-05	2.998E-04	2.758E-04	3.598E+00	3.239E+00
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd45_TOT	AllMYr	145,727	7.33%		3.822E-04	5.097E-03	2.035E-03	3.402E-05	1.542E-04	1.419E-04	3.566E+00	3.210E+00
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd45_TOT	AllMYr	5,359	0.27%		3.822E-04	5.185E-03	2.035E-03	3.403E-05	1.542E-04	1.419E-04	3.567E+00	3.210E+00
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd45_TOT	AllMYr	163,937	8.24%		3.255E-04	3.434E-03	1.732E-03	3.397E-05	1.249E-04	1.149E-04	3.561E+00	3.205E+00
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd45_TOT	AllMYr	53,070	2.67%		3.820E-04	5.106E-03	2.034E-03	3.402E-05	1.541E-04	1.418E-04	3.566E+00	3.210E+00
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd45_TOT	AllMYr	2,434	0.12%		8.601E-04	1.546E-02	4.565E-03	3.505E-05	2.390E-04	2.198E-04	3.674E+00	3.307E+00
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd45_TOT	AllMYr	9,239	0.46%		8.629E-04	1.553E-02	4.579E-03	3.506E-05	2.390E-04	2.199E-04	3.675E+00	3.307E+00
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd45_TOT	AllMYr	15,147	0.76%		8.495E-04	1.517E-02	4.508E-03	3.502E-05	2.387E-04	2.196E-04	3.670E+00	3.303E+00
Vh	Kern (SJV)	2020	Annual	T7 public	Spd45_TOT	AllMYr	1,793	0.09%		1.921E-04	2.176E-02	1.062E-03	3.511E-05	1.326E-04	1.220E-04	3.680E+00	3.312E+00
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd45_TOT	AllMYr	13,401	0.67%		2.714E-04	8.423E-03	1.441E-03	3.429E-05	1.145E-04	1.054E-04	3.594E+00	3.234E+00
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd45_TOT	AllMYr	13,864	0.70%		2.711E-04	8.752E-03	1.439E-03	3.430E-05	1.153E-04	1.061E-04	3.596E+00	3.236E+00
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd45_TOT	AllMYr	3,724	0.19%		2.203E-04	1.485E-02	1.185E-03	3.444E-05	1.035E-04	9.519E-05	3.610E+00	3.249E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd45_TOT	AllMYr	207,131	10.41%		3.770E-04	8.503E-03	2.003E-03	3.420E-05	1.596E-04	1.468E-04	3.585E+00	3.227E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd45_TOT	AllMYr	10,337	0.52%		3.742E-04	9.340E-03	1.988E-03	3.424E-05	1.606E-04	1.478E-04	3.589E+00	3.230E+00
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd45_TOT	AllMYr	295	0.01%		2.084E-04	8.237E-03	1.106E-03	3.433E-05	8.817E-05	8.111E-05	3.598E+00	3.238E+00
Vh	Kern (SJV)	2020	Annual	T7IS	Spd45_TOT	AllMYr	1,157	0.06%		9.253E-04	1.142E-02	5.393E-02	0.000E+00	4.147E-07	3.847E-07	9.966E-01	8.970E-01
Vh	Kern (SJV)	2020	Annual	UBUS	Spd45_TOT	AllMYr	2,422	0.12%		8.132E-04	1.780E-02	6.263E-03	0.000E+00	1.816E-04	1.671E-04	4.274E+00	3.847E+00
							1,989,214										

									Tons/Day							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd50_TOT	AllMYr	846	0.05%	6.531E-05	2.459E-03	3.504E-04	9.146E-06	4.555E-05	4.190E-05	9.586E-01	8.627E-01
Vh	Kern (SJV)	2020	Annual	LDA	Spd50_TOT	AllMYr	387,980	21.38%	4.354E-03	2.831E-02	2.877E-01	0.000E+00	5.285E-04	4.900E-04	1.252E+02	8.510E+01
Vh	Kern (SJV)	2020	Annual	LDT1	Spd50_TOT	AllMYr	60,971	3.36%	1.840E-03	1.093E-02	1.004E-01	0.000E+00	1.421E-04	1.318E-04	2.273E+01	1.601E+01
Vh	Kern (SJV)	2020	Annual	LDT2	Spd50_TOT	AllMYr	151,201	8.33%	2.361E-03	1.769E-02	1.511E-01	0.000E+00	2.116E-04	1.962E-04	6.633E+01	4.930E+01
Vh	Kern (SJV)	2020	Annual	LHD1	Spd50_TOT	AllMYr	197,032	10.86%	1.217E-02	2.664E-01	1.320E-01	0.000E+00	1.932E-03	1.778E-03	1.045E+02	9.409E+01
Vh	Kern (SJV)	2020	Annual	LHD2	Spd50_TOT	AllMYr	37,062	2.04%	2.640E-03	7.013E-02	1.852E-02	0.000E+00	5.752E-04	5.292E-04	2.042E+01	1.838E+01
Vh	Kern (SJV)	2020	Annual	MCY	Spd50_TOT	AllMYr	6,620	0.36%	1.652E-02	8.928E-03	1.534E-01	0.000E+00	2.124E-06	1.780E-06	1.063E+00	9.567E-01
Vh	Kern (SJV)	2020	Annual	MDV	Spd50_TOT	AllMYr	199,464	10.99%	6.858E-03	4.484E-02	3.380E-01	0.000E+00	3.114E-04	2.879E-04	1.116E+02	8.695E+01
Vh	Kern (SJV)	2020	Annual	MH	Spd50_TOT	AllMYr	5,984	0.33%	3.046E-04	9.174E-03	7.567E-03	0.000E+00	1.621E-04	1.491E-04	3.737E+00	3.363E+00
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd50_TOT	AllMYr	1,552	0.09%	2.407E-04	5.213E-03	1.471E-03	2.588E-05	1.254E-04	1.153E-04	2.713E+00	2.442E+00
Vh	Kern (SJV)	2020	Annual	OBUS	Spd50_TOT	AllMYr	1,822	0.10%	1.230E-04	1.646E-03	2.884E-03	0.000E+00	4.863E-07	4.500E-07	9.127E-01	8.214E-01
Vh	Kern (SJV)	2020	Annual	SBUS	Spd50_TOT	AllMYr	769	0.04%	2.157E-04	5.142E-03	3.354E-03	5.494E-06	2.565E-05	2.360E-05	7.116E-01	6.404E-01
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd50_TOT	AllMYr	2,988	0.16%	4.337E-04	9.471E-03	2.021E-03	3.234E-05	3.414E-04	3.141E-04	3.390E+00	3.051E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd50_TOT	AllMYr	120	0.01%	8.056E-06	2.222E-04	4.363E-05	1.289E-06	5.300E-06	4.876E-06	1.351E-01	1.216E-01
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd50_TOT	AllMYr	409	0.02%	2.855E-05	4.126E-04	1.557E-04	4.391E-06	1.933E-05	1.778E-05	4.602E-01	4.142E-01
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd50_TOT	AllMYr	3,440	0.19%	2.533E-04	1.341E-02	1.352E-03	3.740E-05	1.878E-04	1.728E-04	3.920E+00	3.528E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd50_TOT	AllMYr	8,415	0.46%	7.525E-04	1.332E-02	4.104E-03	9.062E-05	6.114E-04	5.625E-04	9.499E+00	8.549E+00
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd50_TOT	AllMYr	8,287	0.46%	6.103E-04	2.920E-02	3.269E-03	8.998E-05	4.445E-04	4.089E-04	9.431E+00	8.488E+00
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd50_TOT	AllMYr	21,360	1.18%	1.841E-03	3.164E-02	1.004E-02	2.299E-04	1.456E-03	1.340E-03	2.410E+01	2.169E+01
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd50_TOT	AllMYr	69	0.00%	4.619E-06	1.274E-04	2.502E-05	7.389E-07	3.039E-06	2.795E-06	7.745E-02	6.971E-02
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd50_TOT	AllMYr	234	0.01%	1.637E-05	2.365E-04	8.926E-05	2.517E-06	1.108E-05	1.019E-05	2.639E-01	2.375E-01
Vh	Kern (SJV)	2020	Annual	T6 public	Spd50_TOT	AllMYr	884	0.05%	4.524E-05	4.141E-03	2.282E-04	9.668E-06	3.328E-05	3.062E-05	1.013E+00	9.120E-01
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd50_TOT	AllMYr	210	0.01%	1.099E-05	3.537E-04	5.972E-05	2.273E-06	6.906E-06	6.353E-06	2.382E-01	2.144E-01
Vh	Kern (SJV)	2020	Annual	T6TS	Spd50_TOT	AllMYr	7,629	0.42%	5.416E-04	5.423E-03	1.193E-02	0.000E+00	2.969E-06	2.742E-06	3.821E+00	3.438E+00
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd50_TOT	AllMYr	18,970	1.05%	4.516E-03	1.084E-01	2.636E-02	3.178E-04	3.065E-03	2.820E-03	3.331E+01	2.998E+01
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd50_TOT	AllMYr	155,387	8.56%	2.658E-02	3.802E-01	1.630E-01	2.580E-03	1.351E-02	1.243E-02	2.704E+02	2.434E+02
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd50_TOT	AllMYr	5,715	0.31%	9.777E-04	1.423E-02	5.994E-03	9.490E-05	4.969E-04	4.571E-04	9.947E+00	8.952E+00
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd50_TOT	AllMYr	174,804	9.63%	2.546E-02	2.874E-01	1.562E-01	2.898E-03	1.232E-02	1.133E-02	3.038E+02	2.734E+02
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd50_TOT	AllMYr	56,588	3.12%	9.677E-03	1.387E-01	5.934E-02	9.396E-04	4.919E-03	4.525E-03	9.849E+01	8.864E+01
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd50_TOT	AllMYr	2,595	0.14%	9.987E-04	1.920E-02	6.109E-03	4.439E-05	3.498E-04	3.218E-04	4.652E+00	4.187E+00
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd50_TOT	AllMYr	9,852	0.54%	3.804E-03	7.326E-02	2.327E-02	1.686E-04	1.328E-03	1.222E-03	1.767E+01	1.590E+01
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd50_TOT	AllMYr	16,151	0.89%	6.139E-03	1.173E-01	3.755E-02	2.760E-04	2.175E-03	2.001E-03	2.893E+01	2.604E+01
Vh	Kern (SJV)	2020	Annual	T7 public	Spd50_TOT	AllMYr	1,912	0.11%	1.691E-04	2.063E-02	9.837E-04	3.275E-05	1.319E-04	1.213E-04	3.433E+00	3.090E+00
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd50_TOT	AllMYr	14,289	0.79%	1.742E-03	5.839E-02	1.057E-02	2.391E-04	9.205E-04	8.468E-04	2.506E+01	2.255E+01
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd50_TOT	AllMYr	14,783	0.81%	1.800E-03	6.278E-02	1.092E-02	2.475E-04	9.587E-04	8.820E-04	2.594E+01	2.335E+01
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd50_TOT	AllMYr	3,971	0.22%	3.986E-04	2.923E-02	2.365E-03	6.675E-05	2.266E-04	2.085E-04	6.997E+00	6.297E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd50_TOT	AllMYr	220,862	12.17%	3.735E-02	9.079E-01	2.275E-01	3.687E-03	1.984E-02	1.825E-02	3.864E+02	3.478E+02
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd50_TOT	AllMYr	11,022	0.61%	1.851E-03	4.985E-02	1.126E-02	1.842E-04	9.964E-04	9.167E-04	1.930E+01	1.737E+01
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd50_TOT	AllMYr	315	0.02%	2.945E-05	1.261E-03	1.789E-04	5.273E-06	1.560E-05	1.436E-05	5.527E-01	4.974E-01
Vh	Kern (SJV)	2020	Annual	T7IS	Spd50_TOT	AllMYr	1,215	0.07%	5.002E-04	7.186E-03	3.292E-02	0.000E+00	2.253E-07	2.090E-07	6.083E-01	5.475E-01
Vh	Kern (SJV)	2020	Annual	UBUS	Spd50_TOT	AllMYr	1,231	0.07%	4.619E-04	1.207E-02	3.855E-03	0.000E+00	1.054E-04	9.696E-05	2.631E+00	2.368E+00
							1,815,010									

									9.072E-01	MTons/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd50_TOT	AllMYr	846	0.05%		7.004E-08	2.637E-06	3.758E-07	9.809E-09	4.885E-08	4.494E-08	1.028E-03	9.253E-04
Vh	Kern (SJV)	2020	Annual	LDA	Spd50_TOT	AllMYr	387,980	21.38%		1.018E-08	6.620E-08	6.727E-07	0.000E+00	1.236E-09	1.146E-09	2.928E-04	1.990E-04
Vh	Kern (SJV)	2020	Annual	LDT1	Spd50_TOT	AllMYr	60,971	3.36%		2.738E-08	1.626E-07	1.494E-06	0.000E+00	2.114E-09	1.960E-09	3.383E-04	2.382E-04
Vh	Kern (SJV)	2020	Annual	LDT2	Spd50_TOT	AllMYr	151,201	8.33%		1.417E-08	1.062E-07	9.064E-07	0.000E+00	1.270E-09	1.177E-09	3.980E-04	2.958E-04
Vh	Kern (SJV)	2020	Annual	LHD1	Spd50_TOT	AllMYr	197,032	10.86%		5.605E-08	1.227E-06	6.078E-07	0.000E+00	8.895E-09	8.186E-09	4.813E-04	4.332E-04
Vh	Kern (SJV)	2020	Annual	LHD2	Spd50_TOT	AllMYr	37,062	2.04%		6.463E-08	1.717E-06	4.534E-07	0.000E+00	1.408E-08	1.295E-08	4.999E-04	4.499E-04
Vh	Kern (SJV)	2020	Annual	MCY	Spd50_TOT	AllMYr	6,620	0.36%		2.264E-06	1.223E-06	2.103E-05	0.000E+00	2.910E-10	2.439E-10	1.457E-04	1.311E-04
Vh	Kern (SJV)	2020	Annual	MDV	Spd50_TOT	AllMYr	199,464	10.99%		3.119E-08	2.039E-07	1.537E-06	0.000E+00	1.416E-09	1.310E-09	5.074E-04	3.955E-04
Vh	Kern (SJV)	2020	Annual	MH	Spd50_TOT	AllMYr	5,984	0.33%		4.618E-08	1.391E-06	1.147E-06	0.000E+00	2.457E-08	2.261E-08	5.665E-04	5.099E-04
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd50_TOT	AllMYr	1,552	0.09%		1.407E-07	3.047E-06	8.596E-07	1.513E-08	7.328E-08	6.742E-08	1.586E-03	1.427E-03
Vh	Kern (SJV)	2020	Annual	OBUS	Spd50_TOT	AllMYr	1,822	0.10%		6.121E-08	8.194E-07	1.435E-06	0.000E+00	2.421E-10	2.240E-10	4.543E-04	4.089E-04
Vh	Kern (SJV)	2020	Annual	SBUS	Spd50_TOT	AllMYr	769	0.04%		2.544E-07	6.064E-06	3.955E-06	6.479E-09	3.025E-08	2.783E-08	8.391E-04	7.552E-04
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd50_TOT	AllMYr	2,988	0.16%		1.317E-07	2.875E-06	6.135E-07	9.818E-09	1.036E-07	9.535E-08	1.029E-03	9.262E-04
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd50_TOT	AllMYr	120	0.01%		6.111E-08	1.686E-06	3.310E-07	9.777E-09	4.021E-08	3.699E-08	1.025E-03	9.224E-04
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd50_TOT	AllMYr	409	0.02%		6.333E-08	9.151E-07	3.453E-07	9.739E-09	4.286E-08	3.943E-08	1.021E-03	9.188E-04
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd50_TOT	AllMYr	3,440	0.19%		6.682E-08	3.537E-06	3.566E-07	9.865E-09	4.954E-08	4.558E-08	1.034E-03	9.306E-04
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd50_TOT	AllMYr	8,415	0.46%		8.112E-08	1.436E-06	4.424E-07	9.770E-09	6.591E-08	6.064E-08	1.024E-03	9.216E-04
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd50_TOT	AllMYr	8,287	0.46%		6.681E-08	3.197E-06	3.579E-07	9.850E-09	4.865E-08	4.476E-08	1.032E-03	9.292E-04
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd50_TOT	AllMYr	21,360	1.18%		7.820E-08	1.344E-06	4.264E-07	9.764E-09	6.185E-08	5.690E-08	1.023E-03	9.211E-04
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd50_TOT	AllMYr	69	0.00%		6.111E-08	1.686E-06	3.310E-07	9.777E-09	4.021E-08	3.699E-08	1.025E-03	9.224E-04
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd50_TOT	AllMYr	234	0.01%		6.333E-08	9.151E-07	3.453E-07	9.739E-09	4.286E-08	3.943E-08	1.021E-03	9.188E-04
Vh	Kern (SJV)	2020	Annual	T6 public	Spd50_TOT	AllMYr	884	0.05%		4.641E-08	4.248E-06	2.341E-07	9.917E-09	3.414E-08	3.141E-08	1.039E-03	9.355E-04
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd50_TOT	AllMYr	210	0.01%		4.737E-08	1.525E-06	2.575E-07	9.800E-09	2.978E-08	2.740E-08	1.027E-03	9.245E-04
Vh	Kern (SJV)	2020	Annual	T6TS	Spd50_TOT	AllMYr	7,629	0.42%		6.441E-08	6.448E-07	1.418E-06	0.000E+00	3.531E-10	3.261E-10	4.543E-04	4.089E-04
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd50_TOT	AllMYr	18,970	1.05%		2.160E-07	5.185E-06	1.260E-06	1.520E-08	1.466E-07	1.348E-07	1.593E-03	1.434E-03
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd50_TOT	AllMYr	155,387	8.56%		1.552E-07	2.220E-06	9.517E-07	1.506E-08	7.889E-08	7.258E-08	1.579E-03	1.421E-03
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd50_TOT	AllMYr	5,715	0.31%		1.552E-07	2.259E-06	9.515E-07	1.507E-08	7.888E-08	7.257E-08	1.579E-03	1.421E-03
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd50_TOT	AllMYr	174,804	9.63%		1.321E-07	1.492E-06	8.106E-07	1.504E-08	6.392E-08	5.881E-08	1.576E-03	1.419E-03
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd50_TOT	AllMYr	56,588	3.12%		1.551E-07	2.224E-06	9.513E-07	1.506E-08	7.886E-08	7.255E-08	1.579E-03	1.421E-03
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd50_TOT	AllMYr	2,595	0.14%		3.491E-07	6.713E-06	2.136E-06	1.552E-08	1.223E-07	1.125E-07	1.627E-03	1.464E-03
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd50_TOT	AllMYr	9,852	0.54%		3.503E-07	6.746E-06	2.143E-06	1.552E-08	1.223E-07	1.125E-07	1.627E-03	1.464E-03
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd50_TOT	AllMYr	16,151	0.89%		3.448E-07	6.587E-06	2.109E-06	1.550E-08	1.222E-07	1.124E-07	1.625E-03	1.462E-03
Vh	Kern (SJV)	2020	Annual	T7 public	Spd50_TOT	AllMYr	1,912	0.11%		8.022E-08	9.790E-06	4.668E-07	1.554E-08	6.258E-08	5.757E-08	1.629E-03	1.466E-03
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd50_TOT	AllMYr	14,289	0.79%		1.106E-07	3.707E-06	6.712E-07	1.518E-08	5.844E-08	5.376E-08	1.591E-03	1.432E-03
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd50_TOT	AllMYr	14,783	0.81%		1.105E-07	3.853E-06	6.702E-07	1.519E-08	5.883E-08	5.413E-08	1.592E-03	1.433E-03
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd50_TOT	AllMYr	3,971	0.22%		9.106E-08	6.676E-06	5.404E-07	1.525E-08	5.177E-08	4.763E-08	1.598E-03	1.439E-03
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd50_TOT	AllMYr	220,862	12.17%		1.534E-07	3.729E-06	9.346E-07	1.514E-08	8.150E-08	7.498E-08	1.587E-03	1.428E-03
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd50_TOT	AllMYr	11,022	0.61%		1.524E-07	4.103E-06	9.265E-07	1.516E-08	8.201E-08	7.545E-08	1.589E-03	1.430E-03
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd50_TOT	AllMYr	315	0.02%		8.487E-08	3.634E-06	5.157E-07	1.520E-08	4.497E-08	4.137E-08	1.593E-03	1.434E-03
Vh	Kern (SJV)	2020	Annual	T7IS	Spd50_TOT	AllMYr	1,215	0.07%		3.736E-07	5.367E-06	2.458E-05	0.000E+00	1.683E-10	1.561E-10	4.543E-04	4.089E-04
Vh	Kern (SJV)	2020	Annual	UBUS	Spd50_TOT	AllMYr	1,231	0.07%		3.405E-07	8.898E-06	2.842E-06	0.000E+00	7.769E-08	7.148E-08	1.939E-03	1.745E-03
							1,815,010										

									2.000E+03	lbs/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd50_TOT	AllMYr	846	0.05%		1.544E-04	5.814E-03	8.284E-04	2.162E-05	1.077E-04	9.908E-05	2.267E+00	2.040E+00
Vh	Kern (SJV)	2020	Annual	LDA	Spd50_TOT	AllMYr	387,980	21.38%		2.244E-05	1.459E-04	1.483E-03	0.000E+00	2.724E-06	2.526E-06	6.454E-01	4.387E-01
Vh	Kern (SJV)	2020	Annual	LDT1	Spd50_TOT	AllMYr	60,971	3.36%		6.035E-05	3.584E-04	3.294E-03	0.000E+00	4.661E-06	4.322E-06	7.457E-01	5.251E-01
Vh	Kern (SJV)	2020	Annual	LDT2	Spd50_TOT	AllMYr	151,201	8.33%		3.123E-05	2.340E-04	1.998E-03	0.000E+00	2.799E-06	2.596E-06	8.774E-01	6.521E-01
Vh	Kern (SJV)	2020	Annual	LHD1	Spd50_TOT	AllMYr	197,032	10.86%		1.236E-04	2.704E-03	1.340E-03	0.000E+00	1.961E-05	1.805E-05	1.061E+00	9.551E-01
Vh	Kern (SJV)	2020	Annual	LHD2	Spd50_TOT	AllMYr	37,062	2.04%		1.425E-04	3.784E-03	9.997E-04	0.000E+00	3.104E-05	2.856E-05	1.102E+00	9.918E-01
Vh	Kern (SJV)	2020	Annual	MCY	Spd50_TOT	AllMYr	6,620	0.36%		4.991E-03	2.697E-03	4.635E-02	0.000E+00	6.416E-07	5.378E-07	3.211E-01	2.890E-01
Vh	Kern (SJV)	2020	Annual	MDV	Spd50_TOT	AllMYr	199,464	10.99%		6.877E-05	4.496E-04	3.389E-03	0.000E+00	3.123E-06	2.887E-06	1.119E+00	8.719E-01
Vh	Kern (SJV)	2020	Annual	MH	Spd50_TOT	AllMYr	5,984	0.33%		1.018E-04	3.066E-03	2.529E-03	0.000E+00	5.417E-05	4.984E-05	1.249E+00	1.124E+00
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd50_TOT	AllMYr	1,552	0.09%		3.102E-04	6.717E-03	1.895E-03	3.335E-05	1.616E-04	1.486E-04	3.496E+00	3.146E+00
Vh	Kern (SJV)	2020	Annual	OBUS	Spd50_TOT	AllMYr	1,822	0.10%		1.349E-04	1.806E-03	3.165E-03	0.000E+00	5.337E-07	4.938E-07	1.002E+00	9.015E-01
Vh	Kern (SJV)	2020	Annual	SBUS	Spd50_TOT	AllMYr	769	0.04%		5.609E-04	1.337E-02	8.720E-03	1.428E-05	6.669E-05	6.136E-05	1.850E+00	1.665E+00
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd50_TOT	AllMYr	2,988	0.16%		2.903E-04	6.339E-03	1.353E-03	2.164E-05	2.285E-04	2.102E-04	2.269E+00	2.042E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd50_TOT	AllMYr	120	0.01%		1.347E-04	3.717E-03	7.298E-04	2.156E-05	8.864E-05	8.155E-05	2.259E+00	2.033E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd50_TOT	AllMYr	409	0.02%		1.396E-04	2.017E-03	7.613E-04	2.147E-05	9.450E-05	8.694E-05	2.251E+00	2.026E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd50_TOT	AllMYr	3,440	0.19%		1.473E-04	7.798E-03	7.861E-04	2.175E-05	1.092E-04	1.005E-04	2.280E+00	2.052E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd50_TOT	AllMYr	8,415	0.46%		1.788E-04	3.165E-03	9.753E-04	2.154E-05	1.453E-04	1.337E-04	2.258E+00	2.032E+00
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd50_TOT	AllMYr	8,287	0.46%		1.473E-04	7.047E-03	7.889E-04	2.172E-05	1.073E-04	9.868E-05	2.276E+00	2.049E+00
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd50_TOT	AllMYr	21,360	1.18%		1.724E-04	2.963E-03	9.401E-04	2.153E-05	1.364E-04	1.254E-04	2.256E+00	2.031E+00
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd50_TOT	AllMYr	69	0.00%		1.347E-04	3.717E-03	7.298E-04	2.156E-05	8.864E-05	8.155E-05	2.259E+00	2.033E+00
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd50_TOT	AllMYr	234	0.01%		1.396E-04	2.017E-03	7.613E-04	2.147E-05	9.450E-05	8.694E-05	2.251E+00	2.026E+00
Vh	Kern (SJV)	2020	Annual	T6 public	Spd50_TOT	AllMYr	884	0.05%		1.023E-04	9.365E-03	5.160E-04	2.186E-05	7.527E-05	6.924E-05	2.292E+00	2.063E+00
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd50_TOT	AllMYr	210	0.01%		1.044E-04	3.363E-03	5.677E-04	2.161E-05	6.565E-05	6.040E-05	2.265E+00	2.038E+00
Vh	Kern (SJV)	2020	Annual	T6TS	Spd50_TOT	AllMYr	7,629	0.42%		1.420E-04	1.422E-03	3.127E-03	0.000E+00	7.785E-07	7.189E-07	1.002E+00	9.015E-01
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd50_TOT	AllMYr	18,970	1.05%		4.761E-04	1.143E-02	2.779E-03	3.351E-05	3.231E-04	2.973E-04	3.512E+00	3.161E+00
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd50_TOT	AllMYr	155,387	8.56%		3.422E-04	4.894E-03	2.098E-03	3.321E-05	1.739E-04	1.600E-04	3.481E+00	3.133E+00
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd50_TOT	AllMYr	5,715	0.31%		3.422E-04	4.980E-03	2.098E-03	3.321E-05	1.739E-04	1.600E-04	3.481E+00	3.133E+00
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd50_TOT	AllMYr	174,804	9.63%		2.913E-04	3.289E-03	1.787E-03	3.316E-05	1.409E-04	1.297E-04	3.475E+00	3.128E+00
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd50_TOT	AllMYr	56,588	3.12%		3.420E-04	4.903E-03	2.097E-03	3.321E-05	1.739E-04	1.599E-04	3.481E+00	3.133E+00
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd50_TOT	AllMYr	2,595	0.14%		7.697E-04	1.480E-02	4.709E-03	3.421E-05	2.696E-04	2.480E-04	3.586E+00	3.227E+00
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd50_TOT	AllMYr	9,852	0.54%		7.722E-04	1.487E-02	4.724E-03	3.422E-05	2.697E-04	2.481E-04	3.587E+00	3.228E+00
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd50_TOT	AllMYr	16,151	0.89%		7.602E-04	1.452E-02	4.650E-03	3.418E-05	2.693E-04	2.478E-04	3.582E+00	3.224E+00
Vh	Kern (SJV)	2020	Annual	T7 public	Spd50_TOT	AllMYr	1,912	0.11%		1.769E-04	2.158E-02	1.029E-03	3.426E-05	1.380E-04	1.269E-04	3.591E+00	3.232E+00
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd50_TOT	AllMYr	14,289	0.79%		2.438E-04	8.173E-03	1.480E-03	3.346E-05	1.288E-04	1.185E-04	3.507E+00	3.157E+00
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd50_TOT	AllMYr	14,783	0.81%		2.436E-04	8.494E-03	1.478E-03	3.348E-05	1.297E-04	1.193E-04	3.509E+00	3.158E+00
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd50_TOT	AllMYr	3,971	0.22%		2.008E-04	1.472E-02	1.191E-03	3.362E-05	1.141E-04	1.050E-04	3.524E+00	3.171E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd50_TOT	AllMYr	220,862	12.17%		3.382E-04	8.221E-03	2.060E-03	3.338E-05	1.797E-04	1.653E-04	3.499E+00	3.149E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd50_TOT	AllMYr	11,022	0.61%		3.359E-04	9.045E-03	2.042E-03	3.342E-05	1.808E-04	1.663E-04	3.503E+00	3.153E+00
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd50_TOT	AllMYr	315	0.02%		1.871E-04	8.012E-03	1.137E-03	3.351E-05	9.914E-05	9.121E-05	3.512E+00	3.161E+00
Vh	Kern (SJV)	2020	Annual	T7IS	Spd50_TOT	AllMYr	1,215	0.07%		8.237E-04	1.183E-02	5.420E-02	0.000E+00	3.709E-07	3.442E-07	1.002E+00	9.015E-01
Vh	Kern (SJV)	2020	Annual	UBUS	Spd50_TOT	AllMYr	1,231	0.07%		7.507E-04	1.962E-02	6.265E-03	0.000E+00	1.713E-04	1.576E-04	4.275E+00	3.848E+00
							1,815,010										

									Tons/Day							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd55_TOT	AllMYr	1,421	0.10%	1.017E-04	4.100E-03	6.141E-04	1.518E-05	8.752E-05	8.051E-05	1.592E+00	1.432E+00
Vh	Kern (SJV)	2020	Annual	LDA	Spd55_TOT	AllMYr	160,346	11.66%	1.829E-03	1.182E-02	1.121E-01	0.000E+00	2.223E-04	2.061E-04	5.362E+01	3.644E+01
Vh	Kern (SJV)	2020	Annual	LDT1	Spd55_TOT	AllMYr	25,198	1.83%	7.614E-04	4.644E-03	3.956E-02	0.000E+00	5.916E-05	5.486E-05	9.735E+00	6.855E+00
Vh	Kern (SJV)	2020	Annual	LDT2	Spd55_TOT	AllMYr	62,489	4.54%	9.875E-04	7.411E-03	5.886E-02	0.000E+00	8.889E-05	8.243E-05	2.840E+01	2.111E+01
Vh	Kern (SJV)	2020	Annual	LHD1	Spd55_TOT	AllMYr	82,671	6.01%	5.735E-03	1.643E-01	5.450E-02	0.000E+00	1.083E-03	9.969E-04	4.600E+01	4.140E+01
Vh	Kern (SJV)	2020	Annual	LHD2	Spd55_TOT	AllMYr	18,766	1.36%	1.451E-03	4.633E-02	9.987E-03	0.000E+00	3.267E-04	3.006E-04	1.062E+01	9.561E+00
Vh	Kern (SJV)	2020	Annual	MCY	Spd55_TOT	AllMYr	2,736	0.20%	7.903E-03	3.835E-03	7.702E-02	0.000E+00	1.016E-06	8.512E-07	4.761E-01	4.285E-01
Vh	Kern (SJV)	2020	Annual	MDV	Spd55_TOT	AllMYr	82,435	6.00%	2.874E-03	1.888E-02	1.329E-01	0.000E+00	1.306E-04	1.208E-04	4.777E+01	3.723E+01
Vh	Kern (SJV)	2020	Annual	MH	Spd55_TOT	AllMYr	8,399	0.61%	4.205E-04	1.460E-02	1.089E-02	0.000E+00	3.070E-04	2.825E-04	5.626E+00	5.063E+00
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd55_TOT	AllMYr	1,829	0.13%	2.600E-04	6.047E-03	1.817E-03	3.016E-05	1.690E-04	1.555E-04	3.161E+00	2.845E+00
Vh	Kern (SJV)	2020	Annual	OBUS	Spd55_TOT	AllMYr	2,440	0.18%	1.498E-04	2.298E-03	4.087E-03	0.000E+00	6.072E-07	5.618E-07	1.298E+00	1.168E+00
Vh	Kern (SJV)	2020	Annual	SBUS	Spd55_TOT	AllMYr	1,145	0.08%	2.987E-04	7.777E-03	5.234E-03	8.084E-06	4.316E-05	3.971E-05	1.062E+00	9.556E-01
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd55_TOT	AllMYr	5,019	0.37%	7.079E-04	1.584E-02	3.421E-03	5.369E-05	6.356E-04	5.847E-04	5.628E+00	5.065E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd55_TOT	AllMYr	201	0.01%	1.244E-05	3.688E-04	7.671E-05	2.140E-06	1.018E-05	9.366E-06	2.243E-01	2.019E-01
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd55_TOT	AllMYr	687	0.05%	4.383E-05	6.796E-04	2.743E-04	7.290E-06	3.711E-05	3.414E-05	7.641E-01	6.877E-01
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd55_TOT	AllMYr	5,777	0.42%	3.965E-04	2.236E-02	2.366E-03	6.210E-05	3.610E-04	3.321E-04	6.509E+00	5.858E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd55_TOT	AllMYr	14,134	1.03%	1.155E-03	2.194E-02	7.230E-03	1.505E-04	1.174E-03	1.080E-03	1.577E+01	1.419E+01
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd55_TOT	AllMYr	13,919	1.01%	9.521E-04	4.863E-02	5.727E-03	1.494E-04	8.541E-04	7.857E-04	1.566E+01	1.409E+01
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd55_TOT	AllMYr	35,877	2.61%	2.827E-03	5.212E-02	1.769E-02	3.817E-04	2.796E-03	2.573E-03	4.001E+01	3.601E+01
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd55_TOT	AllMYr	115	0.01%	7.134E-06	2.114E-04	4.398E-05	1.227E-06	5.836E-06	5.369E-06	1.286E-01	1.157E-01
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd55_TOT	AllMYr	394	0.03%	2.513E-05	3.896E-04	1.573E-04	4.180E-06	2.127E-05	1.957E-05	4.381E-01	3.943E-01
Vh	Kern (SJV)	2020	Annual	T6 public	Spd55_TOT	AllMYr	1,485	0.11%	7.201E-05	6.976E-03	3.942E-04	1.605E-05	6.286E-05	5.783E-05	1.682E+00	1.514E+00
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd55_TOT	AllMYr	353	0.03%	1.691E-05	5.860E-04	1.051E-04	3.773E-06	1.326E-05	1.220E-05	3.955E-01	3.560E-01
Vh	Kern (SJV)	2020	Annual	T6TS	Spd55_TOT	AllMYr	10,215	0.74%	6.624E-04	7.573E-03	1.691E-02	0.000E+00	3.707E-06	3.424E-06	5.432E+00	4.889E+00
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd55_TOT	AllMYr	22,360	1.63%	5.118E-03	1.270E-01	3.151E-02	3.703E-04	4.026E-03	3.704E-03	3.881E+01	3.493E+01
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd55_TOT	AllMYr	183,149	13.32%	2.867E-02	4.403E-01	2.015E-01	3.006E-03	1.821E-02	1.675E-02	3.151E+02	2.836E+02
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd55_TOT	AllMYr	6,736	0.49%	1.054E-03	1.648E-02	7.408E-03	1.106E-04	6.696E-04	6.161E-04	1.159E+01	1.043E+01
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd55_TOT	AllMYr	206,036	14.99%	2.743E-02	3.323E-01	1.931E-01	3.376E-03	1.660E-02	1.527E-02	3.539E+02	3.185E+02
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd55_TOT	AllMYr	66,698	4.85%	1.044E-02	1.607E-01	7.334E-02	1.095E-03	6.629E-03	6.098E-03	1.147E+02	1.033E+02
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd55_TOT	AllMYr	3,058	0.22%	1.076E-03	2.220E-02	7.554E-03	5.172E-05	4.713E-04	4.336E-04	5.421E+00	4.879E+00
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd55_TOT	AllMYr	11,612	0.84%	4.098E-03	8.468E-02	2.877E-02	1.964E-04	1.790E-03	1.647E-03	2.059E+01	1.853E+01
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd55_TOT	AllMYr	19,036	1.38%	6.614E-03	1.356E-01	4.643E-02	3.216E-04	2.931E-03	2.696E-03	3.370E+01	3.033E+01
Vh	Kern (SJV)	2020	Annual	T7 public	Spd55_TOT	AllMYr	2,253	0.16%	1.915E-04	2.443E-02	1.158E-03	3.816E-05	1.677E-04	1.543E-04	4.000E+00	3.600E+00
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd55_TOT	AllMYr	16,842	1.22%	1.891E-03	6.810E-02	1.304E-02	2.786E-04	1.241E-03	1.142E-03	2.920E+01	2.628E+01
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd55_TOT	AllMYr	17,424	1.27%	1.956E-03	7.323E-02	1.346E-02	2.883E-04	1.292E-03	1.189E-03	3.022E+01	2.720E+01
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd55_TOT	AllMYr	4,681	0.34%	4.460E-04	3.456E-02	2.874E-03	7.778E-05	3.042E-04	2.799E-04	8.152E+00	7.337E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd55_TOT	AllMYr	260,323	18.93%	4.047E-02	1.056E+00	2.808E-01	4.295E-03	2.674E-02	2.461E-02	4.502E+02	4.052E+02
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd55_TOT	AllMYr	12,991	0.94%	2.009E-03	5.806E-02	1.388E-02	2.146E-04	1.343E-03	1.236E-03	2.249E+01	2.024E+01
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd55_TOT	AllMYr	371	0.03%	3.193E-05	1.473E-03	2.207E-04	6.144E-06	2.104E-05	1.935E-05	6.440E-01	5.796E-01
Vh	Kern (SJV)	2020	Annual	T7IS	Spd55_TOT	AllMYr	1,774	0.13%	6.848E-04	1.081E-02	5.120E-02	0.000E+00	3.068E-07	2.847E-07	9.435E-01	8.492E-01
Vh	Kern (SJV)	2020	Annual	UBUS	Spd55_TOT	AllMYr	1,526	0.11%	5.493E-04	1.724E-02	5.058E-03	0.000E+00	1.276E-04	1.174E-04	3.273E+00	2.945E+00
							1,374,922									

									9.072E-01	MTons/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd55_TOT	AllMYr	1,421	0.10%		6.497E-08	2.618E-06	3.921E-07	9.696E-09	5.588E-08	5.141E-08	1.016E-03	9.147E-04
Vh	Kern (SJV)	2020	Annual	LDA	Spd55_TOT	AllMYr	160,346	11.66%		1.035E-08	6.689E-08	6.340E-07	0.000E+00	1.257E-09	1.166E-09	3.034E-04	2.062E-04
Vh	Kern (SJV)	2020	Annual	LDT1	Spd55_TOT	AllMYr	25,198	1.83%		2.741E-08	1.672E-07	1.424E-06	0.000E+00	2.130E-09	1.975E-09	3.505E-04	2.468E-04
Vh	Kern (SJV)	2020	Annual	LDT2	Spd55_TOT	AllMYr	62,489	4.54%		1.434E-08	1.076E-07	8.545E-07	0.000E+00	1.291E-09	1.197E-09	4.123E-04	3.065E-04
Vh	Kern (SJV)	2020	Annual	LHD1	Spd55_TOT	AllMYr	82,671	6.01%		6.293E-08	1.803E-06	5.980E-07	0.000E+00	1.189E-08	1.094E-08	5.047E-04	4.543E-04
Vh	Kern (SJV)	2020	Annual	LHD2	Spd55_TOT	AllMYr	18,766	1.36%		7.013E-08	2.240E-06	4.828E-07	0.000E+00	1.580E-08	1.453E-08	5.136E-04	4.622E-04
Vh	Kern (SJV)	2020	Annual	MCY	Spd55_TOT	AllMYr	2,736	0.20%		2.620E-06	1.271E-06	2.554E-05	0.000E+00	3.368E-10	2.822E-10	1.579E-04	1.421E-04
Vh	Kern (SJV)	2020	Annual	MDV	Spd55_TOT	AllMYr	82,435	6.00%		3.162E-08	2.077E-07	1.462E-06	0.000E+00	1.438E-09	1.329E-09	5.257E-04	4.097E-04
Vh	Kern (SJV)	2020	Annual	MH	Spd55_TOT	AllMYr	8,399	0.61%		4.541E-08	1.577E-06	1.176E-06	0.000E+00	3.316E-08	3.051E-08	6.076E-04	5.468E-04
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd55_TOT	AllMYr	1,829	0.13%		1.289E-07	2.998E-06	9.009E-07	1.495E-08	8.379E-08	7.708E-08	1.567E-03	1.411E-03
Vh	Kern (SJV)	2020	Annual	OBUS	Spd55_TOT	AllMYr	2,440	0.18%		5.571E-08	8.545E-07	1.520E-06	0.000E+00	2.257E-10	2.088E-10	4.824E-04	4.342E-04
Vh	Kern (SJV)	2020	Annual	SBUS	Spd55_TOT	AllMYr	1,145	0.08%		2.367E-07	6.162E-06	4.147E-06	6.405E-09	3.420E-08	3.146E-08	8.412E-04	7.571E-04
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd55_TOT	AllMYr	5,019	0.37%		1.280E-07	2.863E-06	6.184E-07	9.705E-09	1.149E-07	1.057E-07	1.017E-03	9.155E-04
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd55_TOT	AllMYr	201	0.01%		5.621E-08	1.666E-06	3.465E-07	9.665E-09	4.598E-08	4.230E-08	1.013E-03	9.118E-04
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd55_TOT	AllMYr	687	0.05%		5.788E-08	8.975E-07	3.622E-07	9.627E-09	4.900E-08	4.508E-08	1.009E-03	9.082E-04
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd55_TOT	AllMYr	5,777	0.42%		6.227E-08	3.511E-06	3.715E-07	9.751E-09	5.669E-08	5.215E-08	1.022E-03	9.199E-04
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd55_TOT	AllMYr	14,134	1.03%		7.415E-08	1.408E-06	4.641E-07	9.657E-09	7.536E-08	6.933E-08	1.012E-03	9.110E-04
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd55_TOT	AllMYr	13,919	1.01%		6.205E-08	3.170E-06	3.733E-07	9.737E-09	5.566E-08	5.121E-08	1.021E-03	9.185E-04
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd55_TOT	AllMYr	35,877	2.61%		7.147E-08	1.318E-06	4.473E-07	9.651E-09	7.071E-08	6.505E-08	1.012E-03	9.105E-04
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd55_TOT	AllMYr	115	0.01%		5.621E-08	1.666E-06	3.465E-07	9.665E-09	4.598E-08	4.230E-08	1.013E-03	9.118E-04
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd55_TOT	AllMYr	394	0.03%		5.788E-08	8.975E-07	3.622E-07	9.627E-09	4.900E-08	4.508E-08	1.009E-03	9.082E-04
Vh	Kern (SJV)	2020	Annual	T6 public	Spd55_TOT	AllMYr	1,485	0.11%		4.398E-08	4.260E-06	2.407E-07	9.803E-09	3.839E-08	3.532E-08	1.028E-03	9.248E-04
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd55_TOT	AllMYr	353	0.03%		4.343E-08	1.504E-06	2.698E-07	9.688E-09	3.405E-08	3.133E-08	1.015E-03	9.139E-04
Vh	Kern (SJV)	2020	Annual	T6TS	Spd55_TOT	AllMYr	10,215	0.74%		5.882E-08	6.725E-07	1.501E-06	0.000E+00	3.292E-10	3.041E-10	4.824E-04	4.342E-04
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd55_TOT	AllMYr	22,360	1.63%		2.076E-07	5.153E-06	1.278E-06	1.502E-08	1.634E-07	1.503E-07	1.575E-03	1.417E-03
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd55_TOT	AllMYr	183,149	13.32%		1.420E-07	2.181E-06	9.980E-07	1.489E-08	9.019E-08	8.298E-08	1.561E-03	1.405E-03
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd55_TOT	AllMYr	6,736	0.49%		1.420E-07	2.220E-06	9.978E-07	1.489E-08	9.019E-08	8.297E-08	1.561E-03	1.405E-03
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd55_TOT	AllMYr	206,036	14.99%		1.208E-07	1.463E-06	8.503E-07	1.487E-08	7.308E-08	6.723E-08	1.558E-03	1.402E-03
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd55_TOT	AllMYr	66,698	4.85%		1.419E-07	2.185E-06	9.975E-07	1.489E-08	9.016E-08	8.295E-08	1.561E-03	1.405E-03
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd55_TOT	AllMYr	3,058	0.22%		3.191E-07	6.584E-06	2.241E-06	1.534E-08	1.398E-07	1.286E-07	1.608E-03	1.447E-03
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd55_TOT	AllMYr	11,612	0.84%		3.202E-07	6.616E-06	2.248E-06	1.534E-08	1.398E-07	1.286E-07	1.608E-03	1.447E-03
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd55_TOT	AllMYr	19,036	1.38%		3.152E-07	6.461E-06	2.213E-06	1.532E-08	1.397E-07	1.285E-07	1.606E-03	1.446E-03
Vh	Kern (SJV)	2020	Annual	T7 public	Spd55_TOT	AllMYr	2,253	0.16%		7.709E-08	9.836E-06	4.661E-07	1.536E-08	6.751E-08	6.211E-08	1.610E-03	1.449E-03
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd55_TOT	AllMYr	16,842	1.22%		1.019E-07	3.668E-06	7.022E-07	1.500E-08	6.684E-08	6.149E-08	1.573E-03	1.415E-03
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd55_TOT	AllMYr	17,424	1.27%		1.018E-07	3.813E-06	7.010E-07	1.501E-08	6.729E-08	6.191E-08	1.574E-03	1.416E-03
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd55_TOT	AllMYr	4,681	0.34%		8.645E-08	6.699E-06	5.569E-07	1.507E-08	5.895E-08	5.424E-08	1.580E-03	1.422E-03
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd55_TOT	AllMYr	260,323	18.93%		1.410E-07	3.681E-06	9.785E-07	1.497E-08	9.320E-08	8.575E-08	1.569E-03	1.412E-03
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd55_TOT	AllMYr	12,991	0.94%		1.403E-07	4.055E-06	9.694E-07	1.498E-08	9.380E-08	8.629E-08	1.571E-03	1.414E-03
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd55_TOT	AllMYr	371	0.03%		7.809E-08	3.602E-06	5.397E-07	1.502E-08	5.144E-08	4.732E-08	1.575E-03	1.417E-03
Vh	Kern (SJV)	2020	Annual	T7IS	Spd55_TOT	AllMYr	1,774	0.13%		3.501E-07	5.526E-06	2.618E-05	0.000E+00	1.569E-10	1.456E-10	4.824E-04	4.342E-04
Vh	Kern (SJV)	2020	Annual	UBUS	Spd55_TOT	AllMYr	1,526	0.11%		3.266E-07	1.025E-05	3.008E-06	0.000E+00	7.588E-08	6.981E-08	1.946E-03	1.751E-03
							1,374,922										

									2.000E+03	lbs/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd55_TOT	AllMYr	1,421	0.10%		1.432E-04	5.772E-03	8.645E-04	2.138E-05	1.232E-04	1.133E-04	2.241E+00	2.017E+00
Vh	Kern (SJV)	2020	Annual	LDA	Spd55_TOT	AllMYr	160,346	11.66%		2.281E-05	1.475E-04	1.398E-03	0.000E+00	2.772E-06	2.570E-06	6.688E-01	4.546E-01
Vh	Kern (SJV)	2020	Annual	LDT1	Spd55_TOT	AllMYr	25,198	1.83%		6.043E-05	3.686E-04	3.140E-03	0.000E+00	4.696E-06	4.354E-06	7.727E-01	5.441E-01
Vh	Kern (SJV)	2020	Annual	LDT2	Spd55_TOT	AllMYr	62,489	4.54%		3.161E-05	2.372E-04	1.884E-03	0.000E+00	2.845E-06	2.638E-06	9.090E-01	6.757E-01
Vh	Kern (SJV)	2020	Annual	LHD1	Spd55_TOT	AllMYr	82,671	6.01%		1.387E-04	3.975E-03	1.318E-03	0.000E+00	2.621E-05	2.412E-05	1.113E+00	1.001E+00
Vh	Kern (SJV)	2020	Annual	LHD2	Spd55_TOT	AllMYr	18,766	1.36%		1.546E-04	4.938E-03	1.064E-03	0.000E+00	3.482E-05	3.204E-05	1.132E+00	1.019E+00
Vh	Kern (SJV)	2020	Annual	MCY	Spd55_TOT	AllMYr	2,736	0.20%		5.777E-03	2.803E-03	5.630E-02	0.000E+00	7.426E-07	6.222E-07	3.480E-01	3.132E-01
Vh	Kern (SJV)	2020	Annual	MDV	Spd55_TOT	AllMYr	82,435	6.00%		6.972E-05	4.580E-04	3.224E-03	0.000E+00	3.170E-06	2.930E-06	1.159E+00	9.033E-01
Vh	Kern (SJV)	2020	Annual	MH	Spd55_TOT	AllMYr	8,399	0.61%		1.001E-04	3.477E-03	2.593E-03	0.000E+00	7.310E-05	6.726E-05	1.340E+00	1.206E+00
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd55_TOT	AllMYr	1,829	0.13%		2.843E-04	6.610E-03	1.986E-03	3.297E-05	1.847E-04	1.699E-04	3.455E+00	3.110E+00
Vh	Kern (SJV)	2020	Annual	OBUS	Spd55_TOT	AllMYr	2,440	0.18%		1.228E-04	1.884E-03	3.350E-03	0.000E+00	4.976E-07	4.604E-07	1.064E+00	9.572E-01
Vh	Kern (SJV)	2020	Annual	SBUS	Spd55_TOT	AllMYr	1,145	0.08%		5.218E-04	1.358E-02	9.143E-03	1.412E-05	7.539E-05	6.936E-05	1.855E+00	1.669E+00
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd55_TOT	AllMYr	5,019	0.37%		2.821E-04	6.312E-03	1.363E-03	2.140E-05	2.533E-04	2.330E-04	2.243E+00	2.018E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd55_TOT	AllMYr	201	0.01%		1.239E-04	3.672E-03	7.639E-04	2.131E-05	1.014E-04	9.326E-05	2.233E+00	2.010E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd55_TOT	AllMYr	687	0.05%		1.276E-04	1.979E-03	7.986E-04	2.122E-05	1.080E-04	9.939E-05	2.225E+00	2.002E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd55_TOT	AllMYr	5,777	0.42%		1.373E-04	7.740E-03	8.190E-04	2.150E-05	1.250E-04	1.150E-04	2.253E+00	2.028E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd55_TOT	AllMYr	14,134	1.03%		1.635E-04	3.105E-03	1.023E-03	2.129E-05	1.661E-04	1.528E-04	2.232E+00	2.008E+00
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd55_TOT	AllMYr	13,919	1.01%		1.368E-04	6.988E-03	8.229E-04	2.147E-05	1.227E-04	1.129E-04	2.250E+00	2.025E+00
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd55_TOT	AllMYr	35,877	2.61%		1.576E-04	2.906E-03	9.861E-04	2.128E-05	1.559E-04	1.434E-04	2.230E+00	2.007E+00
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd55_TOT	AllMYr	115	0.01%		1.239E-04	3.672E-03	7.639E-04	2.131E-05	1.014E-04	9.326E-05	2.233E+00	2.010E+00
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd55_TOT	AllMYr	394	0.03%		1.276E-04	1.979E-03	7.986E-04	2.122E-05	1.080E-04	9.939E-05	2.225E+00	2.002E+00
Vh	Kern (SJV)	2020	Annual	T6 public	Spd55_TOT	AllMYr	1,485	0.11%		9.696E-05	9.392E-03	5.307E-04	2.161E-05	8.464E-05	7.787E-05	2.265E+00	2.039E+00
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd55_TOT	AllMYr	353	0.03%		9.574E-05	3.317E-03	5.949E-04	2.136E-05	7.507E-05	6.907E-05	2.239E+00	2.015E+00
Vh	Kern (SJV)	2020	Annual	T6TS	Spd55_TOT	AllMYr	10,215	0.74%		1.297E-04	1.483E-03	3.310E-03	0.000E+00	7.258E-07	6.703E-07	1.064E+00	9.572E-01
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd55_TOT	AllMYr	22,360	1.63%		4.578E-04	1.136E-02	2.818E-03	3.312E-05	3.601E-04	3.313E-04	3.472E+00	3.125E+00
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd55_TOT	AllMYr	183,149	13.32%		3.130E-04	4.808E-03	2.200E-03	3.283E-05	1.988E-04	1.829E-04	3.441E+00	3.097E+00
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd55_TOT	AllMYr	6,736	0.49%		3.131E-04	4.894E-03	2.200E-03	3.283E-05	1.988E-04	1.829E-04	3.441E+00	3.097E+00
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd55_TOT	AllMYr	206,036	14.99%		2.662E-04	3.226E-03	1.874E-03	3.278E-05	1.611E-04	1.482E-04	3.435E+00	3.092E+00
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd55_TOT	AllMYr	66,698	4.85%		3.129E-04	4.817E-03	2.199E-03	3.283E-05	1.988E-04	1.829E-04	3.441E+00	3.097E+00
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd55_TOT	AllMYr	3,058	0.22%		7.036E-04	1.451E-02	4.939E-03	3.382E-05	3.082E-04	2.836E-04	3.545E+00	3.190E+00
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd55_TOT	AllMYr	11,612	0.84%		7.059E-04	1.459E-02	4.955E-03	3.383E-05	3.083E-04	2.836E-04	3.546E+00	3.191E+00
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd55_TOT	AllMYr	19,036	1.38%		6.949E-04	1.424E-02	4.878E-03	3.378E-05	3.079E-04	2.833E-04	3.541E+00	3.187E+00
Vh	Kern (SJV)	2020	Annual	T7 public	Spd55_TOT	AllMYr	2,253	0.16%		1.700E-04	2.168E-02	1.028E-03	3.387E-05	1.488E-04	1.369E-04	3.550E+00	3.195E+00
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd55_TOT	AllMYr	16,842	1.22%		2.246E-04	8.087E-03	1.548E-03	3.308E-05	1.474E-04	1.356E-04	3.467E+00	3.120E+00
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd55_TOT	AllMYr	17,424	1.27%		2.245E-04	8.405E-03	1.546E-03	3.310E-05	1.483E-04	1.365E-04	3.469E+00	3.122E+00
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd55_TOT	AllMYr	4,681	0.34%		1.906E-04	1.477E-02	1.228E-03	3.323E-05	1.300E-04	1.196E-04	3.483E+00	3.135E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd55_TOT	AllMYr	260,323	18.93%		3.109E-04	8.116E-03	2.157E-03	3.300E-05	2.055E-04	1.890E-04	3.459E+00	3.113E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd55_TOT	AllMYr	12,991	0.94%		3.093E-04	8.939E-03	2.137E-03	3.304E-05	2.068E-04	1.902E-04	3.463E+00	3.116E+00
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd55_TOT	AllMYr	371	0.03%		1.722E-04	7.941E-03	1.190E-03	3.312E-05	1.134E-04	1.043E-04	3.472E+00	3.124E+00
Vh	Kern (SJV)	2020	Annual	T7IS	Spd55_TOT	AllMYr	1,774	0.13%		7.719E-04	1.218E-02	5.771E-02	0.000E+00	3.459E-07	3.209E-07	1.064E+00	9.572E-01
Vh	Kern (SJV)	2020	Annual	UBUS	Spd55_TOT	AllMYr	1,526	0.11%		7.200E-04	2.260E-02	6.631E-03	0.000E+00	1.673E-04	1.539E-04	4.290E+00	3.861E+00
							1,374,922										

									Tons/Day							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd60_TOT	AllMYr	1,588	0.25%	1.094E-04	4.633E-03	7.287E-04	1.700E-05	1.131E-04	1.040E-04	1.782E+00	1.604E+00
Vh	Kern (SJV)	2020	Annual	LDA	Spd60_TOT	AllMYr	125,056	19.51%	1.524E-03	9.481E-03	8.298E-02	0.000E+00	1.859E-04	1.723E-04	4.495E+01	3.055E+01
Vh	Kern (SJV)	2020	Annual	LDT1	Spd60_TOT	AllMYr	19,653	3.07%	6.225E-04	3.812E-03	2.977E-02	0.000E+00	4.884E-05	4.528E-05	8.161E+00	5.747E+00
Vh	Kern (SJV)	2020	Annual	LDT2	Spd60_TOT	AllMYr	48,736	7.60%	8.191E-04	5.970E-03	4.361E-02	0.000E+00	7.425E-05	6.885E-05	2.381E+01	1.770E+01
Vh	Kern (SJV)	2020	Annual	MCY	Spd60_TOT	AllMYr	2,134	0.33%	7.494E-03	3.131E-03	7.735E-02	0.000E+00	9.626E-07	8.065E-07	4.172E-01	3.755E-01
Vh	Kern (SJV)	2020	Annual	MDV	Spd60_TOT	AllMYr	64,292	10.03%	2.386E-03	1.530E-02	9.981E-02	0.000E+00	1.089E-04	1.007E-04	4.004E+01	3.121E+01
Vh	Kern (SJV)	2020	Annual	MH	Spd60_TOT	AllMYr	9,529	1.49%	4.718E-04	1.670E-02	1.382E-02	0.000E+00	3.976E-04	3.658E-04	6.846E+00	6.161E+00
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd60_TOT	AllMYr	580	0.09%	7.783E-05	1.931E-03	6.126E-04	9.573E-06	6.170E-05	5.677E-05	1.003E+00	9.031E-01
Vh	Kern (SJV)	2020	Annual	OBUS	Spd60_TOT	AllMYr	2,780	0.43%	1.635E-04	2.702E-03	5.230E-03	0.000E+00	6.724E-07	6.221E-07	1.659E+00	1.493E+00
Vh	Kern (SJV)	2020	Annual	SBUS	Spd60_TOT	AllMYr	637	0.10%	1.648E-04	4.413E-03	3.264E-03	4.507E-06	2.811E-05	2.586E-05	6.062E-01	5.456E-01
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd60_TOT	AllMYr	5,609	0.88%	8.112E-04	1.793E-02	3.971E-03	6.011E-05	8.086E-04	7.439E-04	6.300E+00	5.670E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd60_TOT	AllMYr	224	0.04%	1.321E-05	4.159E-04	9.116E-05	2.396E-06	1.312E-05	1.207E-05	2.511E-01	2.260E-01
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd60_TOT	AllMYr	768	0.12%	4.607E-05	7.642E-04	3.263E-04	8.161E-06	4.775E-05	4.393E-05	8.554E-01	7.699E-01
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd60_TOT	AllMYr	6,457	1.01%	4.295E-04	2.526E-02	2.805E-03	6.952E-05	4.669E-04	4.296E-04	7.286E+00	6.558E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd60_TOT	AllMYr	15,797	2.46%	1.214E-03	2.467E-02	8.600E-03	1.684E-04	1.511E-03	1.390E-03	1.766E+01	1.589E+01
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd60_TOT	AllMYr	15,557	2.43%	1.026E-03	5.493E-02	6.794E-03	1.672E-04	1.104E-03	1.015E-03	1.753E+01	1.578E+01
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd60_TOT	AllMYr	40,099	6.26%	2.971E-03	5.861E-02	2.104E-02	4.273E-04	3.598E-03	3.310E-03	4.479E+01	4.031E+01
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd60_TOT	AllMYr	129	0.02%	7.572E-06	2.384E-04	5.226E-05	1.373E-06	7.524E-06	6.922E-06	1.440E-01	1.296E-01
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd60_TOT	AllMYr	440	0.07%	2.641E-05	4.381E-04	1.871E-04	4.679E-06	2.738E-05	2.519E-05	4.904E-01	4.414E-01
Vh	Kern (SJV)	2020	Annual	T6 public	Spd60_TOT	AllMYr	1,660	0.26%	7.981E-05	7.921E-03	4.635E-04	1.797E-05	8.068E-05	7.422E-05	1.884E+00	1.695E+00
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd60_TOT	AllMYr	395	0.06%	1.786E-05	6.604E-04	1.250E-04	4.224E-06	1.709E-05	1.572E-05	4.428E-01	3.985E-01
Vh	Kern (SJV)	2020	Annual	T6TS	Spd60_TOT	AllMYr	11,639	1.82%	7.251E-04	8.904E-03	2.163E-02	0.000E+00	4.105E-06	3.791E-06	6.944E+00	6.249E+00
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd60_TOT	AllMYr	7,087	1.11%	1.642E-03	4.074E-02	1.041E-02	1.176E-04	1.456E-03	1.339E-03	1.232E+01	1.109E+01
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd60_TOT	AllMYr	58,049	9.06%	8.557E-03	1.405E-01	6.795E-02	9.543E-04	6.646E-03	6.114E-03	1.000E+02	9.003E+01
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd60_TOT	AllMYr	2,135	0.33%	3.148E-04	5.260E-03	2.498E-03	3.510E-05	2.444E-04	2.249E-04	3.679E+00	3.311E+00
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd60_TOT	AllMYr	65,303	10.19%	8.175E-03	1.060E-01	6.513E-02	1.072E-03	6.056E-03	5.572E-03	1.124E+02	1.011E+02
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd60_TOT	AllMYr	21,140	3.30%	3.115E-03	5.126E-02	2.473E-02	3.475E-04	2.419E-03	2.226E-03	3.643E+01	3.279E+01
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd60_TOT	AllMYr	969	0.15%	3.207E-04	7.077E-03	2.548E-03	1.642E-05	1.720E-04	1.582E-04	1.721E+00	1.549E+00
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd60_TOT	AllMYr	3,680	0.57%	1.222E-03	2.700E-02	9.704E-03	6.235E-05	6.531E-04	6.009E-04	6.535E+00	5.882E+00
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd60_TOT	AllMYr	6,034	0.94%	1.971E-03	4.323E-02	1.566E-02	1.021E-04	1.069E-03	9.839E-04	1.070E+01	9.630E+00
Vh	Kern (SJV)	2020	Annual	T7 public	Spd60_TOT	AllMYr	714	0.11%	6.122E-05	7.880E-03	3.775E-04	1.211E-05	5.901E-05	5.429E-05	1.270E+00	1.143E+00
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd60_TOT	AllMYr	5,338	0.83%	5.708E-04	2.179E-02	4.392E-03	8.843E-05	4.540E-04	4.176E-04	9.269E+00	8.342E+00
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd60_TOT	AllMYr	5,523	0.86%	5.906E-04	2.344E-02	4.536E-03	9.153E-05	4.729E-04	4.350E-04	9.594E+00	8.635E+00
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd60_TOT	AllMYr	1,484	0.23%	1.408E-04	1.113E-02	9.606E-04	2.469E-05	1.120E-04	1.030E-04	2.588E+00	2.329E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd60_TOT	AllMYr	82,509	12.87%	1.217E-02	3.378E-01	9.463E-02	1.364E-03	9.775E-03	8.993E-03	1.429E+02	1.286E+02
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd60_TOT	AllMYr	4,117	0.64%	6.056E-04	1.857E-02	4.677E-03	6.812E-05	4.911E-04	4.518E-04	7.140E+00	6.426E+00
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd60_TOT	AllMYr	118	0.02%	9.619E-06	4.717E-04	7.436E-05	1.950E-06	7.698E-06	7.083E-06	2.044E-01	1.840E-01
Vh	Kern (SJV)	2020	Annual	T7IS	Spd60_TOT	AllMYr	440	0.07%	1.624E-04	2.792E-03	1.422E-02	0.000E+00	7.403E-08	6.868E-08	2.628E-01	2.365E-01
Vh	Kern (SJV)	2020	Annual	UBUS	Spd60_TOT	AllMYr	2,497	0.39%	8.956E-04	3.404E-02	9.270E-03	0.000E+00	2.113E-04	1.944E-04	5.394E+00	4.855E+00
							640,897									

									9.072E-01	MTons/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd60_TOT	AllMYr	1,588	0.25%		6.252E-08	2.647E-06	4.163E-07	9.712E-09	6.460E-08	5.944E-08	1.018E-03	9.162E-04
Vh	Kern (SJV)	2020	Annual	LDA	Spd60_TOT	AllMYr	125,056	19.51%		1.106E-08	6.878E-08	6.020E-07	0.000E+00	1.348E-09	1.250E-09	3.261E-04	2.216E-04
Vh	Kern (SJV)	2020	Annual	LDT1	Spd60_TOT	AllMYr	19,653	3.07%		2.873E-08	1.760E-07	1.374E-06	0.000E+00	2.254E-09	2.090E-09	3.767E-04	2.653E-04
Vh	Kern (SJV)	2020	Annual	LDT2	Spd60_TOT	AllMYr	48,736	7.60%		1.525E-08	1.111E-07	8.118E-07	0.000E+00	1.382E-09	1.282E-09	4.432E-04	3.294E-04
Vh	Kern (SJV)	2020	Annual	MCY	Spd60_TOT	AllMYr	2,134	0.33%		3.186E-06	1.331E-06	3.288E-05	0.000E+00	4.092E-10	3.429E-10	1.774E-04	1.596E-04
Vh	Kern (SJV)	2020	Annual	MDV	Spd60_TOT	AllMYr	64,292	10.03%		3.367E-08	2.159E-07	1.408E-06	0.000E+00	1.537E-09	1.421E-09	5.650E-04	4.404E-04
Vh	Kern (SJV)	2020	Annual	MH	Spd60_TOT	AllMYr	9,529	1.49%		4.491E-08	1.590E-06	1.316E-06	0.000E+00	3.785E-08	3.483E-08	6.518E-04	5.866E-04
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd60_TOT	AllMYr	580	0.09%		1.218E-07	3.021E-06	9.584E-07	1.498E-08	9.654E-08	8.881E-08	1.570E-03	1.413E-03
Vh	Kern (SJV)	2020	Annual	OBUS	Spd60_TOT	AllMYr	2,780	0.43%		5.335E-08	8.817E-07	1.706E-06	0.000E+00	2.194E-10	2.030E-10	5.412E-04	4.871E-04
Vh	Kern (SJV)	2020	Annual	SBUS	Spd60_TOT	AllMYr	637	0.10%		2.346E-07	6.282E-06	4.646E-06	6.415E-09	4.001E-08	3.681E-08	8.630E-04	7.767E-04
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd60_TOT	AllMYr	5,609	0.88%		1.312E-07	2.900E-06	6.423E-07	9.721E-09	1.308E-07	1.203E-07	1.019E-03	9.170E-04
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd60_TOT	AllMYr	224	0.04%		5.337E-08	1.681E-06	3.684E-07	9.681E-09	5.303E-08	4.879E-08	1.015E-03	9.132E-04
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd60_TOT	AllMYr	768	0.12%		5.443E-08	9.029E-07	3.855E-07	9.643E-09	5.642E-08	5.190E-08	1.011E-03	9.097E-04
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd60_TOT	AllMYr	6,457	1.01%		6.035E-08	3.549E-06	3.941E-07	9.767E-09	6.560E-08	6.035E-08	1.024E-03	9.214E-04
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd60_TOT	AllMYr	15,797	2.46%		6.973E-08	1.417E-06	4.938E-07	9.673E-09	8.676E-08	7.982E-08	1.014E-03	9.125E-04
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd60_TOT	AllMYr	15,557	2.43%		5.983E-08	3.203E-06	3.962E-07	9.753E-09	6.437E-08	5.922E-08	1.022E-03	9.200E-04
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd60_TOT	AllMYr	40,099	6.26%		6.722E-08	1.326E-06	4.760E-07	9.667E-09	8.140E-08	7.489E-08	1.013E-03	9.119E-04
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd60_TOT	AllMYr	129	0.02%		5.337E-08	1.681E-06	3.684E-07	9.681E-09	5.303E-08	4.879E-08	1.015E-03	9.132E-04
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd60_TOT	AllMYr	440	0.07%		5.443E-08	9.029E-07	3.855E-07	9.643E-09	5.642E-08	5.190E-08	1.011E-03	9.097E-04
Vh	Kern (SJV)	2020	Annual	T6 public	Spd60_TOT	AllMYr	1,660	0.26%		4.361E-08	4.328E-06	2.533E-07	9.819E-09	4.408E-08	4.056E-08	1.029E-03	9.263E-04
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd60_TOT	AllMYr	395	0.06%		4.103E-08	1.517E-06	2.870E-07	9.703E-09	3.925E-08	3.611E-08	1.017E-03	9.154E-04
Vh	Kern (SJV)	2020	Annual	T6TS	Spd60_TOT	AllMYr	11,639	1.82%		5.652E-08	6.940E-07	1.686E-06	0.000E+00	3.200E-10	2.955E-10	5.412E-04	4.871E-04
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd60_TOT	AllMYr	7,087	1.11%		2.102E-07	5.215E-06	1.333E-06	1.505E-08	1.864E-07	1.714E-07	1.577E-03	1.420E-03
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd60_TOT	AllMYr	58,049	9.06%		1.337E-07	2.196E-06	1.062E-06	1.491E-08	1.039E-07	9.555E-08	1.563E-03	1.407E-03
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd60_TOT	AllMYr	2,135	0.33%		1.338E-07	2.235E-06	1.062E-06	1.492E-08	1.039E-07	9.555E-08	1.563E-03	1.407E-03
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd60_TOT	AllMYr	65,303	10.19%		1.136E-07	1.472E-06	9.048E-07	1.489E-08	8.414E-08	7.740E-08	1.561E-03	1.405E-03
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd60_TOT	AllMYr	21,140	3.30%		1.337E-07	2.200E-06	1.061E-06	1.491E-08	1.038E-07	9.552E-08	1.563E-03	1.407E-03
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd60_TOT	AllMYr	969	0.15%		3.001E-07	6.623E-06	2.384E-06	1.536E-08	1.609E-07	1.481E-07	1.610E-03	1.449E-03
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd60_TOT	AllMYr	3,680	0.57%		3.011E-07	6.656E-06	2.392E-06	1.537E-08	1.610E-07	1.481E-07	1.611E-03	1.450E-03
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd60_TOT	AllMYr	6,034	0.94%		2.964E-07	6.500E-06	2.355E-06	1.535E-08	1.608E-07	1.479E-07	1.609E-03	1.448E-03
Vh	Kern (SJV)	2020	Annual	T7 public	Spd60_TOT	AllMYr	714	0.11%		7.776E-08	1.001E-05	4.795E-07	1.539E-08	7.496E-08	6.896E-08	1.613E-03	1.452E-03
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd60_TOT	AllMYr	5,338	0.83%		9.700E-08	3.704E-06	7.464E-07	1.503E-08	7.715E-08	7.098E-08	1.575E-03	1.418E-03
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd60_TOT	AllMYr	5,523	0.86%		9.702E-08	3.850E-06	7.451E-07	1.504E-08	7.768E-08	7.146E-08	1.576E-03	1.418E-03
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd60_TOT	AllMYr	1,484	0.23%		8.608E-08	6.804E-06	5.874E-07	1.510E-08	6.849E-08	6.301E-08	1.583E-03	1.424E-03
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd60_TOT	AllMYr	82,509	12.87%		1.338E-07	3.714E-06	1.040E-06	1.499E-08	1.075E-07	9.888E-08	1.571E-03	1.414E-03
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd60_TOT	AllMYr	4,117	0.64%		1.334E-07	4.092E-06	1.031E-06	1.501E-08	1.082E-07	9.955E-08	1.573E-03	1.416E-03
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd60_TOT	AllMYr	118	0.02%		7.421E-08	3.639E-06	5.737E-07	1.505E-08	5.939E-08	5.464E-08	1.577E-03	1.419E-03
Vh	Kern (SJV)	2020	Annual	T7IS	Spd60_TOT	AllMYr	440	0.07%		3.345E-07	5.751E-06	2.928E-05	0.000E+00	1.525E-10	1.415E-10	5.412E-04	4.871E-04
Vh	Kern (SJV)	2020	Annual	UBUS	Spd60_TOT	AllMYr	2,497	0.39%		3.254E-07	1.237E-05	3.368E-06	0.000E+00	7.675E-08	7.061E-08	1.960E-03	1.764E-03
							640,897										

									2.000E+03	lbs/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd60_TOT	AllMYr	1,588	0.25%		1.378E-04	5.836E-03	9.178E-04	2.141E-05	1.424E-04	1.310E-04	2.244E+00	2.020E+00
Vh	Kern (SJV)	2020	Annual	LDA	Spd60_TOT	AllMYr	125,056	19.51%		2.438E-05	1.516E-04	1.327E-03	0.000E+00	2.973E-06	2.756E-06	7.189E-01	4.886E-01
Vh	Kern (SJV)	2020	Annual	LDT1	Spd60_TOT	AllMYr	19,653	3.07%		6.335E-05	3.880E-04	3.030E-03	0.000E+00	4.970E-06	4.608E-06	8.305E-01	5.848E-01
Vh	Kern (SJV)	2020	Annual	LDT2	Spd60_TOT	AllMYr	48,736	7.60%		3.361E-05	2.450E-04	1.790E-03	0.000E+00	3.047E-06	2.826E-06	9.770E-01	7.262E-01
Vh	Kern (SJV)	2020	Annual	MCY	Spd60_TOT	AllMYr	2,134	0.33%		7.023E-03	2.935E-03	7.249E-02	0.000E+00	9.022E-07	7.559E-07	3.911E-01	3.519E-01
Vh	Kern (SJV)	2020	Annual	MDV	Spd60_TOT	AllMYr	64,292	10.03%		7.423E-05	4.761E-04	3.105E-03	0.000E+00	3.388E-06	3.132E-06	1.246E+00	9.709E-01
Vh	Kern (SJV)	2020	Annual	MH	Spd60_TOT	AllMYr	9,529	1.49%		9.902E-05	3.505E-03	2.901E-03	0.000E+00	8.345E-05	7.678E-05	1.437E+00	1.293E+00
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd60_TOT	AllMYr	580	0.09%		2.685E-04	6.660E-03	2.113E-03	3.302E-05	2.128E-04	1.958E-04	3.461E+00	3.115E+00
Vh	Kern (SJV)	2020	Annual	OBUS	Spd60_TOT	AllMYr	2,780	0.43%		1.176E-04	1.944E-03	3.762E-03	0.000E+00	4.837E-07	4.475E-07	1.193E+00	1.074E+00
Vh	Kern (SJV)	2020	Annual	SBUS	Spd60_TOT	AllMYr	637	0.10%		5.172E-04	1.385E-02	1.024E-02	1.414E-05	8.821E-05	8.115E-05	1.903E+00	1.712E+00
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd60_TOT	AllMYr	5,609	0.88%		2.892E-04	6.394E-03	1.416E-03	2.143E-05	2.883E-04	2.652E-04	2.246E+00	2.022E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd60_TOT	AllMYr	224	0.04%		1.177E-04	3.705E-03	8.121E-04	2.134E-05	1.169E-04	1.076E-04	2.237E+00	2.013E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd60_TOT	AllMYr	768	0.12%		1.200E-04	1.991E-03	8.499E-04	2.126E-05	1.244E-04	1.144E-04	2.228E+00	2.005E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd60_TOT	AllMYr	6,457	1.01%		1.331E-04	7.825E-03	8.688E-04	2.153E-05	1.446E-04	1.331E-04	2.257E+00	2.031E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd60_TOT	AllMYr	15,797	2.46%		1.537E-04	3.123E-03	1.089E-03	2.133E-05	1.913E-04	1.760E-04	2.235E+00	2.012E+00
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd60_TOT	AllMYr	15,557	2.43%		1.319E-04	7.062E-03	8.735E-04	2.150E-05	1.419E-04	1.306E-04	2.254E+00	2.028E+00
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd60_TOT	AllMYr	40,099	6.26%		1.482E-04	2.923E-03	1.049E-03	2.131E-05	1.795E-04	1.651E-04	2.234E+00	2.010E+00
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd60_TOT	AllMYr	129	0.02%		1.177E-04	3.705E-03	8.121E-04	2.134E-05	1.169E-04	1.076E-04	2.237E+00	2.013E+00
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd60_TOT	AllMYr	440	0.07%		1.200E-04	1.991E-03	8.499E-04	2.126E-05	1.244E-04	1.144E-04	2.228E+00	2.005E+00
Vh	Kern (SJV)	2020	Annual	T6 public	Spd60_TOT	AllMYr	1,660	0.26%		9.614E-05	9.542E-03	5.584E-04	2.165E-05	9.719E-05	8.941E-05	2.269E+00	2.042E+00
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd60_TOT	AllMYr	395	0.06%		9.045E-05	3.345E-03	6.328E-04	2.139E-05	8.654E-05	7.961E-05	2.242E+00	2.018E+00
Vh	Kern (SJV)	2020	Annual	T6TS	Spd60_TOT	AllMYr	11,639	1.82%		1.246E-04	1.530E-03	3.717E-03	0.000E+00	7.055E-07	6.515E-07	1.193E+00	1.074E+00
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd60_TOT	AllMYr	7,087	1.11%		4.633E-04	1.150E-02	2.938E-03	3.318E-05	4.108E-04	3.780E-04	3.477E+00	3.130E+00
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd60_TOT	AllMYr	58,049	9.06%		2.948E-04	4.840E-03	2.341E-03	3.288E-05	2.290E-04	2.107E-04	3.446E+00	3.102E+00
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd60_TOT	AllMYr	2,135	0.33%		2.949E-04	4.928E-03	2.341E-03	3.288E-05	2.290E-04	2.107E-04	3.447E+00	3.102E+00
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd60_TOT	AllMYr	65,303	10.19%		2.504E-04	3.245E-03	1.995E-03	3.283E-05	1.855E-04	1.706E-04	3.441E+00	3.097E+00
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd60_TOT	AllMYr	21,140	3.30%		2.947E-04	4.850E-03	2.340E-03	3.288E-05	2.289E-04	2.106E-04	3.446E+00	3.102E+00
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd60_TOT	AllMYr	969	0.15%		6.617E-04	1.460E-02	5.257E-03	3.387E-05	3.548E-04	3.264E-04	3.550E+00	3.195E+00
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd60_TOT	AllMYr	3,680	0.57%		6.638E-04	1.467E-02	5.274E-03	3.388E-05	3.549E-04	3.265E-04	3.551E+00	3.196E+00
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd60_TOT	AllMYr	6,034	0.94%		6.535E-04	1.433E-02	5.191E-03	3.384E-05	3.545E-04	3.261E-04	3.547E+00	3.192E+00
Vh	Kern (SJV)	2020	Annual	T7 public	Spd60_TOT	AllMYr	714	0.11%		1.714E-04	2.207E-02	1.057E-03	3.393E-05	1.653E-04	1.520E-04	3.556E+00	3.200E+00
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd60_TOT	AllMYr	5,338	0.83%		2.138E-04	8.165E-03	1.645E-03	3.313E-05	1.701E-04	1.565E-04	3.473E+00	3.125E+00
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd60_TOT	AllMYr	5,523	0.86%		2.139E-04	8.487E-03	1.643E-03	3.315E-05	1.712E-04	1.575E-04	3.475E+00	3.127E+00
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd60_TOT	AllMYr	1,484	0.23%		1.898E-04	1.500E-02	1.295E-03	3.329E-05	1.510E-04	1.389E-04	3.489E+00	3.140E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd60_TOT	AllMYr	82,509	12.87%		2.950E-04	8.187E-03	2.294E-03	3.305E-05	2.369E-04	2.180E-04	3.465E+00	3.118E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd60_TOT	AllMYr	4,117	0.64%		2.942E-04	9.021E-03	2.272E-03	3.309E-05	2.386E-04	2.195E-04	3.468E+00	3.121E+00
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd60_TOT	AllMYr	118	0.02%		1.636E-04	8.024E-03	1.265E-03	3.317E-05	1.309E-04	1.205E-04	3.477E+00	3.129E+00
Vh	Kern (SJV)	2020	Annual	T7IS	Spd60_TOT	AllMYr	440	0.07%		7.375E-04	1.268E-02	6.455E-02	0.000E+00	3.361E-07	3.119E-07	1.193E+00	1.074E+00
Vh	Kern (SJV)	2020	Annual	UBUS	Spd60_TOT	AllMYr	2,497	0.39%		7.173E-04	2.726E-02	7.424E-03	0.000E+00	1.692E-04	1.557E-04	4.321E+00	3.889E+00
							640,897										

									Tons/Day							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd65_TOT	AllMYr	236	0.00%	1.628E-05	7.074E-04	1.164E-04	2.559E-06	1.948E-05	1.792E-05	2.683E-01	2.414E-01
Vh	Kern (SJV)	2020	Annual	LDA	Spd65_TOT	AllMYr	2,403,991	46.63%	3.310E-02	1.900E-01	1.541E+00	0.000E+00	4.039E-03	3.744E-03	9.667E+02	6.570E+02
Vh	Kern (SJV)	2020	Annual	LDT1	Spd65_TOT	AllMYr	377,788	7.33%	1.321E-02	7.870E-02	5.642E-01	0.000E+00	1.045E-03	9.685E-04	1.755E+02	1.236E+02
Vh	Kern (SJV)	2020	Annual	LDT2	Spd65_TOT	AllMYr	936,869	18.17%	1.769E-02	1.204E-01	8.100E-01	0.000E+00	1.611E-03	1.494E-03	5.119E+02	3.804E+02
Vh	Kern (SJV)	2020	Annual	MCY	Spd65_TOT	AllMYr	41,021	0.80%	1.836E-01	6.325E-02	2.026E+00	0.000E+00	2.360E-05	1.978E-05	9.360E+00	8.424E+00
Vh	Kern (SJV)	2020	Annual	MDV	Spd65_TOT	AllMYr	1,235,912	23.98%	5.151E-02	3.110E-01	1.890E+00	0.000E+00	2.358E-03	2.179E-03	8.609E+02	6.710E+02
Vh	Kern (SJV)	2020	Annual	MH	Spd65_TOT	AllMYr	1,460	0.03%	7.635E-05	2.567E-03	2.522E-03	0.000E+00	6.921E-05	6.367E-05	1.175E+00	1.058E+00
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd65_TOT	AllMYr	311	0.01%	4.092E-05	1.069E-03	3.543E-04	5.219E-06	3.829E-05	3.523E-05	5.470E-01	4.923E-01
Vh	Kern (SJV)	2020	Annual	OBUS	Spd65_TOT	AllMYr	430	0.01%	2.615E-05	4.262E-04	9.643E-04	0.000E+00	1.053E-07	9.746E-08	3.040E-01	2.736E-01
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd65_TOT	AllMYr	832	0.02%	1.297E-04	2.740E-03	6.285E-04	9.049E-06	1.388E-04	1.277E-04	9.485E-01	8.537E-01
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd65_TOT	AllMYr	33	0.00%	1.932E-06	6.355E-05	1.456E-05	3.607E-07	2.253E-06	2.073E-06	3.780E-02	3.402E-02
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd65_TOT	AllMYr	114	0.00%	6.652E-06	1.169E-04	5.212E-05	1.229E-06	8.174E-06	7.520E-06	1.288E-01	1.159E-01
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd65_TOT	AllMYr	958	0.02%	6.447E-05	3.857E-03	4.481E-04	1.047E-05	8.055E-05	7.411E-05	1.097E+00	9.873E-01
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd65_TOT	AllMYr	2,344	0.05%	1.753E-04	3.775E-03	1.374E-03	2.536E-05	2.586E-04	2.379E-04	2.658E+00	2.392E+00
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd65_TOT	AllMYr	2,308	0.04%	1.530E-04	8.389E-03	1.085E-03	2.518E-05	1.902E-04	1.750E-04	2.639E+00	2.375E+00
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd65_TOT	AllMYr	5,949	0.12%	4.290E-04	8.968E-03	3.361E-03	6.433E-05	6.160E-04	5.667E-04	6.743E+00	6.069E+00
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd65_TOT	AllMYr	19	0.00%	1.107E-06	3.644E-05	8.349E-06	2.068E-07	1.292E-06	1.188E-06	2.167E-02	1.951E-02
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd65_TOT	AllMYr	65	0.00%	3.814E-06	6.704E-05	2.988E-05	7.045E-07	4.686E-06	4.311E-06	7.384E-02	6.646E-02
Vh	Kern (SJV)	2020	Annual	T6 public	Spd65_TOT	AllMYr	246	0.00%	1.230E-05	1.209E-03	7.376E-05	2.705E-06	1.391E-05	1.279E-05	2.836E-01	2.552E-01
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd65_TOT	AllMYr	59	0.00%	2.595E-06	1.010E-04	1.996E-05	6.360E-07	2.931E-06	2.696E-06	6.666E-02	5.999E-02
Vh	Kern (SJV)	2020	Annual	T6TS	Spd65_TOT	AllMYr	1,800	0.03%	1.158E-04	1.404E-03	3.989E-03	0.000E+00	6.432E-07	5.940E-07	1.273E+00	1.145E+00
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd65_TOT	AllMYr	3,807	0.07%	9.378E-04	2.253E-02	5.975E-03	6.409E-05	9.046E-04	8.322E-04	6.717E+00	6.046E+00
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd65_TOT	AllMYr	31,184	0.60%	4.482E-03	7.782E-02	3.931E-02	5.203E-04	4.121E-03	3.792E-03	5.453E+01	4.908E+01
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd65_TOT	AllMYr	1,147	0.02%	1.649E-04	2.913E-03	1.445E-03	1.914E-05	1.516E-04	1.395E-04	2.006E+00	1.805E+00
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd65_TOT	AllMYr	35,080	0.68%	4.275E-03	5.871E-02	3.767E-02	5.844E-04	3.754E-03	3.454E-03	6.125E+01	5.513E+01
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd65_TOT	AllMYr	11,356	0.22%	1.632E-03	2.839E-02	1.431E-02	1.895E-04	1.500E-03	1.380E-03	1.986E+01	1.787E+01
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd65_TOT	AllMYr	521	0.01%	1.677E-04	3.921E-03	1.474E-03	8.950E-06	1.066E-04	9.808E-05	9.381E-01	8.443E-01
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd65_TOT	AllMYr	1,977	0.04%	6.387E-04	1.496E-02	5.613E-03	3.399E-05	4.048E-04	3.725E-04	3.563E+00	3.206E+00
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd65_TOT	AllMYr	3,241	0.06%	1.031E-03	2.395E-02	9.059E-03	5.565E-05	6.629E-04	6.099E-04	5.833E+00	5.250E+00
Vh	Kern (SJV)	2020	Annual	T7 public	Spd65_TOT	AllMYr	384	0.01%	3.477E-05	4.361E-03	2.145E-04	6.605E-06	3.591E-05	3.304E-05	6.923E-01	6.230E-01
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd65_TOT	AllMYr	2,868	0.06%	3.033E-04	1.206E-02	2.540E-03	4.821E-05	2.825E-04	2.599E-04	5.053E+00	4.548E+00
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd65_TOT	AllMYr	2,967	0.06%	3.141E-04	1.296E-02	2.624E-03	4.990E-05	2.943E-04	2.708E-04	5.230E+00	4.707E+00
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd65_TOT	AllMYr	797	0.02%	7.902E-05	6.141E-03	5.550E-04	1.346E-05	7.060E-05	6.495E-05	1.411E+00	1.270E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd65_TOT	AllMYr	44,323	0.86%	6.437E-03	1.869E-01	5.474E-02	7.434E-04	6.074E-03	5.588E-03	7.792E+01	7.013E+01
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd65_TOT	AllMYr	2,212	0.04%	3.214E-04	1.028E-02	2.706E-03	3.714E-05	3.054E-04	2.810E-04	3.893E+00	3.503E+00
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd65_TOT	AllMYr	63	0.00%	5.099E-06	2.609E-04	4.301E-05	1.063E-06	4.793E-06	4.410E-06	1.115E-01	1.003E-01
Vh	Kern (SJV)	2020	Annual	T7IS	Spd65_TOT	AllMYr	235	0.00%	8.857E-05	1.546E-03	8.996E-03	0.000E+00	4.010E-08	3.720E-08	1.665E-01	1.499E-01
							5,154,907									

									9.072E-01	MTons/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd65_TOT	AllMYr	236	0.00%		6.269E-08	2.724E-06	4.483E-07	9.856E-09	7.501E-08	6.901E-08	1.033E-03	9.297E-04
Vh	Kern (SJV)	2020	Annual	LDA	Spd65_TOT	AllMYr	2,403,991	46.63%		1.249E-08	7.170E-08	5.815E-07	0.000E+00	1.524E-09	1.413E-09	3.648E-04	2.479E-04
Vh	Kern (SJV)	2020	Annual	LDT1	Spd65_TOT	AllMYr	377,788	7.33%		3.171E-08	1.890E-07	1.355E-06	0.000E+00	2.508E-09	2.326E-09	4.214E-04	2.967E-04
Vh	Kern (SJV)	2020	Annual	LDT2	Spd65_TOT	AllMYr	936,869	18.17%		1.713E-08	1.166E-07	7.843E-07	0.000E+00	1.560E-09	1.447E-09	4.956E-04	3.684E-04
Vh	Kern (SJV)	2020	Annual	MCY	Spd65_TOT	AllMYr	41,021	0.80%		4.060E-06	1.399E-06	4.481E-05	0.000E+00	5.219E-10	4.374E-10	2.070E-04	1.863E-04
Vh	Kern (SJV)	2020	Annual	MDV	Spd65_TOT	AllMYr	1,235,912	23.98%		3.781E-08	2.283E-07	1.387E-06	0.000E+00	1.731E-09	1.600E-09	6.319E-04	4.925E-04
Vh	Kern (SJV)	2020	Annual	MH	Spd65_TOT	AllMYr	1,460	0.03%		4.744E-08	1.595E-06	1.567E-06	0.000E+00	4.300E-08	3.956E-08	7.301E-04	6.571E-04
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd65_TOT	AllMYr	311	0.01%		1.192E-07	3.114E-06	1.032E-06	1.520E-08	1.115E-07	1.026E-07	1.593E-03	1.434E-03
Vh	Kern (SJV)	2020	Annual	OBUS	Spd65_TOT	AllMYr	430	0.01%		5.517E-08	8.993E-07	2.035E-06	0.000E+00	2.223E-10	2.056E-10	6.415E-04	5.774E-04
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd65_TOT	AllMYr	832	0.02%		1.414E-07	2.987E-06	6.851E-07	9.865E-09	1.513E-07	1.392E-07	1.034E-03	9.306E-04
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd65_TOT	AllMYr	33	0.00%		5.261E-08	1.731E-06	3.967E-07	9.824E-09	6.137E-08	5.646E-08	1.030E-03	9.268E-04
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd65_TOT	AllMYr	114	0.00%		5.298E-08	9.313E-07	4.151E-07	9.786E-09	6.510E-08	5.989E-08	1.026E-03	9.232E-04
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd65_TOT	AllMYr	958	0.02%		6.106E-08	3.653E-06	4.244E-07	9.912E-09	7.629E-08	7.019E-08	1.039E-03	9.350E-04
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd65_TOT	AllMYr	2,344	0.05%		6.787E-08	1.461E-06	5.318E-07	9.816E-09	1.001E-07	9.210E-08	1.029E-03	9.260E-04
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd65_TOT	AllMYr	2,308	0.04%		6.015E-08	3.297E-06	4.266E-07	9.897E-09	7.476E-08	6.878E-08	1.037E-03	9.336E-04
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd65_TOT	AllMYr	5,949	0.12%		6.542E-08	1.368E-06	5.126E-07	9.810E-09	9.393E-08	8.642E-08	1.028E-03	9.255E-04
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd65_TOT	AllMYr	19	0.00%		5.261E-08	1.731E-06	3.967E-07	9.824E-09	6.137E-08	5.646E-08	1.030E-03	9.268E-04
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd65_TOT	AllMYr	65	0.00%		5.298E-08	9.313E-07	4.151E-07	9.786E-09	6.510E-08	5.989E-08	1.026E-03	9.232E-04
Vh	Kern (SJV)	2020	Annual	T6 public	Spd65_TOT	AllMYr	246	0.00%		4.530E-08	4.452E-06	2.717E-07	9.965E-09	5.122E-08	4.712E-08	1.044E-03	9.400E-04
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd65_TOT	AllMYr	59	0.00%		4.018E-08	1.563E-06	3.091E-07	9.847E-09	4.538E-08	4.175E-08	1.032E-03	9.289E-04
Vh	Kern (SJV)	2020	Annual	T6TS	Spd65_TOT	AllMYr	1,800	0.03%		5.835E-08	7.076E-07	2.011E-06	0.000E+00	3.242E-10	2.994E-10	6.415E-04	5.774E-04
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd65_TOT	AllMYr	3,807	0.07%		2.235E-07	5.369E-06	1.424E-06	1.527E-08	2.156E-07	1.983E-07	1.601E-03	1.441E-03
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd65_TOT	AllMYr	31,184	0.60%		1.304E-07	2.264E-06	1.143E-06	1.514E-08	1.199E-07	1.103E-07	1.586E-03	1.428E-03
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd65_TOT	AllMYr	1,147	0.02%		1.305E-07	2.305E-06	1.143E-06	1.514E-08	1.199E-07	1.103E-07	1.587E-03	1.428E-03
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd65_TOT	AllMYr	35,080	0.68%		1.105E-07	1.518E-06	9.743E-07	1.511E-08	9.709E-08	8.932E-08	1.584E-03	1.426E-03
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd65_TOT	AllMYr	11,356	0.22%		1.304E-07	2.268E-06	1.143E-06	1.514E-08	1.199E-07	1.103E-07	1.586E-03	1.428E-03
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd65_TOT	AllMYr	521	0.01%		2.921E-07	6.832E-06	2.567E-06	1.559E-08	1.857E-07	1.709E-07	1.634E-03	1.471E-03
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd65_TOT	AllMYr	1,977	0.04%		2.930E-07	6.865E-06	2.576E-06	1.560E-08	1.858E-07	1.709E-07	1.635E-03	1.471E-03
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd65_TOT	AllMYr	3,241	0.06%		2.885E-07	6.704E-06	2.536E-06	1.558E-08	1.856E-07	1.707E-07	1.633E-03	1.469E-03
Vh	Kern (SJV)	2020	Annual	T7 public	Spd65_TOT	AllMYr	384	0.01%		8.222E-08	1.031E-05	5.071E-07	1.562E-08	8.492E-08	7.813E-08	1.637E-03	1.473E-03
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd65_TOT	AllMYr	2,868	0.06%		9.595E-08	3.814E-06	8.037E-07	1.525E-08	8.937E-08	8.222E-08	1.599E-03	1.439E-03
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd65_TOT	AllMYr	2,967	0.06%		9.606E-08	3.964E-06	8.023E-07	1.526E-08	8.999E-08	8.280E-08	1.599E-03	1.439E-03
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd65_TOT	AllMYr	797	0.02%		8.994E-08	6.990E-06	6.318E-07	1.532E-08	8.037E-08	7.394E-08	1.606E-03	1.445E-03
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd65_TOT	AllMYr	44,323	0.86%		1.317E-07	3.826E-06	1.120E-06	1.521E-08	1.243E-07	1.144E-07	1.595E-03	1.435E-03
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd65_TOT	AllMYr	2,212	0.04%		1.318E-07	4.214E-06	1.110E-06	1.523E-08	1.252E-07	1.152E-07	1.597E-03	1.437E-03
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd65_TOT	AllMYr	63	0.00%		7.322E-08	3.747E-06	6.178E-07	1.527E-08	6.884E-08	6.333E-08	1.601E-03	1.441E-03
Vh	Kern (SJV)	2020	Annual	T7IS	Spd65_TOT	AllMYr	235	0.00%		3.412E-07	5.955E-06	3.466E-05	0.000E+00	1.545E-10	1.433E-10	6.415E-04	5.774E-04
							5,154,907										

									2.000E+03	lbs/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	All Other Buses	Spd65_TOT	AllMYr	236	0.00%		1.382E-04	6.006E-03	9.884E-04	2.173E-05	1.654E-04	1.521E-04	2.277E+00	2.050E+00
Vh	Kern (SJV)	2020	Annual	LDA	Spd65_TOT	AllMYr	2,403,991	46.63%		2.754E-05	1.581E-04	1.282E-03	0.000E+00	3.360E-06	3.115E-06	8.042E-01	5.466E-01
Vh	Kern (SJV)	2020	Annual	LDT1	Spd65_TOT	AllMYr	377,788	7.33%		6.991E-05	4.166E-04	2.987E-03	0.000E+00	5.530E-06	5.127E-06	9.289E-01	6.541E-01
Vh	Kern (SJV)	2020	Annual	LDT2	Spd65_TOT	AllMYr	936,869	18.17%		3.777E-05	2.570E-04	1.729E-03	0.000E+00	3.440E-06	3.190E-06	1.093E+00	8.122E-01
Vh	Kern (SJV)	2020	Annual	MCY	Spd65_TOT	AllMYr	41,021	0.80%		8.950E-03	3.084E-03	9.880E-02	0.000E+00	1.151E-06	9.642E-07	4.563E-01	4.107E-01
Vh	Kern (SJV)	2020	Annual	MDV	Spd65_TOT	AllMYr	1,235,912	23.98%		8.336E-05	5.032E-04	3.059E-03	0.000E+00	3.816E-06	3.527E-06	1.393E+00	1.086E+00
Vh	Kern (SJV)	2020	Annual	MH	Spd65_TOT	AllMYr	1,460	0.03%		1.046E-04	3.516E-03	3.454E-03	0.000E+00	9.480E-05	8.722E-05	1.610E+00	1.449E+00
Vh	Kern (SJV)	2020	Annual	Motor Coach	Spd65_TOT	AllMYr	311	0.01%		2.627E-04	6.865E-03	2.275E-03	3.351E-05	2.459E-04	2.262E-04	3.512E+00	3.161E+00
Vh	Kern (SJV)	2020	Annual	OBUS	Spd65_TOT	AllMYr	430	0.01%		1.216E-04	1.983E-03	4.486E-03	0.000E+00	4.900E-07	4.533E-07	1.414E+00	1.273E+00
Vh	Kern (SJV)	2020	Annual	T6 Ag	Spd65_TOT	AllMYr	832	0.02%		3.117E-04	6.584E-03	1.510E-03	2.175E-05	3.335E-04	3.069E-04	2.280E+00	2.052E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP heavy	Spd65_TOT	AllMYr	33	0.00%		1.160E-04	3.817E-03	8.745E-04	2.166E-05	1.353E-04	1.245E-04	2.270E+00	2.043E+00
Vh	Kern (SJV)	2020	Annual	T6 CAIRP small	Spd65_TOT	AllMYr	114	0.00%		1.168E-04	2.053E-03	9.151E-04	2.157E-05	1.435E-04	1.320E-04	2.261E+00	2.035E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction heavy	Spd65_TOT	AllMYr	958	0.02%		1.346E-04	8.053E-03	9.356E-04	2.185E-05	1.682E-04	1.547E-04	2.290E+00	2.061E+00
Vh	Kern (SJV)	2020	Annual	T6 instate construction small	Spd65_TOT	AllMYr	2,344	0.05%		1.496E-04	3.221E-03	1.172E-03	2.164E-05	2.207E-04	2.030E-04	2.268E+00	2.042E+00
Vh	Kern (SJV)	2020	Annual	T6 instate heavy	Spd65_TOT	AllMYr	2,308	0.04%		1.326E-04	7.269E-03	9.406E-04	2.182E-05	1.648E-04	1.516E-04	2.287E+00	2.058E+00
Vh	Kern (SJV)	2020	Annual	T6 instate small	Spd65_TOT	AllMYr	5,949	0.12%		1.442E-04	3.015E-03	1.130E-03	2.163E-05	2.071E-04	1.905E-04	2.267E+00	2.040E+00
Vh	Kern (SJV)	2020	Annual	T6 OOS heavy	Spd65_TOT	AllMYr	19	0.00%		1.160E-04	3.817E-03	8.745E-04	2.166E-05	1.353E-04	1.245E-04	2.270E+00	2.043E+00
Vh	Kern (SJV)	2020	Annual	T6 OOS small	Spd65_TOT	AllMYr	65	0.00%		1.168E-04	2.053E-03	9.151E-04	2.157E-05	1.435E-04	1.320E-04	2.261E+00	2.035E+00
Vh	Kern (SJV)	2020	Annual	T6 public	Spd65_TOT	AllMYr	246	0.00%		9.988E-05	9.815E-03	5.989E-04	2.197E-05	1.129E-04	1.039E-04	2.303E+00	2.072E+00
Vh	Kern (SJV)	2020	Annual	T6 utility	Spd65_TOT	AllMYr	59	0.00%		8.858E-05	3.446E-03	6.814E-04	2.171E-05	1.000E-04	9.203E-05	2.276E+00	2.048E+00
Vh	Kern (SJV)	2020	Annual	T6TS	Spd65_TOT	AllMYr	1,800	0.03%		1.286E-04	1.560E-03	4.432E-03	0.000E+00	7.147E-07	6.600E-07	1.414E+00	1.273E+00
Vh	Kern (SJV)	2020	Annual	T7 Ag	Spd65_TOT	AllMYr	3,807	0.07%		4.927E-04	1.184E-02	3.139E-03	3.367E-05	4.752E-04	4.372E-04	3.529E+00	3.176E+00
Vh	Kern (SJV)	2020	Annual	T7 CAIRP	Spd65_TOT	AllMYr	31,184	0.60%		2.875E-04	4.991E-03	2.521E-03	3.337E-05	2.643E-04	2.432E-04	3.497E+00	3.148E+00
Vh	Kern (SJV)	2020	Annual	T7 CAIRP construction	Spd65_TOT	AllMYr	1,147	0.02%		2.877E-04	5.081E-03	2.520E-03	3.337E-05	2.643E-04	2.432E-04	3.498E+00	3.148E+00
Vh	Kern (SJV)	2020	Annual	T7 NNOOS	Spd65_TOT	AllMYr	35,080	0.68%		2.437E-04	3.347E-03	2.148E-03	3.332E-05	2.140E-04	1.969E-04	3.492E+00	3.143E+00
Vh	Kern (SJV)	2020	Annual	T7 NOOS	Spd65_TOT	AllMYr	11,356	0.22%		2.874E-04	5.001E-03	2.520E-03	3.337E-05	2.642E-04	2.431E-04	3.497E+00	3.148E+00
Vh	Kern (SJV)	2020	Annual	T7 other port	Spd65_TOT	AllMYr	521	0.01%		6.440E-04	1.506E-02	5.660E-03	3.437E-05	4.094E-04	3.767E-04	3.603E+00	3.243E+00
Vh	Kern (SJV)	2020	Annual	T7 POAK	Spd65_TOT	AllMYr	1,977	0.04%		6.460E-04	1.513E-02	5.678E-03	3.438E-05	4.095E-04	3.768E-04	3.604E+00	3.244E+00
Vh	Kern (SJV)	2020	Annual	T7 POLA	Spd65_TOT	AllMYr	3,241	0.06%		6.360E-04	1.478E-02	5.590E-03	3.434E-05	4.091E-04	3.763E-04	3.599E+00	3.239E+00
Vh	Kern (SJV)	2020	Annual	T7 public	Spd65_TOT	AllMYr	384	0.01%		1.813E-04	2.273E-02	1.118E-03	3.443E-05	1.872E-04	1.722E-04	3.609E+00	3.248E+00
Vh	Kern (SJV)	2020	Annual	T7 Single	Spd65_TOT	AllMYr	2,868	0.06%		2.115E-04	8.408E-03	1.772E-03	3.362E-05	1.970E-04	1.813E-04	3.524E+00	3.172E+00
Vh	Kern (SJV)	2020	Annual	T7 single construction	Spd65_TOT	AllMYr	2,967	0.06%		2.118E-04	8.740E-03	1.769E-03	3.364E-05	1.984E-04	1.825E-04	3.526E+00	3.173E+00
Vh	Kern (SJV)	2020	Annual	T7 SWCV	Spd65_TOT	AllMYr	797	0.02%		1.983E-04	1.541E-02	1.393E-03	3.378E-05	1.772E-04	1.630E-04	3.541E+00	3.187E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor	Spd65_TOT	AllMYr	44,323	0.86%		2.904E-04	8.434E-03	2.470E-03	3.354E-05	2.741E-04	2.521E-04	3.516E+00	3.164E+00
Vh	Kern (SJV)	2020	Annual	T7 tractor construction	Spd65_TOT	AllMYr	2,212	0.04%		2.906E-04	9.291E-03	2.446E-03	3.358E-05	2.761E-04	2.540E-04	3.520E+00	3.168E+00
Vh	Kern (SJV)	2020	Annual	T7 utility	Spd65_TOT	AllMYr	63	0.00%		1.614E-04	8.260E-03	1.362E-03	3.367E-05	1.518E-04	1.396E-04	3.529E+00	3.176E+00
Vh	Kern (SJV)	2020	Annual	T7IS	Spd65_TOT	AllMYr	235	0.00%		7.522E-04	1.313E-02	7.640E-02	0.000E+00	3.405E-07	3.159E-07	1.414E+00	1.273E+00
							5,154,907										

									Tons/Day							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	LDA	Spd70_TOT	AllMYr	1,702,491	48.12%	2.538E-02	1.385E-01	1.077E+00	0.000E+00	3.107E-03	2.881E-03	7.341E+02	4.989E+02
Vh	Kern (SJV)	2020	Annual	LDT1	Spd70_TOT	AllMYr	267,547	7.56%	9.992E-03	5.831E-02	3.992E-01	0.000E+00	7.958E-04	7.379E-04	1.332E+02	9.380E+01
Vh	Kern (SJV)	2020	Annual	LDT2	Spd70_TOT	AllMYr	663,484	18.75%	1.352E-02	8.799E-02	5.661E-01	0.000E+00	1.237E-03	1.147E-03	3.885E+02	2.888E+02
Vh	Kern (SJV)	2020	Annual	MCY	Spd70_TOT	AllMYr	29,051	0.82%	1.741E-01	4.749E-02	2.078E+00	0.000E+00	2.237E-05	1.876E-05	8.045E+00	7.240E+00
Vh	Kern (SJV)	2020	Annual	MDV	Spd70_TOT	AllMYr	875,265	24.74%	3.936E-02	2.282E-01	1.338E+00	0.000E+00	1.808E-03	1.671E-03	6.535E+02	5.094E+02
							3,537,838									

									9.072E-01	MTons/Mile					
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX
Vh	Kern (SJV)	2020	Annual	LDA	Spd70_TOT	AllMYr	1,702,491	48.12%		1.352E-08	7.380E-08	5.740E-07	0.000E+00	1.656E-09	1.535E-09
Vh	Kern (SJV)	2020	Annual	LDT1	Spd70_TOT	AllMYr	267,547	7.56%		3.388E-08	1.977E-07	1.354E-06	0.000E+00	2.698E-09	2.502E-09
Vh	Kern (SJV)	2020	Annual	LDT2	Spd70_TOT	AllMYr	663,484	18.75%		1.849E-08	1.203E-07	7.740E-07	0.000E+00	1.691E-09	1.568E-09
Vh	Kern (SJV)	2020	Annual	MCY	Spd70_TOT	AllMYr	29,051	0.82%		5.435E-06	1.483E-06	6.489E-05	0.000E+00	6.987E-10	5.859E-10
Vh	Kern (SJV)	2020	Annual	MDV	Spd70_TOT	AllMYr	875,265	24.74%		4.079E-08	2.365E-07	1.387E-06	0.000E+00	1.874E-09	1.732E-09
							3,537,838								

RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	LDA	Spd70_TOT	AllMYr	1,702,491	48.12%	3.912E-04	2.659E-04
Vh	Kern (SJV)	2020	Annual	LDT1	Spd70_TOT	AllMYr	267,547	7.56%	4.517E-04	3.181E-04
Vh	Kern (SJV)	2020	Annual	LDT2	Spd70_TOT	AllMYr	663,484	18.75%	5.313E-04	3.949E-04
Vh	Kern (SJV)	2020	Annual	MCY	Spd70_TOT	AllMYr	29,051	0.82%	2.512E-04	2.261E-04
Vh	Kern (SJV)	2020	Annual	MDV	Spd70_TOT	AllMYr	875,265	24.74%	6.774E-04	5.279E-04
							3,537,838			

									2.000E+03	lbs/Mile					
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX
Vh	Kern (SJV)	2020	Annual	LDA	Spd70_TOT	AllMYr	1,702,491	48.12%		2.981E-05	1.627E-04	1.265E-03	0.000E+00	3.650E-06	3.384E-06
Vh	Kern (SJV)	2020	Annual	LDT1	Spd70_TOT	AllMYr	267,547	7.56%		7.469E-05	4.359E-04	2.984E-03	0.000E+00	5.949E-06	5.516E-06
Vh	Kern (SJV)	2020	Annual	LDT2	Spd70_TOT	AllMYr	663,484	18.75%		4.076E-05	2.652E-04	1.706E-03	0.000E+00	3.729E-06	3.458E-06
Vh	Kern (SJV)	2020	Annual	MCY	Spd70_TOT	AllMYr	29,051	0.82%		1.198E-02	3.269E-03	1.430E-01	0.000E+00	1.540E-06	1.292E-06
Vh	Kern (SJV)	2020	Annual	MDV	Spd70_TOT	AllMYr	875,265	24.74%		8.993E-05	5.215E-04	3.058E-03	0.000E+00	4.131E-06	3.818E-06
							3,537,838								

RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent VMT	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2020	Annual	LDA	Spd70_TOT	AllMYr	1,702,491	48.12%	8.624E-01	5.861E-01
Vh	Kern (SJV)	2020	Annual	LDT1	Spd70_TOT	AllMYr	267,547	7.56%	9.959E-01	7.012E-01
Vh	Kern (SJV)	2020	Annual	LDT2	Spd70_TOT	AllMYr	663,484	18.75%	1.171E+00	8.705E-01
Vh	Kern (SJV)	2020	Annual	MCY	Spd70_TOT	AllMYr	29,051	0.82%	5.539E-01	4.985E-01
Vh	Kern (SJV)	2020	Annual	MDV	Spd70_TOT	AllMYr	875,265	24.74%	1.493E+00	1.164E+00
							3,537,838			

										Tons/Day							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	Pop	VMT	Percent of VMT	ROG_ExcludingRunningExhaust	NOx_ExcludingRunningExhaust	CO_ExcludingRunningExhaust	SOx_ExcludingRunningExhaust	PM10_ExcludingRunningExhaust	PM2.5_ExcludingRunningExhaust	CO2_ExcludingRunningExhaust	(Pavley I + LCFS)_ExcludingRunningExhuast
Vh	Kern (SJV)	2035	Annual	All Other Buses	TOT	AllMYr	198	11,617	0.04%	4.585E-05	8.192E-04	5.422E-04	1.554E-06	1.825E-03	7.555E-04	1.629E-01	1.466E-01
Vh	Kern (SJV)	2035	Annual	LDA	TOT	AllMYr	294,255	11,711,704	35.58%	6.190E-01	1.141E-01	1.871E+00	1.553E-03	5.886E-01	2.393E-01	1.523E+02	9.081E+01
Vh	Kern (SJV)	2035	Annual	LDT1	TOT	AllMYr	46,944	1,825,080	5.54%	1.928E-01	2.337E-02	3.786E-01	2.809E-04	9.164E-02	3.721E-02	2.747E+01	1.689E+01
Vh	Kern (SJV)	2035	Annual	LDT2	TOT	AllMYr	108,962	4,474,744	13.59%	4.508E-01	5.839E-02	8.508E-01	7.764E-04	2.247E-01	9.122E-02	7.628E+01	5.196E+01
Vh	Kern (SJV)	2035	Annual	LHD1	TOT	AllMYr	43,796	1,875,651	5.70%	2.975E-01	6.117E-01	1.588E+00	3.564E-04	1.277E-01	5.155E-02	3.297E+01	2.967E+01
Vh	Kern (SJV)	2035	Annual	LHD2	TOT	AllMYr	8,036	341,537	1.04%	2.471E-02	6.696E-02	1.550E-01	4.074E-05	3.115E-02	1.272E-02	3.850E+00	3.465E+00
Vh	Kern (SJV)	2035	Annual	MCY	TOT	AllMYr	17,616	200,642	0.61%	2.171E-01	1.202E-02	4.155E-01	2.473E-05	9.923E-03	3.949E-03	1.566E+00	1.409E+00
Vh	Kern (SJV)	2035	Annual	MDV	TOT	AllMYr	149,688	5,905,520	17.94%	9.151E-01	1.216E-01	1.659E+00	1.323E-03	2.962E-01	1.201E-01	1.296E+02	9.066E+01
Vh	Kern (SJV)	2035	Annual	MH	TOT	AllMYr	6,121	82,690	0.25%	8.907E-04	3.346E-04	2.610E-03	2.414E-07	5.843E-03	2.361E-03	1.963E-02	1.767E-02
Vh	Kern (SJV)	2035	Annual	Motor Coach	TOT	AllMYr	79	11,890	0.04%	1.091E-03	5.665E-03	6.155E-03	9.900E-06	1.882E-03	7.861E-04	1.038E+00	9.340E-01
Vh	Kern (SJV)	2035	Annual	OBUS	TOT	AllMYr	400	24,827	0.08%	1.351E-02	1.632E-02	1.201E-01	1.125E-05	1.230E-03	4.907E-04	9.118E-01	8.206E-01
Vh	Kern (SJV)	2035	Annual	PTO	TOT	AllMYr	0	26,465	0.08%	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
Vh	Kern (SJV)	2035	Annual	SBUS	TOT	AllMYr	713	29,179	0.09%	2.558E-03	1.416E-02	2.221E-02	2.256E-05	1.461E-02	6.214E-03	2.331E+00	2.098E+00
Vh	Kern (SJV)	2035	Annual	T6 Ag	TOT	AllMYr	848	30,179	0.09%	1.961E-04	3.504E-03	2.319E-03	6.648E-06	4.743E-03	1.966E-03	6.968E-01	6.271E-01
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	TOT	AllMYr	24	1,560	0.00%	5.488E-06	9.804E-05	6.490E-05	1.860E-07	2.450E-04	1.014E-04	1.950E-02	1.755E-02
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	TOT	AllMYr	75	5,400	0.02%	1.730E-05	3.091E-04	2.046E-04	5.864E-07	8.480E-04	3.510E-04	6.147E-02	5.532E-02
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	TOT	AllMYr	891	48,899	0.15%	2.062E-04	3.684E-03	2.439E-03	6.991E-06	7.681E-03	3.181E-03	7.327E-01	6.595E-01
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	TOT	AllMYr	2,038	133,812	0.41%	4.716E-04	8.425E-03	5.576E-03	1.598E-05	2.102E-02	8.700E-03	1.675E+00	1.508E+00
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	TOT	AllMYr	2,099	114,836	0.35%	4.858E-04	8.678E-03	5.744E-03	1.647E-05	1.804E-02	7.470E-03	1.726E+00	1.553E+00
Vh	Kern (SJV)	2035	Annual	T6 instate small	TOT	AllMYr	4,773	312,981	0.95%	1.104E-03	1.973E-02	1.306E-02	3.743E-05	4.915E-02	2.035E-02	3.924E+00	3.531E+00
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	TOT	AllMYr	14	894	0.00%	3.146E-06	5.621E-05	3.721E-05	1.067E-07	1.405E-04	5.815E-05	1.118E-02	1.006E-02
Vh	Kern (SJV)	2035	Annual	T6 OOS small	TOT	AllMYr	43	3,096	0.01%	9.919E-06	1.772E-04	1.173E-04	3.362E-07	4.862E-04	2.013E-04	3.524E-02	3.172E-02
Vh	Kern (SJV)	2035	Annual	T6 public	TOT	AllMYr	706	12,602	0.04%	1.524E-04	3.531E-03	1.797E-03	5.528E-06	1.985E-03	8.243E-04	5.794E-01	5.215E-01
Vh	Kern (SJV)	2035	Annual	T6 utility	TOT	AllMYr	164	3,285	0.01%	3.792E-05	6.774E-04	4.484E-04	1.285E-06	5.170E-04	2.146E-04	1.347E-01	1.212E-01
Vh	Kern (SJV)	2035	Annual	T6TS	TOT	AllMYr	1,649	103,828	0.32%	3.172E-02	3.194E-02	2.937E-01	2.968E-05	5.135E-03	2.044E-03	2.450E+00	2.205E+00
Vh	Kern (SJV)	2035	Annual	T7 Ag	TOT	AllMYr	1,481	106,869	0.32%	9.581E-03	4.976E-02	5.405E-02	8.695E-05	1.165E-02	4.306E-03	9.114E+00	8.203E+00
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	TOT	AllMYr	4,935	1,197,117	3.64%	1.773E-01	9.206E-01	1.000E+00	1.609E-03	1.316E-01	4.917E-02	1.686E+02	1.518E+02
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	TOT	AllMYr	203	49,128	0.15%	7.278E-03	3.780E-02	4.106E-02	6.605E-05	5.399E-03	2.018E-03	6.923E+00	6.231E+00
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	TOT	AllMYr	4,874	1,346,712	4.09%	2.173E-01	1.128E+00	1.226E+00	1.972E-03	1.483E-01	5.555E-02	2.067E+02	1.860E+02
Vh	Kern (SJV)	2035	Annual	T7 NOOS	TOT	AllMYr	1,797	435,959	1.32%	8.013E-02	4.161E-01	4.520E-01	7.272E-04	4.814E-02	1.811E-02	7.622E+01	6.860E+01
Vh	Kern (SJV)	2035	Annual	T7 other port	TOT	AllMYr	124	19,443	0.06%	1.029E-03	5.343E-03	5.804E-03	9.337E-06	2.110E-03	7.738E-04	9.787E-01	8.808E-01
Vh	Kern (SJV)	2035	Annual	T7 POAK	TOT	AllMYr	588	120,950	0.37%	8.531E-03	4.430E-02	4.813E-02	7.742E-05	1.316E-02	4.842E-03	8.115E+00	7.304E+00
Vh	Kern (SJV)	2035	Annual	T7 POLA	TOT	AllMYr	1,002	198,280	0.60%	1.717E-02	8.915E-02	9.684E-02	1.558E-04	2.161E-02	7.980E-03	1.633E+01	1.470E+01
Vh	Kern (SJV)	2035	Annual	T7 public	TOT	AllMYr	612	15,195	0.05%	5.298E-03	3.998E-02	2.968E-02	5.427E-05	1.739E-03	6.875E-04	5.688E+00	5.120E+00
Vh	Kern (SJV)	2035	Annual	T7 Single	TOT	AllMYr	1,321	110,084	0.33%	8.551E-03	4.441E-02	4.824E-02	7.760E-05	1.198E-02	4.418E-03	8.134E+00	7.321E+00
Vh	Kern (SJV)	2035	Annual	T7 single construction	TOT	AllMYr	1,527	127,088	0.39%	9.879E-03	5.130E-02	5.573E-02	8.965E-05	1.384E-02	5.100E-03	9.397E+00	8.457E+00
Vh	Kern (SJV)	2035	Annual	T7 SWCV	TOT	AllMYr	631	31,563	0.10%	6.101E-03	3.310E-02	3.442E-02	5.608E-05	3.491E-03	1.317E-03	5.878E+00	5.290E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor	TOT	AllMYr	10,227	1,701,547	5.17%	6.618E-02	3.437E-01	3.734E-01	6.006E-04	1.843E-01	6.740E-02	6.296E+01	5.666E+01
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	TOT	AllMYr	1,177	94,754	0.29%	7.615E-03	3.955E-02	4.296E-02	6.911E-05	1.032E-02	3.806E-03	7.244E+00	6.519E+00
Vh	Kern (SJV)	2035	Annual	T7 utility	TOT	AllMYr	110	2,742	0.01%	1.077E-03	5.591E-03	6.074E-03	9.771E-06	3.111E-04	1.216E-04	1.024E+00	9.217E-01
Vh	Kern (SJV)	2035	Annual	T7IS	TOT	AllMYr	58	9,340	0.03%	1.937E-03	4.696E-03	7.227E-02	1.873E-06	4.612E-04	1.832E-04	6.984E-02	6.286E-02
Vh	Kern (SJV)	2035	Annual	UBUS	TOT	AllMYr	358	60,617	0.18%	2.185E-03	2.538E-03	1.637E-02	8.530E-07	4.411E-02	1.881E-02	5.546E-02	4.992E-02
								32,920,307									

										9.072E-01	MTons/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	Pop	VMT	Percent of VMT		ROG_Excluding RunningExhaust	NOx_ExcludingRunningExhaust	CO_Excluding RunningExhaust	SOx_ExcludingRunningExhaust	PM10_ExcludingRunningExhaust	PM2.5_ExcludingRunning Exhaust	CO2_ExcludingRunningExhaust	(Pavley I + LCFS)_ExcludingRunningExhuast
Vh	Kern (SJV)	2035	Annual	All Other Buses	TOT	AllMYr	198	11,617	0.04%		3.581E-09	6.397E-08	4.234E-08	1.214E-10	1.425E-07	5.900E-08	1.272E-05	1.145E-05
Vh	Kern (SJV)	2035	Annual	LDA	TOT	AllMYr	294,255	11,711,704	35.58%		4.795E-08	8.837E-09	1.449E-07	1.203E-10	4.560E-08	1.853E-08	1.180E-05	7.034E-06
Vh	Kern (SJV)	2035	Annual	LDT1	TOT	AllMYr	46,944	1,825,080	5.54%		9.586E-08	1.161E-08	1.882E-07	1.396E-10	4.555E-08	1.849E-08	1.366E-05	8.393E-06
Vh	Kern (SJV)	2035	Annual	LDT2	TOT	AllMYr	108,962	4,474,744	13.59%		9.139E-08	1.184E-08	1.725E-07	1.574E-10	4.555E-08	1.849E-08	1.546E-05	1.053E-05
Vh	Kern (SJV)	2035	Annual	LHD1	TOT	AllMYr	43,796	1,875,651	5.70%		1.439E-07	2.959E-07	7.681E-07	1.724E-10	6.179E-08	2.493E-08	1.595E-05	1.435E-05
Vh	Kern (SJV)	2035	Annual	LHD2	TOT	AllMYr	8,036	341,537	1.04%		6.563E-08	1.778E-07	4.118E-07	1.082E-10	8.275E-08	3.379E-08	1.023E-05	9.203E-06
Vh	Kern (SJV)	2035	Annual	MCY	TOT	AllMYr	17,616	200,642	0.61%		9.815E-07	5.435E-08	1.879E-06	1.118E-10	4.487E-08	1.785E-08	7.080E-06	6.372E-06
Vh	Kern (SJV)	2035	Annual	MDV	TOT	AllMYr	149,688	5,905,520	17.94%		1.406E-07	1.868E-08	2.549E-07	2.033E-10	4.551E-08	1.845E-08	1.991E-05	1.393E-05
Vh	Kern (SJV)	2035	Annual	MH	TOT	AllMYr	6,121	82,690	0.25%		9.772E-09	3.671E-09	2.863E-08	2.648E-12	6.410E-08	2.590E-08	2.154E-07	1.938E-07
Vh	Kern (SJV)	2035	Annual	Motor Coach	TOT	AllMYr	79	11,890	0.04%		8.323E-08	4.322E-07	4.696E-07	7.554E-10	1.436E-07	5.998E-08	7.917E-05	7.126E-05
Vh	Kern (SJV)	2035	Annual	OBUS	TOT	AllMYr	400	24,827	0.08%		4.937E-07	5.964E-07	4.387E-06	4.111E-10	4.494E-08	1.793E-08	3.332E-05	2.998E-05
Vh	Kern (SJV)	2035	Annual	PTO	TOT	AllMYr	0	26,465	0.08%		0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
Vh	Kern (SJV)	2035	Annual	SBUS	TOT	AllMYr	713	29,179	0.09%		7.953E-08	4.403E-07	6.907E-07	7.013E-10	4.541E-07	1.932E-07	7.246E-05	6.521E-05
Vh	Kern (SJV)	2035	Annual	T6 Ag	TOT	AllMYr	848	30,179	0.09%		5.895E-09	1.053E-07	6.971E-08	1.998E-10	1.426E-07	5.909E-08	2.095E-05	1.885E-05
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	TOT	AllMYr	24	1,560	0.00%		3.192E-09	5.702E-08	3.774E-08	1.082E-10	1.425E-07	5.898E-08	1.134E-05	1.021E-05
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	TOT	AllMYr	75	5,400	0.02%		2.906E-09	5.192E-08	3.437E-08	9.851E-11	1.425E-07	5.897E-08	1.033E-05	9.293E-06
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	TOT	AllMYr	891	48,899	0.15%		3.826E-09	6.836E-08	4.524E-08	1.297E-10	1.425E-07	5.901E-08	1.359E-05	1.223E-05
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	TOT	AllMYr	2,038	133,812	0.41%		3.197E-09	5.711E-08	3.780E-08	1.084E-10	1.425E-07	5.898E-08	1.136E-05	1.022E-05
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	TOT	AllMYr	2,099	114,836	0.35%		3.837E-09	6.856E-08	4.538E-08	1.301E-10	1.425E-07	5.901E-08	1.363E-05	1.227E-05
Vh	Kern (SJV)	2035	Annual	T6 instate small	TOT	AllMYr	4,773	312,981	0.95%		3.201E-09	5.719E-08	3.785E-08	1.085E-10	1.425E-07	5.898E-08	1.137E-05	1.024E-05
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	TOT	AllMYr	14	894	0.00%		3.192E-09	5.702E-08	3.774E-08	1.082E-10	1.425E-07	5.898E-08	1.134E-05	1.021E-05
Vh	Kern (SJV)	2035	Annual	T6 OOS small	TOT	AllMYr	43	3,096	0.01%		2.906E-09	5.192E-08	3.437E-08	9.851E-11	1.425E-07	5.897E-08	1.033E-05	9.293E-06
Vh	Kern (SJV)	2035	Annual	T6 public	TOT	AllMYr	706	12,602	0.04%		1.097E-08	2.542E-07	1.294E-07	3.979E-10	1.429E-07	5.934E-08	4.171E-05	3.754E-05
Vh	Kern (SJV)	2035	Annual	T6 utility	TOT	AllMYr	164	3,285	0.01%		1.047E-08	1.871E-07	1.238E-07	3.549E-10	1.428E-07	5.926E-08	3.720E-05	3.348E-05
Vh	Kern (SJV)	2035	Annual	T6TS	TOT	AllMYr	1,649	103,828	0.32%		2.772E-07	2.791E-07	2.566E-06	2.593E-10	4.487E-08	1.786E-08	2.141E-05	1.927E-05
Vh	Kern (SJV)	2035	Annual	T7 Ag	TOT	AllMYr	1,481	106,869	0.32%		8.133E-08	4.224E-07	4.588E-07	7.381E-10	9.892E-08	3.655E-08	7.737E-05	6.963E-05
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	TOT	AllMYr	4,935	1,197,117	3.64%		1.343E-07	6.977E-07	7.579E-07	1.219E-09	9.970E-08	3.726E-08	1.278E-04	1.150E-04
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	TOT	AllMYr	203	49,128	0.15%		1.344E-07	6.979E-07	7.582E-07	1.220E-09	9.970E-08	3.726E-08	1.278E-04	1.151E-04
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	TOT	AllMYr	4,874	1,346,712	4.09%		1.464E-07	7.602E-07	8.258E-07	1.328E-09	9.987E-08	3.742E-08	1.392E-04	1.253E-04
Vh	Kern (SJV)	2035	Annual	T7 NOOS	TOT	AllMYr	1,797	435,959	1.32%		1.667E-07	8.659E-07	9.406E-07	1.513E-09	1.002E-07	3.769E-08	1.586E-04	1.427E-04
Vh	Kern (SJV)	2035	Annual	T7 other port	TOT	AllMYr	124	19,443	0.06%		4.800E-08	2.493E-07	2.708E-07	4.357E-10	9.844E-08	3.610E-08	4.566E-05	4.110E-05
Vh	Kern (SJV)	2035	Annual	T7 POAK	TOT	AllMYr	588	120,950	0.37%		6.399E-08	3.323E-07	3.610E-07	5.807E-10	9.867E-08	3.632E-08	6.087E-05	5.478E-05
Vh	Kern (SJV)	2035	Annual	T7 POLA	TOT	AllMYr	1,002	198,280	0.60%		7.854E-08	4.079E-07	4.431E-07	7.128E-10	9.888E-08	3.651E-08	7.471E-05	6.724E-05
Vh	Kern (SJV)	2035	Annual	T7 public	TOT	AllMYr	612	15,195	0.05%		3.163E-07	2.387E-06	1.772E-06	3.240E-09	1.038E-07	4.105E-08	3.396E-04	3.057E-04
Vh	Kern (SJV)	2035	Annual	T7 Single	TOT	AllMYr	1,321	110,084	0.33%		7.047E-08	3.660E-07	3.976E-07	6.395E-10	9.877E-08	3.640E-08	6.703E-05	6.033E-05
Vh	Kern (SJV)	2035	Annual	T7 single construction	TOT	AllMYr	1,527	127,088	0.39%		7.052E-08	3.662E-07	3.978E-07	6.400E-10	9.877E-08	3.641E-08	6.708E-05	6.037E-05
Vh	Kern (SJV)	2035	Annual	T7 SWCV	TOT	AllMYr	631	31,563	0.10%		1.754E-07	9.512E-07	9.892E-07	1.612E-09	1.003E-07	3.786E-08	1.689E-04	1.520E-04
Vh	Kern (SJV)	2035	Annual	T7 tractor	TOT	AllMYr	10,227	1,701,547	5.17%		3.529E-08	1.832E-07	1.991E-07	3.202E-10	9.825E-08	3.593E-08	3.357E-05	3.021E-05
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	TOT	AllMYr	1,177	94,754	0.29%		7.290E-08	3.786E-07	4.113E-07	6.616E-10	9.880E-08	3.644E-08	6.935E-05	6.242E-05
Vh	Kern (SJV)	2035	Annual	T7 utility	TOT	AllMYr	110	2,742	0.01%		3.563E-07	1.850E-06	2.010E-06	3.233E-09	1.029E-07	4.024E-08	3.389E-04	3.050E-04
Vh	Kern (SJV)	2035	Annual	T7IS	TOT	AllMYr	58	9,340	0.03%		1.882E-07	4.561E-07	7.020E-06	1.819E-10	4.479E-08	1.779E-08	6.784E-06	6.105E-06
Vh	Kern (SJV)	2035	Annual	UBUS	TOT	AllMYr	358	60,617	0.18%		3.270E-08	3.798E-08	2.450E-07	1.277E-11	6.602E-07	2.815E-07	8.300E-07	7.470E-07
								32,920,307										

										2.000E+03	lbs/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	Pop	VMT	Percent of VMT		ROG_Excluding RunningExhaust	NOx_ExcludingRunningExhaust	CO_Excluding RunningExhaust	SOx_ExcludingRunningExhaust	PM10_ExcludingRunningExhaust	PM2.5_ExcludingRunning Exhaust	CO2_ExcludingRunningExhaust	(Pavley I + LCFS)_ExcludingRunningExhuast
Vh	Kern (SJV)	2035	Annual	All Other Buses	TOT	AllMYr	198	11,617	0.04%		7.894E-06	1.410E-04	9.335E-05	2.676E-07	3.141E-04	1.301E-04	2.805E-02	2.524E-02
Vh	Kern (SJV)	2035	Annual	LDA	TOT	AllMYr	294,255	11,711,704	35.58%		1.057E-04	1.948E-05	3.195E-04	2.652E-07	1.005E-04	4.086E-05	2.600E-02	1.551E-02
Vh	Kern (SJV)	2035	Annual	LDT1	TOT	AllMYr	46,944	1,825,080	5.54%		2.113E-04	2.561E-05	4.149E-04	3.079E-07	1.004E-04	4.077E-05	3.011E-02	1.850E-02
Vh	Kern (SJV)	2035	Annual	LDT2	TOT	AllMYr	108,962	4,474,744	13.59%		2.015E-04	2.610E-05	3.803E-04	3.470E-07	1.004E-04	4.077E-05	3.409E-02	2.322E-02
Vh	Kern (SJV)	2035	Annual	LHD1	TOT	AllMYr	43,796	1,875,651	5.70%		3.173E-04	6.523E-04	1.693E-03	3.800E-07	1.362E-04	5.497E-05	3.516E-02	3.164E-02
Vh	Kern (SJV)	2035	Annual	LHD2	TOT	AllMYr	8,036	341,537	1.04%		1.447E-04	3.921E-04	9.079E-04	2.386E-07	1.824E-04	7.449E-05	2.254E-02	2.029E-02
Vh	Kern (SJV)	2035	Annual	MCY	TOT	AllMYr	17,616	200,642	0.61%		2.164E-03	1.198E-04	4.142E-03	2.466E-07	9.892E-05	3.936E-05	1.561E-02	1.405E-02
Vh	Kern (SJV)	2035	Annual	MDV	TOT	AllMYr	149,688	5,905,520	17.94%		3.099E-04	4.117E-05	5.619E-04	4.481E-07	1.003E-04	4.068E-05	4.389E-02	3.070E-02
Vh	Kern (SJV)	2035	Annual	MH	TOT	AllMYr	6,121	82,690	0.25%		2.154E-05	8.093E-06	6.313E-05	5.838E-09	1.413E-04	5.710E-05	4.748E-04	4.273E-04
Vh	Kern (SJV)	2035	Annual	Motor Coach	TOT	AllMYr	79	11,890	0.04%		1.835E-04	9.529E-04	1.035E-03	1.665E-06	3.165E-04	1.322E-04	1.745E-01	1.571E-01
Vh	Kern (SJV)	2035	Annual	OBUS	TOT	AllMYr	400	24,827	0.08%		1.088E-03	1.315E-03	9.672E-03	9.063E-07	9.908E-05	3.953E-05	7.345E-02	6.610E-02
Vh	Kern (SJV)	2035	Annual	PTO	TOT	AllMYr	0	26,465	0.08%		0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00
Vh	Kern (SJV)	2035	Annual	SBUS	TOT	AllMYr	713	29,179	0.09%		1.753E-04	9.706E-04	1.523E-03	1.546E-06	1.001E-03	4.260E-04	1.597E-01	1.438E-01
Vh	Kern (SJV)	2035	Annual	T6 Ag	TOT	AllMYr	848	30,179	0.09%		1.300E-05	2.322E-04	1.537E-04	4.406E-07	3.144E-04	1.303E-04	4.618E-02	4.156E-02
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	TOT	AllMYr	24	1,560	0.00%		7.036E-06	1.257E-04	8.321E-05	2.385E-07	3.141E-04	1.300E-04	2.500E-02	2.250E-02
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	TOT	AllMYr	75	5,400	0.02%		6.407E-06	1.145E-04	7.577E-05	2.172E-07	3.141E-04	1.300E-04	2.276E-02	2.049E-02
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	TOT	AllMYr	891	48,899	0.15%		8.435E-06	1.507E-04	9.975E-05	2.859E-07	3.142E-04	1.301E-04	2.997E-02	2.697E-02
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	TOT	AllMYr	2,038	133,812	0.41%		7.048E-06	1.259E-04	8.334E-05	2.389E-07	3.141E-04	1.300E-04	2.504E-02	2.254E-02
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	TOT	AllMYr	2,099	114,836	0.35%		8.460E-06	1.511E-04	1.000E-04	2.868E-07	3.142E-04	1.301E-04	3.006E-02	2.705E-02
Vh	Kern (SJV)	2035	Annual	T6 instate small	TOT	AllMYr	4,773	312,981	0.95%		7.057E-06	1.261E-04	8.345E-05	2.392E-07	3.141E-04	1.300E-04	2.507E-02	2.257E-02
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	TOT	AllMYr	14	894	0.00%		7.036E-06	1.257E-04	8.321E-05	2.385E-07	3.141E-04	1.300E-04	2.500E-02	2.250E-02
Vh	Kern (SJV)	2035	Annual	T6 OOS small	TOT	AllMYr	43	3,096	0.01%		6.407E-06	1.145E-04	7.577E-05	2.172E-07	3.141E-04	1.300E-04	2.276E-02	2.049E-02
Vh	Kern (SJV)	2035	Annual	T6 public	TOT	AllMYr	706	12,602	0.04%		2.418E-05	5.605E-04	2.852E-04	8.773E-07	3.150E-04	1.308E-04	9.196E-02	8.276E-02
Vh	Kern (SJV)	2035	Annual	T6 utility	TOT	AllMYr	164	3,285	0.01%		2.308E-05	4.124E-04	2.730E-04	7.825E-07	3.148E-04	1.307E-04	8.202E-02	7.382E-02
Vh	Kern (SJV)	2035	Annual	T6TS	TOT	AllMYr	1,649	103,828	0.32%		6.110E-04	6.153E-04	5.658E-03	5.717E-07	9.891E-05	3.937E-05	4.720E-02	4.248E-02
Vh	Kern (SJV)	2035	Annual	T7 Ag	TOT	AllMYr	1,481	106,869	0.32%		1.793E-04	9.312E-04	1.012E-03	1.627E-06	2.181E-04	8.058E-05	1.706E-01	1.535E-01
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	TOT	AllMYr	4,935	1,197,117	3.64%		2.962E-04	1.538E-03	1.671E-03	2.688E-06	2.198E-04	8.215E-05	2.817E-01	2.536E-01
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	TOT	AllMYr	203	49,128	0.15%		2.963E-04	1.539E-03	1.671E-03	2.689E-06	2.198E-04	8.215E-05	2.818E-01	2.537E-01
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	TOT	AllMYr	4,874	1,346,712	4.09%		3.227E-04	1.676E-03	1.821E-03	2.929E-06	2.202E-04	8.250E-05	3.070E-01	2.763E-01
Vh	Kern (SJV)	2035	Annual	T7 NOOS	TOT	AllMYr	1,797	435,959	1.32%		3.676E-04	1.909E-03	2.074E-03	3.336E-06	2.208E-04	8.310E-05	3.497E-01	3.147E-01
Vh	Kern (SJV)	2035	Annual	T7 other port	TOT	AllMYr	124	19,443	0.06%		1.058E-04	5.496E-04	5.971E-04	9.605E-07	2.170E-04	7.959E-05	1.007E-01	9.061E-02
Vh	Kern (SJV)	2035	Annual	T7 POAK	TOT	AllMYr	588	120,950	0.37%		1.411E-04	7.326E-04	7.958E-04	1.280E-06	2.175E-04	8.007E-05	1.342E-01	1.208E-01
Vh	Kern (SJV)	2035	Annual	T7 POLA	TOT	AllMYr	1,002	198,280	0.60%		1.731E-04	8.992E-04	9.768E-04	1.571E-06	2.180E-04	8.050E-05	1.647E-01	1.482E-01
Vh	Kern (SJV)	2035	Annual	T7 public	TOT	AllMYr	612	15,195	0.05%		6.973E-04	5.262E-03	3.906E-03	7.143E-06	2.289E-04	9.049E-05	7.487E-01	6.738E-01
Vh	Kern (SJV)	2035	Annual	T7 Single	TOT	AllMYr	1,321	110,084	0.33%		1.554E-04	8.068E-04	8.764E-04	1.410E-06	2.177E-04	8.026E-05	1.478E-01	1.330E-01
Vh	Kern (SJV)	2035	Annual	T7 single construction	TOT	AllMYr	1,527	127,088	0.39%		1.555E-04	8.074E-04	8.770E-04	1.411E-06	2.177E-04	8.026E-05	1.479E-01	1.331E-01
Vh	Kern (SJV)	2035	Annual	T7 SWCV	TOT	AllMYr	631	31,563	0.10%		3.866E-04	2.097E-03	2.181E-03	3.553E-06	2.212E-04	8.346E-05	3.724E-01	3.352E-01
Vh	Kern (SJV)	2035	Annual	T7 tractor	TOT	AllMYr	10,227	1,701,547	5.17%		7.779E-05	4.040E-04	4.389E-04	7.060E-07	2.166E-04	7.922E-05	7.400E-02	6.660E-02
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	TOT	AllMYr	1,177	94,754	0.29%		1.607E-04	8.347E-04	9.068E-04	1.459E-06	2.178E-04	8.033E-05	1.529E-01	1.376E-01
Vh	Kern (SJV)	2035	Annual	T7 utility	TOT	AllMYr	110	2,742	0.01%		7.854E-04	4.079E-03	4.431E-03	7.128E-06	2.269E-04	8.870E-05	7.471E-01	6.724E-01
Vh	Kern (SJV)	2035	Annual	T7IS	TOT	AllMYr	58	9,340	0.03%		4.149E-04	1.005E-03	1.548E-02	4.010E-07	9.875E-05	3.922E-05	1.496E-02	1.346E-02
Vh	Kern (SJV)	2035	Annual	UBUS	TOT	AllMYr	358	60,617	0.18%		7.209E-05	8.374E-05	5.402E-04	2.814E-08	1.455E-03	6.206E-04	1.830E-03	1.647E-03
								32,920,307										

									Tons/Day							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd05_TOT	AllMYr	88	0.09%	1.197E-04	3.903E-04	2.123E-04	2.378E-06	4.671E-06	4.297E-06	2.493E-01	2.243E-01
Vh	Kern (SJV)	2035	Annual	LDA	Spd05_TOT	AllMYr	9,055	9.45%	6.241E-04	1.016E-03	1.086E-02	0.000E+00	1.381E-04	1.281E-04	1.123E+01	6.679E+00
Vh	Kern (SJV)	2035	Annual	LDT1	Spd05_TOT	AllMYr	1,411	1.47%	1.168E-04	1.852E-04	1.996E-03	0.000E+00	2.142E-05	1.987E-05	2.034E+00	1.237E+00
Vh	Kern (SJV)	2035	Annual	LDT2	Spd05_TOT	AllMYr	3,460	3.61%	2.956E-04	4.832E-04	4.864E-03	0.000E+00	5.245E-05	4.866E-05	5.836E+00	3.963E+00
Vh	Kern (SJV)	2035	Annual	LHD1	Spd05_TOT	AllMYr	44,839	46.81%	4.214E-03	2.367E-02	5.772E-02	0.000E+00	7.675E-04	7.065E-04	9.650E+01	8.685E+01
Vh	Kern (SJV)	2035	Annual	LHD2	Spd05_TOT	AllMYr	7,175	7.49%	8.961E-04	6.158E-03	1.176E-02	0.000E+00	2.177E-04	2.003E-04	1.110E+01	9.993E+00
Vh	Kern (SJV)	2035	Annual	MCY	Spd05_TOT	AllMYr	155	0.16%	8.114E-04	2.132E-04	4.072E-03	0.000E+00	7.990E-08	7.025E-08	4.555E-02	4.100E-02
Vh	Kern (SJV)	2035	Annual	MDV	Spd05_TOT	AllMYr	4,566	4.77%	5.326E-04	8.618E-04	8.564E-03	0.000E+00	6.738E-05	6.252E-05	9.868E+00	6.860E+00
Vh	Kern (SJV)	2035	Annual	MH	Spd05_TOT	AllMYr	694	0.72%	1.748E-04	1.484E-03	7.106E-04	0.000E+00	1.317E-05	1.212E-05	1.907E+00	1.716E+00
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd05_TOT	AllMYr	37	0.04%	9.575E-05	2.427E-04	1.913E-04	1.532E-06	2.829E-06	2.602E-06	1.606E-01	1.445E-01
Vh	Kern (SJV)	2035	Annual	OBUS	Spd05_TOT	AllMYr	213	0.22%	1.860E-05	3.118E-05	2.794E-04	0.000E+00	2.315E-07	2.148E-07	5.902E-01	5.312E-01
Vh	Kern (SJV)	2035	Annual	SBUS	Spd05_TOT	AllMYr	289	0.30%	4.940E-04	2.344E-03	1.807E-03	4.563E-06	1.223E-05	1.126E-05	8.195E-01	7.376E-01
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd05_TOT	AllMYr	229	0.24%	3.033E-04	9.657E-04	5.378E-04	6.179E-06	1.172E-05	1.079E-05	6.476E-01	5.829E-01
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd05_TOT	AllMYr	12	0.01%	1.369E-05	4.094E-05	2.428E-05	3.193E-07	5.094E-07	4.687E-07	3.347E-02	3.012E-02
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd05_TOT	AllMYr	41	0.04%	4.504E-05	1.303E-04	7.987E-05	1.105E-06	1.647E-06	1.515E-06	1.159E-01	1.043E-01
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd05_TOT	AllMYr	372	0.39%	4.837E-04	1.546E-03	8.577E-04	1.001E-05	1.867E-05	1.718E-05	1.049E+00	9.442E-01
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd05_TOT	AllMYr	1,017	1.06%	1.206E-03	3.664E-03	2.138E-03	2.739E-05	4.526E-05	4.164E-05	2.871E+00	2.584E+00
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd05_TOT	AllMYr	873	0.91%	1.138E-03	3.641E-03	2.018E-03	2.351E-05	4.394E-05	4.042E-05	2.464E+00	2.217E+00
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd05_TOT	AllMYr	2,380	2.48%	2.822E-03	8.579E-03	5.005E-03	6.406E-05	1.059E-04	9.747E-05	6.715E+00	6.044E+00
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd05_TOT	AllMYr	7	0.01%	7.849E-06	2.347E-05	1.392E-05	1.831E-07	2.921E-07	2.687E-07	1.919E-02	1.727E-02
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd05_TOT	AllMYr	24	0.02%	2.582E-05	7.472E-05	4.579E-05	6.337E-07	9.442E-07	8.687E-07	6.643E-02	5.978E-02
Vh	Kern (SJV)	2035	Annual	T6 public	Spd05_TOT	AllMYr	96	0.10%	9.409E-05	4.021E-04	1.659E-04	2.586E-06	4.008E-06	3.687E-06	2.710E-01	2.439E-01
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd05_TOT	AllMYr	25	0.03%	2.308E-05	5.827E-05	4.093E-05	6.724E-07	7.874E-07	7.244E-07	7.048E-02	6.343E-02
Vh	Kern (SJV)	2035	Annual	T6TS	Spd05_TOT	AllMYr	891	0.93%	7.044E-05	1.224E-04	1.071E-03	0.000E+00	9.921E-07	9.205E-07	2.468E+00	2.222E+00
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd05_TOT	AllMYr	331	0.35%	9.110E-04	2.359E-03	1.819E-03	1.377E-05	2.724E-05	2.506E-05	1.443E+00	1.299E+00
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd05_TOT	AllMYr	3,707	3.87%	1.051E-02	2.794E-02	2.101E-02	1.542E-04	3.192E-04	2.937E-04	1.617E+01	1.455E+01
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd05_TOT	AllMYr	152	0.16%	4.315E-04	1.147E-03	8.625E-04	6.330E-06	1.310E-05	1.205E-05	6.635E-01	5.971E-01
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd05_TOT	AllMYr	4,170	4.35%	1.027E-02	2.521E-02	2.050E-02	1.735E-04	2.979E-04	2.741E-04	1.819E+01	1.637E+01
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd05_TOT	AllMYr	1,350	1.41%	3.829E-03	1.017E-02	7.653E-03	5.617E-05	1.163E-04	1.070E-04	5.887E+00	5.299E+00
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd05_TOT	AllMYr	60	0.06%	2.055E-04	5.923E-04	4.112E-04	2.505E-06	6.550E-06	6.026E-06	2.626E-01	2.363E-01
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd05_TOT	AllMYr	375	0.39%	1.278E-03	3.684E-03	2.558E-03	1.558E-05	4.075E-05	3.749E-05	1.633E+00	1.470E+00
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd05_TOT	AllMYr	614	0.64%	2.095E-03	6.040E-03	4.193E-03	2.555E-05	6.680E-05	6.145E-05	2.678E+00	2.410E+00
Vh	Kern (SJV)	2035	Annual	T7 public	Spd05_TOT	AllMYr	47	0.05%	8.918E-05	5.848E-04	1.732E-04	1.971E-06	4.950E-06	4.554E-06	2.066E-01	1.859E-01
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd05_TOT	AllMYr	341	0.36%	7.625E-04	1.753E-03	1.521E-03	1.418E-05	2.132E-05	1.962E-05	1.487E+00	1.338E+00
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd05_TOT	AllMYr	394	0.41%	8.805E-04	2.025E-03	1.757E-03	1.637E-05	2.462E-05	2.265E-05	1.716E+00	1.545E+00
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd05_TOT	AllMYr	98	0.10%	2.070E-04	5.409E-04	4.118E-04	4.071E-06	5.940E-06	5.465E-06	4.267E-01	3.840E-01
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd05_TOT	AllMYr	5,269	5.50%	1.501E-02	3.992E-02	3.000E-02	2.192E-04	4.560E-04	4.195E-04	2.298E+01	2.068E+01
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd05_TOT	AllMYr	293	0.31%	8.377E-04	2.230E-03	1.674E-03	1.221E-05	2.546E-05	2.342E-05	1.280E+00	1.152E+00
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd05_TOT	AllMYr	8	0.01%	1.584E-05	3.113E-05	3.154E-05	3.532E-07	4.071E-07	3.745E-07	3.702E-02	3.332E-02
Vh	Kern (SJV)	2035	Annual	T7IS	Spd05_TOT	AllMYr	34	0.03%	1.026E-04	1.389E-04	4.891E-03	0.000E+00	3.498E-08	3.246E-08	9.283E-02	8.354E-02
Vh	Kern (SJV)	2035	Annual	UBUS	Spd05_TOT	AllMYr	601	0.63%	7.840E-04	6.382E-03	7.030E-03	0.000E+00	1.728E-04	1.590E-04	1.548E+00	1.394E+00
							95,791									

									9.072E-01	MTons/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd05_TOT	AllMYr	88	0.09%		1.230E-06	4.008E-06	2.180E-06	2.442E-08	4.797E-08	4.413E-08	2.560E-03	2.304E-03
Vh	Kern (SJV)	2035	Annual	LDA	Spd05_TOT	AllMYr	9,055	9.45%		6.253E-08	1.018E-07	1.088E-06	0.000E+00	1.383E-08	1.284E-08	1.125E-03	6.692E-04
Vh	Kern (SJV)	2035	Annual	LDT1	Spd05_TOT	AllMYr	1,411	1.47%		7.512E-08	1.190E-07	1.283E-06	0.000E+00	1.377E-08	1.278E-08	1.308E-03	7.954E-04
Vh	Kern (SJV)	2035	Annual	LDT2	Spd05_TOT	AllMYr	3,460	3.61%		7.751E-08	1.267E-07	1.275E-06	0.000E+00	1.375E-08	1.276E-08	1.530E-03	1.039E-03
Vh	Kern (SJV)	2035	Annual	LHD1	Spd05_TOT	AllMYr	44,839	46.81%		8.526E-08	4.788E-07	1.168E-06	0.000E+00	1.553E-08	1.429E-08	1.952E-03	1.757E-03
Vh	Kern (SJV)	2035	Annual	LHD2	Spd05_TOT	AllMYr	7,175	7.49%		1.133E-07	7.786E-07	1.487E-06	0.000E+00	2.752E-08	2.533E-08	1.404E-03	1.263E-03
Vh	Kern (SJV)	2035	Annual	MCY	Spd05_TOT	AllMYr	155	0.16%		4.745E-06	1.247E-06	2.382E-05	0.000E+00	4.672E-10	4.108E-10	2.664E-04	2.398E-04
Vh	Kern (SJV)	2035	Annual	MDV	Spd05_TOT	AllMYr	4,566	4.77%		1.058E-07	1.712E-07	1.702E-06	0.000E+00	1.339E-08	1.242E-08	1.961E-03	1.363E-03
Vh	Kern (SJV)	2035	Annual	MH	Spd05_TOT	AllMYr	694	0.72%		2.287E-07	1.941E-06	9.296E-07	0.000E+00	1.723E-08	1.585E-08	2.495E-03	2.245E-03
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd05_TOT	AllMYr	37	0.04%		2.359E-06	5.981E-06	4.712E-06	3.775E-08	6.970E-08	6.412E-08	3.956E-03	3.561E-03
Vh	Kern (SJV)	2035	Annual	OBUS	Spd05_TOT	AllMYr	213	0.22%		7.920E-08	1.328E-07	1.190E-06	0.000E+00	9.860E-10	9.149E-10	2.514E-03	2.262E-03
Vh	Kern (SJV)	2035	Annual	SBUS	Spd05_TOT	AllMYr	289	0.30%		1.551E-06	7.361E-06	5.674E-06	1.433E-08	3.841E-08	3.535E-08	2.573E-03	2.316E-03
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd05_TOT	AllMYr	229	0.24%		1.199E-06	3.818E-06	2.126E-06	2.443E-08	4.635E-08	4.264E-08	2.560E-03	2.304E-03
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd05_TOT	AllMYr	12	0.01%		1.047E-06	3.131E-06	1.857E-06	2.442E-08	3.896E-08	3.585E-08	2.560E-03	2.304E-03
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd05_TOT	AllMYr	41	0.04%		9.951E-07	2.879E-06	1.765E-06	2.442E-08	3.639E-08	3.347E-08	2.560E-03	2.304E-03
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd05_TOT	AllMYr	372	0.39%		1.180E-06	3.773E-06	2.093E-06	2.442E-08	4.555E-08	4.191E-08	2.560E-03	2.304E-03
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd05_TOT	AllMYr	1,017	1.06%		1.075E-06	3.267E-06	1.907E-06	2.442E-08	4.035E-08	3.712E-08	2.560E-03	2.304E-03
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd05_TOT	AllMYr	873	0.91%		1.182E-06	3.782E-06	2.096E-06	2.442E-08	4.565E-08	4.199E-08	2.560E-03	2.304E-03
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd05_TOT	AllMYr	2,380	2.48%		1.076E-06	3.270E-06	1.908E-06	2.442E-08	4.039E-08	3.716E-08	2.560E-03	2.304E-03
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd05_TOT	AllMYr	7	0.01%		1.047E-06	3.131E-06	1.857E-06	2.442E-08	3.896E-08	3.585E-08	2.560E-03	2.304E-03
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd05_TOT	AllMYr	24	0.02%		9.951E-07	2.879E-06	1.765E-06	2.442E-08	3.639E-08	3.347E-08	2.560E-03	2.304E-03
Vh	Kern (SJV)	2035	Annual	T6 public	Spd05_TOT	AllMYr	96	0.10%		8.908E-07	3.807E-06	1.571E-06	2.448E-08	3.795E-08	3.491E-08	2.566E-03	2.310E-03
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd05_TOT	AllMYr	25	0.03%		8.383E-07	2.116E-06	1.486E-06	2.442E-08	2.860E-08	2.631E-08	2.560E-03	2.304E-03
Vh	Kern (SJV)	2035	Annual	T6TS	Spd05_TOT	AllMYr	891	0.93%		7.173E-08	1.246E-07	1.090E-06	0.000E+00	1.010E-09	9.374E-10	2.514E-03	2.262E-03
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd05_TOT	AllMYr	331	0.35%		2.497E-06	6.468E-06	4.987E-06	3.775E-08	7.467E-08	6.870E-08	3.957E-03	3.561E-03
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd05_TOT	AllMYr	3,707	3.87%		2.573E-06	6.837E-06	5.143E-06	3.775E-08	7.813E-08	7.188E-08	3.956E-03	3.561E-03
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd05_TOT	AllMYr	152	0.16%		2.573E-06	6.837E-06	5.143E-06	3.775E-08	7.813E-08	7.188E-08	3.956E-03	3.561E-03
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd05_TOT	AllMYr	4,170	4.35%		2.234E-06	5.484E-06	4.460E-06	3.775E-08	6.480E-08	5.962E-08	3.956E-03	3.561E-03
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd05_TOT	AllMYr	1,350	1.41%		2.573E-06	6.837E-06	5.143E-06	3.775E-08	7.813E-08	7.188E-08	3.956E-03	3.561E-03
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd05_TOT	AllMYr	60	0.06%		3.096E-06	8.924E-06	6.196E-06	3.775E-08	9.869E-08	9.080E-08	3.956E-03	3.561E-03
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd05_TOT	AllMYr	375	0.39%		3.096E-06	8.924E-06	6.196E-06	3.775E-08	9.869E-08	9.080E-08	3.956E-03	3.561E-03
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd05_TOT	AllMYr	614	0.64%		3.096E-06	8.924E-06	6.196E-06	3.775E-08	9.869E-08	9.080E-08	3.956E-03	3.561E-03
Vh	Kern (SJV)	2035	Annual	T7 public	Spd05_TOT	AllMYr	47	0.05%		1.720E-06	1.127E-05	3.340E-06	3.800E-08	9.544E-08	8.780E-08	3.983E-03	3.584E-03
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd05_TOT	AllMYr	341	0.36%		2.029E-06	4.665E-06	4.048E-06	3.775E-08	5.674E-08	5.220E-08	3.956E-03	3.561E-03
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd05_TOT	AllMYr	394	0.41%		2.030E-06	4.667E-06	4.049E-06	3.775E-08	5.676E-08	5.222E-08	3.956E-03	3.561E-03
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd05_TOT	AllMYr	98	0.10%		1.921E-06	5.020E-06	3.822E-06	3.778E-08	5.513E-08	5.072E-08	3.960E-03	3.564E-03
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd05_TOT	AllMYr	5,269	5.50%		2.585E-06	6.874E-06	5.166E-06	3.775E-08	7.850E-08	7.222E-08	3.956E-03	3.561E-03
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd05_TOT	AllMYr	293	0.31%		2.590E-06	6.895E-06	5.177E-06	3.775E-08	7.872E-08	7.242E-08	3.956E-03	3.561E-03
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd05_TOT	AllMYr	8	0.01%		1.692E-06	3.327E-06	3.370E-06	3.775E-08	4.350E-08	4.002E-08	3.956E-03	3.561E-03
Vh	Kern (SJV)	2035	Annual	T7IS	Spd05_TOT	AllMYr	34	0.03%		2.778E-06	3.761E-06	1.324E-04	0.000E+00	9.472E-10	8.788E-10	2.514E-03	2.262E-03
Vh	Kern (SJV)	2035	Annual	UBUS	Spd05_TOT	AllMYr	601	0.63%		1.184E-06	9.637E-06	1.062E-05	0.000E+00	2.610E-07	2.401E-07	2.338E-03	2.104E-03
							95,791										

									2.000E+03	lbs/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd05_TOT	AllMYr	88	0.09%		2.711E-03	8.837E-03	4.807E-03	5.384E-05	1.058E-04	9.730E-05	5.644E+00	5.079E+00
Vh	Kern (SJV)	2035	Annual	LDA	Spd05_TOT	AllMYr	9,055	9.45%		1.378E-04	2.245E-04	2.398E-03	0.000E+00	3.050E-05	2.830E-05	2.481E+00	1.475E+00
Vh	Kern (SJV)	2035	Annual	LDT1	Spd05_TOT	AllMYr	1,411	1.47%		1.656E-04	2.624E-04	2.829E-03	0.000E+00	3.036E-05	2.817E-05	2.884E+00	1.754E+00
Vh	Kern (SJV)	2035	Annual	LDT2	Spd05_TOT	AllMYr	3,460	3.61%		1.709E-04	2.793E-04	2.812E-03	0.000E+00	3.032E-05	2.813E-05	3.374E+00	2.291E+00
Vh	Kern (SJV)	2035	Annual	LHD1	Spd05_TOT	AllMYr	44,839	46.81%		1.880E-04	1.056E-03	2.574E-03	0.000E+00	3.423E-05	3.151E-05	4.304E+00	3.874E+00
Vh	Kern (SJV)	2035	Annual	LHD2	Spd05_TOT	AllMYr	7,175	7.49%		2.498E-04	1.717E-03	3.278E-03	0.000E+00	6.068E-05	5.584E-05	3.095E+00	2.785E+00
Vh	Kern (SJV)	2035	Annual	MCY	Spd05_TOT	AllMYr	155	0.16%		1.046E-02	2.749E-03	5.251E-02	0.000E+00	1.030E-06	9.058E-07	5.873E-01	5.286E-01
Vh	Kern (SJV)	2035	Annual	MDV	Spd05_TOT	AllMYr	4,566	4.77%		2.333E-04	3.775E-04	3.752E-03	0.000E+00	2.952E-05	2.739E-05	4.323E+00	3.005E+00
Vh	Kern (SJV)	2035	Annual	MH	Spd05_TOT	AllMYr	694	0.72%		5.041E-04	4.278E-03	2.049E-03	0.000E+00	3.798E-05	3.495E-05	5.500E+00	4.950E+00
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd05_TOT	AllMYr	37	0.04%		5.201E-03	1.319E-02	1.039E-02	8.322E-05	1.537E-04	1.414E-04	8.722E+00	7.850E+00
Vh	Kern (SJV)	2035	Annual	OBUS	Spd05_TOT	AllMYr	213	0.22%		1.746E-04	2.927E-04	2.623E-03	0.000E+00	2.174E-06	2.017E-06	5.541E+00	4.987E+00
Vh	Kern (SJV)	2035	Annual	SBUS	Spd05_TOT	AllMYr	289	0.30%		3.419E-03	1.623E-02	1.251E-02	3.159E-05	8.469E-05	7.794E-05	5.673E+00	5.106E+00
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd05_TOT	AllMYr	229	0.24%		2.643E-03	8.417E-03	4.688E-03	5.385E-05	1.022E-04	9.400E-05	5.645E+00	5.080E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd05_TOT	AllMYr	12	0.01%		2.309E-03	6.903E-03	4.094E-03	5.384E-05	8.590E-05	7.903E-05	5.643E+00	5.079E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd05_TOT	AllMYr	41	0.04%		2.194E-03	6.348E-03	3.890E-03	5.384E-05	8.022E-05	7.380E-05	5.643E+00	5.079E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd05_TOT	AllMYr	372	0.39%		2.602E-03	8.319E-03	4.614E-03	5.384E-05	1.004E-04	9.239E-05	5.643E+00	5.079E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd05_TOT	AllMYr	1,017	1.06%		2.370E-03	7.203E-03	4.203E-03	5.384E-05	8.896E-05	8.185E-05	5.643E+00	5.079E+00
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd05_TOT	AllMYr	873	0.91%		2.606E-03	8.339E-03	4.622E-03	5.384E-05	1.006E-04	9.258E-05	5.643E+00	5.079E+00
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd05_TOT	AllMYr	2,380	2.48%		2.372E-03	7.210E-03	4.206E-03	5.384E-05	8.904E-05	8.191E-05	5.643E+00	5.079E+00
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd05_TOT	AllMYr	7	0.01%		2.309E-03	6.903E-03	4.094E-03	5.384E-05	8.590E-05	7.903E-05	5.643E+00	5.079E+00
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd05_TOT	AllMYr	24	0.02%		2.194E-03	6.348E-03	3.890E-03	5.384E-05	8.022E-05	7.380E-05	5.643E+00	5.079E+00
Vh	Kern (SJV)	2035	Annual	T6 public	Spd05_TOT	AllMYr	96	0.10%		1.964E-03	8.392E-03	3.462E-03	5.397E-05	8.366E-05	7.697E-05	5.657E+00	5.092E+00
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd05_TOT	AllMYr	25	0.03%		1.848E-03	4.666E-03	3.277E-03	5.384E-05	6.304E-05	5.800E-05	5.643E+00	5.079E+00
Vh	Kern (SJV)	2035	Annual	T6TS	Spd05_TOT	AllMYr	891	0.93%		1.581E-04	2.748E-04	2.403E-03	0.000E+00	2.227E-06	2.067E-06	5.541E+00	4.987E+00
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd05_TOT	AllMYr	331	0.35%		5.506E-03	1.426E-02	1.099E-02	8.323E-05	1.646E-04	1.515E-04	8.724E+00	7.851E+00
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd05_TOT	AllMYr	3,707	3.87%		5.672E-03	1.507E-02	1.134E-02	8.321E-05	1.722E-04	1.585E-04	8.722E+00	7.850E+00
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd05_TOT	AllMYr	152	0.16%		5.672E-03	1.507E-02	1.134E-02	8.321E-05	1.723E-04	1.585E-04	8.722E+00	7.850E+00
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd05_TOT	AllMYr	4,170	4.35%		4.925E-03	1.209E-02	9.833E-03	8.321E-05	1.429E-04	1.314E-04	8.722E+00	7.850E+00
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd05_TOT	AllMYr	1,350	1.41%		5.672E-03	1.507E-02	1.134E-02	8.321E-05	1.722E-04	1.585E-04	8.722E+00	7.850E+00
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd05_TOT	AllMYr	60	0.06%		6.825E-03	1.967E-02	1.366E-02	8.321E-05	2.176E-04	2.002E-04	8.722E+00	7.850E+00
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd05_TOT	AllMYr	375	0.39%		6.825E-03	1.967E-02	1.366E-02	8.321E-05	2.176E-04	2.002E-04	8.722E+00	7.850E+00
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd05_TOT	AllMYr	614	0.64%		6.825E-03	1.967E-02	1.366E-02	8.321E-05	2.176E-04	2.002E-04	8.722E+00	7.850E+00
Vh	Kern (SJV)	2035	Annual	T7 public	Spd05_TOT	AllMYr	47	0.05%		3.791E-03	2.486E-02	7.364E-03	8.377E-05	2.104E-04	1.936E-04	8.780E+00	7.902E+00
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd05_TOT	AllMYr	341	0.36%		4.474E-03	1.029E-02	8.925E-03	8.322E-05	1.251E-04	1.151E-04	8.722E+00	7.850E+00
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd05_TOT	AllMYr	394	0.41%		4.475E-03	1.029E-02	8.927E-03	8.322E-05	1.251E-04	1.151E-04	8.722E+00	7.850E+00
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd05_TOT	AllMYr	98	0.10%		4.236E-03	1.107E-02	8.427E-03	8.330E-05	1.215E-04	1.118E-04	8.731E+00	7.858E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd05_TOT	AllMYr	5,269	5.50%		5.698E-03	1.515E-02	1.139E-02	8.322E-05	1.731E-04	1.592E-04	8.723E+00	7.850E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd05_TOT	AllMYr	293	0.31%		5.710E-03	1.520E-02	1.141E-02	8.322E-05	1.735E-04	1.597E-04	8.723E+00	7.850E+00
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd05_TOT	AllMYr	8	0.01%		3.731E-03	7.335E-03	7.430E-03	8.322E-05	9.591E-05	8.823E-05	8.722E+00	7.850E+00
Vh	Kern (SJV)	2035	Annual	T7IS	Spd05_TOT	AllMYr	34	0.03%		6.125E-03	8.291E-03	2.920E-01	0.000E+00	2.088E-06	1.937E-06	5.541E+00	4.987E+00
Vh	Kern (SJV)	2035	Annual	UBUS	Spd05_TOT	AllMYr	601	0.63%		2.610E-03	2.125E-02	2.341E-02	0.000E+00	5.754E-04	5.294E-04	5.155E+00	4.640E+00
							95,791										

									Tons/Day							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd10_TOT	AllMYr	428	0.13%	3.371E-04	1.420E-03	6.403E-04	9.510E-06	2.074E-05	1.908E-05	9.968E-01	8.971E-01
Vh	Kern (SJV)	2035	Annual	LDA	Spd10_TOT	AllMYr	33,511	10.46%	1.459E-03	3.264E-03	3.672E-02	0.000E+00	3.218E-04	2.986E-04	3.089E+01	1.837E+01
Vh	Kern (SJV)	2035	Annual	LDT1	Spd10_TOT	AllMYr	5,222	1.63%	2.743E-04	5.925E-04	6.733E-03	0.000E+00	4.994E-05	4.634E-05	5.595E+00	3.402E+00
Vh	Kern (SJV)	2035	Annual	LDT2	Spd10_TOT	AllMYr	12,804	4.00%	6.916E-04	1.549E-03	1.644E-02	0.000E+00	1.222E-04	1.134E-04	1.605E+01	1.090E+01
Vh	Kern (SJV)	2035	Annual	LHD1	Spd10_TOT	AllMYr	126,963	39.62%	1.110E-02	7.033E-02	1.433E-01	0.000E+00	2.220E-03	2.043E-03	2.148E+02	1.933E+02
Vh	Kern (SJV)	2035	Annual	LHD2	Spd10_TOT	AllMYr	21,677	6.76%	2.535E-03	1.849E-02	3.113E-02	0.000E+00	6.371E-04	5.862E-04	2.644E+01	2.380E+01
Vh	Kern (SJV)	2035	Annual	MCY	Spd10_TOT	AllMYr	574	0.18%	2.594E-03	7.685E-04	1.383E-02	0.000E+00	2.544E-07	2.234E-07	1.533E-01	1.380E-01
Vh	Kern (SJV)	2035	Annual	MDV	Spd10_TOT	AllMYr	16,898	5.27%	1.251E-03	2.747E-03	2.891E-02	0.000E+00	1.571E-04	1.457E-04	2.713E+01	1.886E+01
Vh	Kern (SJV)	2035	Annual	MH	Spd10_TOT	AllMYr	3,453	1.08%	6.493E-04	6.247E-03	2.823E-03	0.000E+00	5.602E-05	5.156E-05	7.850E+00	7.065E+00
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd10_TOT	AllMYr	140	0.04%	2.115E-04	6.930E-04	4.524E-04	4.805E-06	9.851E-06	9.063E-06	5.037E-01	4.533E-01
Vh	Kern (SJV)	2035	Annual	OBUS	Spd10_TOT	AllMYr	1,067	0.33%	7.504E-05	1.602E-04	1.133E-03	0.000E+00	9.339E-07	8.665E-07	2.395E+00	2.155E+00
Vh	Kern (SJV)	2035	Annual	SBUS	Spd10_TOT	AllMYr	1,013	0.32%	1.068E-03	6.258E-03	4.651E-03	1.321E-05	3.914E-05	3.602E-05	2.354E+00	2.118E+00
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd10_TOT	AllMYr	1,111	0.35%	8.542E-04	3.515E-03	1.622E-03	2.471E-05	5.205E-05	4.789E-05	2.590E+00	2.331E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd10_TOT	AllMYr	57	0.02%	3.856E-05	1.490E-04	7.322E-05	1.277E-06	2.262E-06	2.081E-06	1.338E-01	1.205E-01
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd10_TOT	AllMYr	199	0.06%	1.268E-04	4.743E-04	2.409E-04	4.420E-06	7.312E-06	6.727E-06	4.633E-01	4.170E-01
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd10_TOT	AllMYr	1,800	0.56%	1.362E-03	5.629E-03	2.587E-03	4.003E-05	8.289E-05	7.626E-05	4.196E+00	3.776E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd10_TOT	AllMYr	4,926	1.54%	3.396E-03	1.334E-02	6.449E-03	1.095E-04	2.009E-04	1.849E-04	1.148E+01	1.033E+01
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd10_TOT	AllMYr	4,227	1.32%	3.204E-03	1.325E-02	6.085E-03	9.400E-05	1.951E-04	1.795E-04	9.853E+00	8.868E+00
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd10_TOT	AllMYr	11,521	3.60%	7.948E-03	3.123E-02	1.509E-02	2.562E-04	4.704E-04	4.328E-04	2.685E+01	2.417E+01
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd10_TOT	AllMYr	33	0.01%	2.210E-05	8.543E-05	4.198E-05	7.321E-07	1.297E-06	1.193E-06	7.673E-02	6.906E-02
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd10_TOT	AllMYr	114	0.04%	7.273E-05	2.719E-04	1.381E-04	2.534E-06	4.192E-06	3.857E-06	2.656E-01	2.391E-01
Vh	Kern (SJV)	2035	Annual	T6 public	Spd10_TOT	AllMYr	464	0.14%	2.650E-04	1.429E-03	5.018E-04	1.034E-05	1.692E-05	1.557E-05	1.084E+00	9.755E-01
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd10_TOT	AllMYr	121	0.04%	6.500E-05	2.121E-04	1.234E-04	2.689E-06	3.496E-06	3.216E-06	2.819E-01	2.537E-01
Vh	Kern (SJV)	2035	Annual	T6TS	Spd10_TOT	AllMYr	4,462	1.39%	2.842E-04	6.289E-04	4.343E-03	0.000E+00	4.002E-06	3.713E-06	1.002E+01	9.014E+00
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd10_TOT	AllMYr	1,257	0.39%	2.012E-03	6.736E-03	4.303E-03	4.320E-05	9.486E-05	8.728E-05	4.528E+00	4.075E+00
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd10_TOT	AllMYr	14,076	4.39%	2.322E-02	7.975E-02	4.971E-02	4.838E-04	1.112E-03	1.023E-03	5.071E+01	4.564E+01
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd10_TOT	AllMYr	578	0.18%	9.531E-04	3.273E-03	2.040E-03	1.985E-05	4.563E-05	4.198E-05	2.081E+00	1.873E+00
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd10_TOT	AllMYr	15,835	4.94%	2.268E-02	7.196E-02	4.850E-02	5.443E-04	1.037E-03	9.544E-04	5.705E+01	5.134E+01
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd10_TOT	AllMYr	5,126	1.60%	8.457E-03	2.904E-02	1.810E-02	1.762E-04	4.049E-04	3.725E-04	1.847E+01	1.662E+01
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd10_TOT	AllMYr	229	0.07%	4.538E-04	1.691E-03	9.727E-04	7.858E-06	2.281E-05	2.099E-05	8.236E-01	7.412E-01
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd10_TOT	AllMYr	1,422	0.44%	2.823E-03	1.052E-02	6.051E-03	4.888E-05	1.419E-04	1.305E-04	5.123E+00	4.611E+00
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd10_TOT	AllMYr	2,331	0.73%	4.628E-03	1.724E-02	9.919E-03	8.013E-05	2.326E-04	2.140E-04	8.399E+00	7.559E+00
Vh	Kern (SJV)	2035	Annual	T7 public	Spd10_TOT	AllMYr	179	0.06%	1.972E-04	1.557E-03	4.155E-04	6.182E-06	1.464E-05	1.347E-05	6.479E-01	5.831E-01
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd10_TOT	AllMYr	1,294	0.40%	1.684E-03	5.004E-03	3.599E-03	4.449E-05	7.425E-05	6.831E-05	4.663E+00	4.197E+00
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd10_TOT	AllMYr	1,494	0.47%	1.945E-03	5.780E-03	4.155E-03	5.136E-05	8.575E-05	7.889E-05	5.384E+00	4.845E+00
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd10_TOT	AllMYr	371	0.12%	4.573E-04	1.530E-03	9.752E-04	1.277E-05	2.035E-05	1.873E-05	1.338E+00	1.205E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd10_TOT	AllMYr	20,007	6.24%	3.316E-02	1.140E-01	7.097E-02	6.877E-04	1.588E-03	1.461E-03	7.208E+01	6.487E+01
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd10_TOT	AllMYr	1,114	0.35%	1.850E-03	6.367E-03	3.961E-03	3.829E-05	8.867E-05	8.157E-05	4.014E+00	3.613E+00
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd10_TOT	AllMYr	32	0.01%	3.498E-05	8.888E-05	7.460E-05	1.108E-06	1.418E-06	1.304E-06	1.161E-01	1.045E-01
Vh	Kern (SJV)	2035	Annual	T7IS	Spd10_TOT	AllMYr	164	0.05%	4.090E-04	6.945E-04	1.947E-02	0.000E+00	1.381E-07	1.281E-07	3.686E-01	3.318E-01
Vh	Kern (SJV)	2035	Annual	UBUS	Spd10_TOT	AllMYr	2,156	0.67%	2.332E-03	2.011E-02	2.022E-02	0.000E+00	5.260E-04	4.839E-04	5.290E+00	4.761E+00
							320,448									

									9.072E-01	MTons/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd10_TOT	AllMYr	428	0.13%		7.153E-07	3.014E-06	1.358E-06	2.018E-08	4.400E-08	4.048E-08	2.115E-03	1.903E-03
Vh	Kern (SJV)	2035	Annual	LDA	Spd10_TOT	AllMYr	33,511	10.46%		3.950E-08	8.836E-08	9.942E-07	0.000E+00	8.712E-09	8.083E-09	8.362E-04	4.973E-04
Vh	Kern (SJV)	2035	Annual	LDT1	Spd10_TOT	AllMYr	5,222	1.63%		4.766E-08	1.029E-07	1.170E-06	0.000E+00	8.676E-09	8.050E-09	9.719E-04	5.910E-04
Vh	Kern (SJV)	2035	Annual	LDT2	Spd10_TOT	AllMYr	12,804	4.00%		4.900E-08	1.097E-07	1.165E-06	0.000E+00	8.658E-09	8.033E-09	1.137E-03	7.721E-04
Vh	Kern (SJV)	2035	Annual	LHD1	Spd10_TOT	AllMYr	126,963	39.62%		7.934E-08	5.025E-07	1.024E-06	0.000E+00	1.586E-08	1.460E-08	1.535E-03	1.381E-03
Vh	Kern (SJV)	2035	Annual	LHD2	Spd10_TOT	AllMYr	21,677	6.76%		1.061E-07	7.740E-07	1.303E-06	0.000E+00	2.666E-08	2.453E-08	1.107E-03	9.959E-04
Vh	Kern (SJV)	2035	Annual	MCY	Spd10_TOT	AllMYr	574	0.18%		4.098E-06	1.214E-06	2.186E-05	0.000E+00	4.020E-10	3.530E-10	2.423E-04	2.181E-04
Vh	Kern (SJV)	2035	Annual	MDV	Spd10_TOT	AllMYr	16,898	5.27%		6.715E-08	1.475E-07	1.552E-06	0.000E+00	8.432E-09	7.824E-09	1.457E-03	1.013E-03
Vh	Kern (SJV)	2035	Annual	MH	Spd10_TOT	AllMYr	3,453	1.08%		1.706E-07	1.641E-06	7.417E-07	0.000E+00	1.472E-08	1.355E-08	2.063E-03	1.856E-03
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd10_TOT	AllMYr	140	0.04%		1.372E-06	4.496E-06	2.936E-06	3.118E-08	6.392E-08	5.881E-08	3.268E-03	2.941E-03
Vh	Kern (SJV)	2035	Annual	OBUS	Spd10_TOT	AllMYr	1,067	0.33%		6.380E-08	1.362E-07	9.636E-07	0.000E+00	7.940E-10	7.367E-10	2.036E-03	1.833E-03
Vh	Kern (SJV)	2035	Annual	SBUS	Spd10_TOT	AllMYr	1,013	0.32%		9.569E-07	5.606E-06	4.167E-06	1.184E-08	3.506E-08	3.227E-08	2.108E-03	1.898E-03
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd10_TOT	AllMYr	1,111	0.35%		6.975E-07	2.870E-06	1.325E-06	2.018E-08	4.251E-08	3.910E-08	2.115E-03	1.904E-03
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd10_TOT	AllMYr	57	0.02%		6.092E-07	2.354E-06	1.157E-06	2.017E-08	3.573E-08	3.288E-08	2.115E-03	1.903E-03
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd10_TOT	AllMYr	199	0.06%		5.789E-07	2.165E-06	1.099E-06	2.017E-08	3.337E-08	3.070E-08	2.115E-03	1.903E-03
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd10_TOT	AllMYr	1,800	0.56%		6.866E-07	2.837E-06	1.304E-06	2.017E-08	4.178E-08	3.843E-08	2.115E-03	1.903E-03
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd10_TOT	AllMYr	4,926	1.54%		6.254E-07	2.456E-06	1.188E-06	2.017E-08	3.701E-08	3.405E-08	2.115E-03	1.903E-03
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd10_TOT	AllMYr	4,227	1.32%		6.877E-07	2.844E-06	1.306E-06	2.017E-08	4.186E-08	3.852E-08	2.115E-03	1.903E-03
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd10_TOT	AllMYr	11,521	3.60%		6.258E-07	2.459E-06	1.189E-06	2.017E-08	3.704E-08	3.408E-08	2.115E-03	1.903E-03
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd10_TOT	AllMYr	33	0.01%		6.092E-07	2.354E-06	1.157E-06	2.017E-08	3.573E-08	3.288E-08	2.115E-03	1.903E-03
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd10_TOT	AllMYr	114	0.04%		5.789E-07	2.165E-06	1.099E-06	2.017E-08	3.337E-08	3.070E-08	2.115E-03	1.903E-03
Vh	Kern (SJV)	2035	Annual	T6 public	Spd10_TOT	AllMYr	464	0.14%		5.183E-07	2.795E-06	9.813E-07	2.022E-08	3.310E-08	3.045E-08	2.120E-03	1.908E-03
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd10_TOT	AllMYr	121	0.04%		4.876E-07	1.591E-06	9.261E-07	2.017E-08	2.623E-08	2.413E-08	2.115E-03	1.903E-03
Vh	Kern (SJV)	2035	Annual	T6TS	Spd10_TOT	AllMYr	4,462	1.39%		5.778E-08	1.279E-07	8.829E-07	0.000E+00	8.136E-10	7.549E-10	2.036E-03	1.833E-03
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd10_TOT	AllMYr	1,257	0.39%		1.453E-06	4.863E-06	3.107E-06	3.119E-08	6.849E-08	6.301E-08	3.269E-03	2.942E-03
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd10_TOT	AllMYr	14,076	4.39%		1.497E-06	5.140E-06	3.204E-06	3.118E-08	7.165E-08	6.592E-08	3.268E-03	2.941E-03
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd10_TOT	AllMYr	578	0.18%		1.497E-06	5.140E-06	3.204E-06	3.118E-08	7.166E-08	6.593E-08	3.268E-03	2.941E-03
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd10_TOT	AllMYr	15,835	4.94%		1.299E-06	4.123E-06	2.779E-06	3.118E-08	5.943E-08	5.468E-08	3.268E-03	2.941E-03
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd10_TOT	AllMYr	5,126	1.60%		1.497E-06	5.140E-06	3.204E-06	3.118E-08	7.165E-08	6.592E-08	3.268E-03	2.941E-03
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd10_TOT	AllMYr	229	0.07%		1.801E-06	6.709E-06	3.860E-06	3.118E-08	9.052E-08	8.327E-08	3.268E-03	2.941E-03
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd10_TOT	AllMYr	1,422	0.44%		1.801E-06	6.709E-06	3.860E-06	3.118E-08	9.052E-08	8.327E-08	3.268E-03	2.941E-03
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd10_TOT	AllMYr	2,331	0.73%		1.801E-06	6.709E-06	3.860E-06	3.118E-08	9.052E-08	8.327E-08	3.268E-03	2.941E-03
Vh	Kern (SJV)	2035	Annual	T7 public	Spd10_TOT	AllMYr	179	0.06%		1.001E-06	7.907E-06	2.110E-06	3.139E-08	7.436E-08	6.841E-08	3.290E-03	2.961E-03
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd10_TOT	AllMYr	1,294	0.40%		1.180E-06	3.507E-06	2.522E-06	3.118E-08	5.204E-08	4.788E-08	3.268E-03	2.941E-03
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd10_TOT	AllMYr	1,494	0.47%		1.181E-06	3.509E-06	2.523E-06	3.118E-08	5.206E-08	4.789E-08	3.268E-03	2.941E-03
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd10_TOT	AllMYr	371	0.12%		1.118E-06	3.740E-06	2.384E-06	3.121E-08	4.976E-08	4.577E-08	3.272E-03	2.945E-03
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd10_TOT	AllMYr	20,007	6.24%		1.504E-06	5.168E-06	3.218E-06	3.118E-08	7.200E-08	6.624E-08	3.268E-03	2.942E-03
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd10_TOT	AllMYr	1,114	0.35%		1.507E-06	5.184E-06	3.225E-06	3.118E-08	7.220E-08	6.642E-08	3.268E-03	2.942E-03
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd10_TOT	AllMYr	32	0.01%		9.845E-07	2.501E-06	2.100E-06	3.118E-08	3.990E-08	3.671E-08	3.268E-03	2.941E-03
Vh	Kern (SJV)	2035	Annual	T7IS	Spd10_TOT	AllMYr	164	0.05%		2.259E-06	3.836E-06	1.075E-04	0.000E+00	7.628E-10	7.077E-10	2.036E-03	1.833E-03
Vh	Kern (SJV)	2035	Annual	UBUS	Spd10_TOT	AllMYr	2,156	0.67%		9.812E-07	8.461E-06	8.508E-06	0.000E+00	2.213E-07	2.036E-07	2.226E-03	2.003E-03
							320,448										

									2.000E+03	lbs/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd10_TOT	AllMYr	428	0.13%		1.577E-03	6.644E-03	2.995E-03	4.448E-05	9.699E-05	8.923E-05	4.662E+00	4.196E+00
Vh	Kern (SJV)	2035	Annual	LDA	Spd10_TOT	AllMYr	33,511	10.46%		8.707E-05	1.948E-04	2.192E-03	0.000E+00	1.921E-05	1.782E-05	1.844E+00	1.096E+00
Vh	Kern (SJV)	2035	Annual	LDT1	Spd10_TOT	AllMYr	5,222	1.63%		1.051E-04	2.269E-04	2.579E-03	0.000E+00	1.913E-05	1.775E-05	2.143E+00	1.303E+00
Vh	Kern (SJV)	2035	Annual	LDT2	Spd10_TOT	AllMYr	12,804	4.00%		1.080E-04	2.419E-04	2.568E-03	0.000E+00	1.909E-05	1.771E-05	2.507E+00	1.702E+00
Vh	Kern (SJV)	2035	Annual	LHD1	Spd10_TOT	AllMYr	126,963	39.62%		1.749E-04	1.108E-03	2.258E-03	0.000E+00	3.497E-05	3.218E-05	3.383E+00	3.045E+00
Vh	Kern (SJV)	2035	Annual	LHD2	Spd10_TOT	AllMYr	21,677	6.76%		2.339E-04	1.706E-03	2.872E-03	0.000E+00	5.878E-05	5.408E-05	2.440E+00	2.196E+00
Vh	Kern (SJV)	2035	Annual	MCY	Spd10_TOT	AllMYr	574	0.18%		9.035E-03	2.677E-03	4.818E-02	0.000E+00	8.863E-07	7.782E-07	5.342E-01	4.808E-01
Vh	Kern (SJV)	2035	Annual	MDV	Spd10_TOT	AllMYr	16,898	5.27%		1.480E-04	3.252E-04	3.422E-03	0.000E+00	1.859E-05	1.725E-05	3.212E+00	2.233E+00
Vh	Kern (SJV)	2035	Annual	MH	Spd10_TOT	AllMYr	3,453	1.08%		3.761E-04	3.619E-03	1.635E-03	0.000E+00	3.245E-05	2.987E-05	4.547E+00	4.093E+00
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd10_TOT	AllMYr	140	0.04%		3.026E-03	9.913E-03	6.472E-03	6.874E-05	1.409E-04	1.297E-04	7.205E+00	6.485E+00
Vh	Kern (SJV)	2035	Annual	OBUS	Spd10_TOT	AllMYr	1,067	0.33%		1.407E-04	3.003E-04	2.124E-03	0.000E+00	1.751E-06	1.624E-06	4.489E+00	4.040E+00
Vh	Kern (SJV)	2035	Annual	SBUS	Spd10_TOT	AllMYr	1,013	0.32%		2.110E-03	1.236E-02	9.186E-03	2.609E-05	7.730E-05	7.114E-05	4.648E+00	4.184E+00
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd10_TOT	AllMYr	1,111	0.35%		1.538E-03	6.328E-03	2.920E-03	4.449E-05	9.371E-05	8.621E-05	4.663E+00	4.197E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd10_TOT	AllMYr	57	0.02%		1.343E-03	5.190E-03	2.550E-03	4.448E-05	7.878E-05	7.248E-05	4.662E+00	4.196E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd10_TOT	AllMYr	199	0.06%		1.276E-03	4.773E-03	2.424E-03	4.448E-05	7.357E-05	6.768E-05	4.662E+00	4.196E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd10_TOT	AllMYr	1,800	0.56%		1.514E-03	6.254E-03	2.874E-03	4.448E-05	9.210E-05	8.473E-05	4.662E+00	4.196E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd10_TOT	AllMYr	4,926	1.54%		1.379E-03	5.415E-03	2.619E-03	4.448E-05	8.159E-05	7.506E-05	4.662E+00	4.196E+00
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd10_TOT	AllMYr	4,227	1.32%		1.516E-03	6.269E-03	2.879E-03	4.448E-05	9.230E-05	8.491E-05	4.662E+00	4.196E+00
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd10_TOT	AllMYr	11,521	3.60%		1.380E-03	5.421E-03	2.620E-03	4.448E-05	8.166E-05	7.513E-05	4.662E+00	4.196E+00
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd10_TOT	AllMYr	33	0.01%		1.343E-03	5.190E-03	2.550E-03	4.448E-05	7.878E-05	7.248E-05	4.662E+00	4.196E+00
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd10_TOT	AllMYr	114	0.04%		1.276E-03	4.773E-03	2.424E-03	4.448E-05	7.357E-05	6.768E-05	4.662E+00	4.196E+00
Vh	Kern (SJV)	2035	Annual	T6 public	Spd10_TOT	AllMYr	464	0.14%		1.143E-03	6.161E-03	2.163E-03	4.459E-05	7.297E-05	6.713E-05	4.674E+00	4.206E+00
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd10_TOT	AllMYr	121	0.04%		1.075E-03	3.508E-03	2.042E-03	4.448E-05	5.782E-05	5.319E-05	4.662E+00	4.196E+00
Vh	Kern (SJV)	2035	Annual	T6TS	Spd10_TOT	AllMYr	4,462	1.39%		1.274E-04	2.819E-04	1.947E-03	0.000E+00	1.794E-06	1.664E-06	4.489E+00	4.040E+00
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd10_TOT	AllMYr	1,257	0.39%		3.203E-03	1.072E-02	6.849E-03	6.875E-05	1.510E-04	1.389E-04	7.206E+00	6.486E+00
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd10_TOT	AllMYr	14,076	4.39%		3.300E-03	1.133E-02	7.063E-03	6.874E-05	1.580E-04	1.453E-04	7.205E+00	6.485E+00
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd10_TOT	AllMYr	578	0.18%		3.300E-03	1.133E-02	7.064E-03	6.874E-05	1.580E-04	1.453E-04	7.205E+00	6.485E+00
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd10_TOT	AllMYr	15,835	4.94%		2.865E-03	9.089E-03	6.126E-03	6.874E-05	1.310E-04	1.205E-04	7.205E+00	6.485E+00
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd10_TOT	AllMYr	5,126	1.60%		3.300E-03	1.133E-02	7.063E-03	6.874E-05	1.580E-04	1.453E-04	7.205E+00	6.485E+00
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd10_TOT	AllMYr	229	0.07%		3.970E-03	1.479E-02	8.509E-03	6.874E-05	1.996E-04	1.836E-04	7.205E+00	6.485E+00
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd10_TOT	AllMYr	1,422	0.44%		3.970E-03	1.479E-02	8.509E-03	6.874E-05	1.996E-04	1.836E-04	7.205E+00	6.485E+00
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd10_TOT	AllMYr	2,331	0.73%		3.970E-03	1.479E-02	8.509E-03	6.874E-05	1.996E-04	1.836E-04	7.205E+00	6.485E+00
Vh	Kern (SJV)	2035	Annual	T7 public	Spd10_TOT	AllMYr	179	0.06%		2.207E-03	1.743E-02	4.651E-03	6.920E-05	1.639E-04	1.508E-04	7.253E+00	6.528E+00
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd10_TOT	AllMYr	1,294	0.40%		2.603E-03	7.733E-03	5.560E-03	6.874E-05	1.147E-04	1.055E-04	7.205E+00	6.485E+00
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd10_TOT	AllMYr	1,494	0.47%		2.603E-03	7.736E-03	5.562E-03	6.874E-05	1.148E-04	1.056E-04	7.205E+00	6.485E+00
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd10_TOT	AllMYr	371	0.12%		2.464E-03	8.245E-03	5.255E-03	6.881E-05	1.097E-04	1.009E-04	7.213E+00	6.492E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd10_TOT	AllMYr	20,007	6.24%		3.315E-03	1.139E-02	7.095E-03	6.874E-05	1.587E-04	1.460E-04	7.205E+00	6.485E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd10_TOT	AllMYr	1,114	0.35%		3.322E-03	1.143E-02	7.110E-03	6.874E-05	1.592E-04	1.464E-04	7.205E+00	6.485E+00
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd10_TOT	AllMYr	32	0.01%		2.170E-03	5.514E-03	4.629E-03	6.874E-05	8.796E-05	8.092E-05	7.205E+00	6.485E+00
Vh	Kern (SJV)	2035	Annual	T7IS	Spd10_TOT	AllMYr	164	0.05%		4.981E-03	8.457E-03	2.371E-01	0.000E+00	1.682E-06	1.560E-06	4.489E+00	4.040E+00
Vh	Kern (SJV)	2035	Annual	UBUS	Spd10_TOT	AllMYr	2,156	0.67%		2.163E-03	1.865E-02	1.876E-02	0.000E+00	4.879E-04	4.488E-04	4.907E+00	4.416E+00
							320,448										

									Tons/Day							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd15_TOT	AllMYr	612	0.05%	2.453E-04	1.530E-03	5.317E-04	1.118E-05	2.709E-05	2.493E-05	1.172E+00	1.054E+00
Vh	Kern (SJV)	2035	Annual	LDA	Spd15_TOT	AllMYr	419,755	31.34%	1.215E-02	3.608E-02	4.204E-01	0.000E+00	2.677E-03	2.484E-03	2.981E+02	1.773E+02
Vh	Kern (SJV)	2035	Annual	LDT1	Spd15_TOT	AllMYr	65,412	4.88%	2.295E-03	6.531E-03	7.691E-02	0.000E+00	4.157E-04	3.857E-04	5.398E+01	3.282E+01
Vh	Kern (SJV)	2035	Annual	LDT2	Spd15_TOT	AllMYr	160,378	11.97%	5.766E-03	1.709E-02	1.881E-01	0.000E+00	1.016E-03	9.430E-04	1.548E+02	1.051E+02
Vh	Kern (SJV)	2035	Annual	LHD1	Spd15_TOT	AllMYr	285,469	21.31%	1.847E-02	1.339E-01	2.211E-01	0.000E+00	3.798E-03	3.496E-03	3.506E+02	3.156E+02
Vh	Kern (SJV)	2035	Annual	LHD2	Spd15_TOT	AllMYr	47,986	3.58%	4.311E-03	3.426E-02	4.773E-02	0.000E+00	1.094E-03	1.006E-03	4.596E+01	4.136E+01
Vh	Kern (SJV)	2035	Annual	MCY	Spd15_TOT	AllMYr	7,191	0.54%	2.521E-02	9.254E-03	1.503E-01	0.000E+00	2.453E-06	2.148E-06	1.625E+00	1.463E+00
Vh	Kern (SJV)	2035	Annual	MDV	Spd15_TOT	AllMYr	211,658	15.80%	1.046E-02	3.020E-02	3.304E-01	0.000E+00	1.307E-03	1.213E-03	2.618E+02	1.820E+02
Vh	Kern (SJV)	2035	Annual	MH	Spd15_TOT	AllMYr	4,491	0.34%	4.894E-04	6.748E-03	2.443E-03	0.000E+00	6.148E-05	5.658E-05	7.277E+00	6.550E+00
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd15_TOT	AllMYr	187	0.01%	1.439E-04	6.980E-04	3.514E-04	5.282E-06	1.204E-05	1.107E-05	5.537E-01	4.983E-01
Vh	Kern (SJV)	2035	Annual	OBUS	Spd15_TOT	AllMYr	1,358	0.10%	6.414E-05	2.128E-04	9.895E-04	0.000E+00	7.953E-07	7.379E-07	2.085E+00	1.876E+00
Vh	Kern (SJV)	2035	Annual	SBUS	Spd15_TOT	AllMYr	2,025	0.15%	1.156E-03	9.598E-03	6.027E-03	2.170E-05	7.079E-05	6.514E-05	3.599E+00	3.239E+00
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd15_TOT	AllMYr	1,590	0.12%	6.213E-04	3.785E-03	1.347E-03	2.904E-05	6.800E-05	6.256E-05	3.044E+00	2.740E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd15_TOT	AllMYr	82	0.01%	2.805E-05	1.605E-04	6.081E-05	1.501E-06	2.955E-06	2.719E-06	1.573E-01	1.416E-01
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd15_TOT	AllMYr	285	0.02%	9.227E-05	5.109E-04	2.001E-04	5.196E-06	9.553E-06	8.789E-06	5.446E-01	4.902E-01
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd15_TOT	AllMYr	2,577	0.19%	9.909E-04	6.062E-03	2.148E-03	4.705E-05	1.083E-04	9.963E-05	4.932E+00	4.438E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd15_TOT	AllMYr	7,051	0.53%	2.470E-03	1.436E-02	5.356E-03	1.287E-04	2.625E-04	2.415E-04	1.350E+01	1.215E+01
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd15_TOT	AllMYr	6,051	0.45%	2.331E-03	1.427E-02	5.054E-03	1.105E-04	2.549E-04	2.345E-04	1.158E+01	1.042E+01
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd15_TOT	AllMYr	16,492	1.23%	5.782E-03	3.363E-02	1.253E-02	3.011E-04	6.146E-04	5.654E-04	3.156E+01	2.841E+01
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd15_TOT	AllMYr	47	0.00%	1.608E-05	9.201E-05	3.486E-05	8.605E-07	1.694E-06	1.559E-06	9.019E-02	8.117E-02
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd15_TOT	AllMYr	163	0.01%	5.290E-05	2.929E-04	1.147E-04	2.979E-06	5.477E-06	5.039E-06	3.122E-01	2.810E-01
Vh	Kern (SJV)	2035	Annual	T6 public	Spd15_TOT	AllMYr	664	0.05%	1.928E-04	1.507E-03	4.186E-04	1.216E-05	2.115E-05	1.945E-05	1.274E+00	1.147E+00
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd15_TOT	AllMYr	173	0.01%	4.728E-05	2.284E-04	1.025E-04	3.161E-06	4.567E-06	4.202E-06	3.313E-01	2.982E-01
Vh	Kern (SJV)	2035	Annual	T6TS	Spd15_TOT	AllMYr	5,680	0.42%	2.429E-04	8.355E-04	3.791E-03	0.000E+00	3.408E-06	3.162E-06	8.718E+00	7.847E+00
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd15_TOT	AllMYr	1,682	0.13%	1.369E-03	6.784E-03	3.342E-03	4.748E-05	1.159E-04	1.066E-04	4.977E+00	4.479E+00
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd15_TOT	AllMYr	18,844	1.41%	1.580E-02	8.032E-02	3.861E-02	5.318E-04	1.358E-03	1.250E-03	5.574E+01	5.017E+01
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd15_TOT	AllMYr	773	0.06%	6.484E-04	3.297E-03	1.585E-03	2.182E-05	5.575E-05	5.129E-05	2.288E+00	2.059E+00
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd15_TOT	AllMYr	21,198	1.58%	1.543E-02	7.248E-02	3.767E-02	5.983E-04	1.267E-03	1.166E-03	6.271E+01	5.644E+01
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd15_TOT	AllMYr	6,862	0.51%	5.753E-03	2.925E-02	1.406E-02	1.937E-04	4.947E-04	4.551E-04	2.030E+01	1.827E+01
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd15_TOT	AllMYr	306	0.02%	3.087E-04	1.703E-03	7.554E-04	8.637E-06	2.787E-05	2.564E-05	9.053E-01	8.148E-01
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd15_TOT	AllMYr	1,904	0.14%	1.921E-03	1.059E-02	4.699E-03	5.373E-05	1.734E-04	1.595E-04	5.632E+00	5.069E+00
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd15_TOT	AllMYr	3,121	0.23%	3.149E-03	1.737E-02	7.704E-03	8.808E-05	2.842E-04	2.615E-04	9.232E+00	8.309E+00
Vh	Kern (SJV)	2035	Annual	T7 public	Spd15_TOT	AllMYr	239	0.02%	1.341E-04	1.472E-03	3.294E-04	6.795E-06	1.520E-05	1.399E-05	7.122E-01	6.410E-01
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd15_TOT	AllMYr	1,733	0.13%	1.146E-03	5.041E-03	2.795E-03	4.890E-05	9.072E-05	8.346E-05	5.126E+00	4.613E+00
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd15_TOT	AllMYr	2,000	0.15%	1.323E-03	5.822E-03	3.227E-03	5.646E-05	1.048E-04	9.639E-05	5.918E+00	5.326E+00
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd15_TOT	AllMYr	497	0.04%	3.111E-04	1.529E-03	7.585E-04	1.404E-05	2.453E-05	2.256E-05	1.471E+00	1.324E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd15_TOT	AllMYr	26,784	2.00%	2.256E-02	1.148E-01	5.512E-02	7.559E-04	1.940E-03	1.785E-03	7.923E+01	7.131E+01
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd15_TOT	AllMYr	1,492	0.11%	1.259E-03	6.413E-03	3.076E-03	4.209E-05	1.083E-04	9.967E-05	4.412E+00	3.971E+00
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd15_TOT	AllMYr	43	0.00%	2.380E-05	8.952E-05	5.794E-05	1.218E-06	1.732E-06	1.594E-06	1.277E-01	1.149E-01
Vh	Kern (SJV)	2035	Annual	T7IS	Spd15_TOT	AllMYr	180	0.01%	2.991E-04	7.985E-04	1.462E-02	0.000E+00	1.013E-07	9.402E-08	2.765E-01	2.489E-01
Vh	Kern (SJV)	2035	Annual	UBUS	Spd15_TOT	AllMYr	4,312	0.32%	3.302E-03	3.225E-02	2.712E-02	0.000E+00	7.764E-04	7.143E-04	9.860E+00	8.874E+00
							1,339,350									

									9.072E-01	MTons/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd15_TOT	AllMYr	612	0.05%		3.635E-07	2.267E-06	7.880E-07	1.657E-08	4.015E-08	3.694E-08	1.736E-03	1.563E-03
Vh	Kern (SJV)	2035	Annual	LDA	Spd15_TOT	AllMYr	419,755	31.34%		2.626E-08	7.797E-08	9.086E-07	0.000E+00	5.785E-09	5.368E-09	6.442E-04	3.831E-04
Vh	Kern (SJV)	2035	Annual	LDT1	Spd15_TOT	AllMYr	65,412	4.88%		3.182E-08	9.058E-08	1.067E-06	0.000E+00	5.765E-09	5.349E-09	7.486E-04	4.552E-04
Vh	Kern (SJV)	2035	Annual	LDT2	Spd15_TOT	AllMYr	160,378	11.97%		3.262E-08	9.669E-08	1.064E-06	0.000E+00	5.749E-09	5.334E-09	8.758E-04	5.947E-04
Vh	Kern (SJV)	2035	Annual	LHD1	Spd15_TOT	AllMYr	285,469	21.31%		5.869E-08	4.256E-07	7.027E-07	0.000E+00	1.207E-08	1.111E-08	1.114E-03	1.003E-03
Vh	Kern (SJV)	2035	Annual	LHD2	Spd15_TOT	AllMYr	47,986	3.58%		8.150E-08	6.478E-07	9.022E-07	0.000E+00	2.068E-08	1.903E-08	8.688E-04	7.819E-04
Vh	Kern (SJV)	2035	Annual	MCY	Spd15_TOT	AllMYr	7,191	0.54%		3.180E-06	1.167E-06	1.895E-05	0.000E+00	3.095E-10	2.709E-10	2.050E-04	1.845E-04
Vh	Kern (SJV)	2035	Annual	MDV	Spd15_TOT	AllMYr	211,658	15.80%		4.485E-08	1.294E-07	1.416E-06	0.000E+00	5.602E-09	5.198E-09	1.122E-03	7.801E-04
Vh	Kern (SJV)	2035	Annual	MH	Spd15_TOT	AllMYr	4,491	0.34%		9.887E-08	1.363E-06	4.935E-07	0.000E+00	1.242E-08	1.143E-08	1.470E-03	1.323E-03
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd15_TOT	AllMYr	187	0.01%		6.974E-07	3.383E-06	1.703E-06	2.560E-08	5.834E-08	5.367E-08	2.684E-03	2.415E-03
Vh	Kern (SJV)	2035	Annual	OBUS	Spd15_TOT	AllMYr	1,358	0.10%		4.284E-08	1.421E-07	6.609E-07	0.000E+00	5.312E-10	4.929E-10	1.392E-03	1.253E-03
Vh	Kern (SJV)	2035	Annual	SBUS	Spd15_TOT	AllMYr	2,025	0.15%		5.177E-07	4.299E-06	2.699E-06	9.718E-09	3.171E-08	2.918E-08	1.612E-03	1.451E-03
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd15_TOT	AllMYr	1,590	0.12%		3.545E-07	2.159E-06	7.685E-07	1.657E-08	3.879E-08	3.569E-08	1.737E-03	1.563E-03
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd15_TOT	AllMYr	82	0.01%		3.095E-07	1.771E-06	6.711E-07	1.656E-08	3.261E-08	3.000E-08	1.736E-03	1.563E-03
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd15_TOT	AllMYr	285	0.02%		2.942E-07	1.629E-06	6.378E-07	1.656E-08	3.046E-08	2.802E-08	1.736E-03	1.563E-03
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd15_TOT	AllMYr	2,577	0.19%		3.489E-07	2.134E-06	7.564E-07	1.657E-08	3.813E-08	3.508E-08	1.736E-03	1.563E-03
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd15_TOT	AllMYr	7,051	0.53%		3.178E-07	1.848E-06	6.891E-07	1.656E-08	3.378E-08	3.107E-08	1.736E-03	1.563E-03
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd15_TOT	AllMYr	6,051	0.45%		3.495E-07	2.140E-06	7.576E-07	1.657E-08	3.821E-08	3.515E-08	1.736E-03	1.563E-03
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd15_TOT	AllMYr	16,492	1.23%		3.180E-07	1.850E-06	6.895E-07	1.656E-08	3.381E-08	3.110E-08	1.736E-03	1.563E-03
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd15_TOT	AllMYr	47	0.00%		3.095E-07	1.771E-06	6.711E-07	1.656E-08	3.261E-08	3.000E-08	1.736E-03	1.563E-03
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd15_TOT	AllMYr	163	0.01%		2.942E-07	1.629E-06	6.378E-07	1.656E-08	3.046E-08	2.802E-08	1.736E-03	1.563E-03
Vh	Kern (SJV)	2035	Annual	T6 public	Spd15_TOT	AllMYr	664	0.05%		2.634E-07	2.059E-06	5.719E-07	1.661E-08	2.889E-08	2.658E-08	1.741E-03	1.567E-03
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd15_TOT	AllMYr	173	0.01%		2.478E-07	1.197E-06	5.372E-07	1.656E-08	2.394E-08	2.202E-08	1.736E-03	1.563E-03
Vh	Kern (SJV)	2035	Annual	T6TS	Spd15_TOT	AllMYr	5,680	0.42%		3.879E-08	1.334E-07	6.055E-07	0.000E+00	5.443E-10	5.050E-10	1.392E-03	1.253E-03
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd15_TOT	AllMYr	1,682	0.13%		7.382E-07	3.659E-06	1.802E-06	2.561E-08	6.251E-08	5.751E-08	2.684E-03	2.416E-03
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd15_TOT	AllMYr	18,844	1.41%		7.606E-07	3.867E-06	1.859E-06	2.560E-08	6.540E-08	6.016E-08	2.684E-03	2.415E-03
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd15_TOT	AllMYr	773	0.06%		7.606E-07	3.867E-06	1.859E-06	2.560E-08	6.540E-08	6.017E-08	2.684E-03	2.415E-03
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd15_TOT	AllMYr	21,198	1.58%		6.603E-07	3.102E-06	1.612E-06	2.560E-08	5.424E-08	4.990E-08	2.684E-03	2.415E-03
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd15_TOT	AllMYr	6,862	0.51%		7.606E-07	3.867E-06	1.859E-06	2.560E-08	6.540E-08	6.016E-08	2.684E-03	2.415E-03
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd15_TOT	AllMYr	306	0.02%		9.152E-07	5.048E-06	2.239E-06	2.560E-08	8.261E-08	7.600E-08	2.684E-03	2.415E-03
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd15_TOT	AllMYr	1,904	0.14%		9.152E-07	5.048E-06	2.239E-06	2.560E-08	8.261E-08	7.600E-08	2.684E-03	2.415E-03
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd15_TOT	AllMYr	3,121	0.23%		9.152E-07	5.048E-06	2.239E-06	2.560E-08	8.261E-08	7.600E-08	2.684E-03	2.415E-03
Vh	Kern (SJV)	2035	Annual	T7 public	Spd15_TOT	AllMYr	239	0.02%		5.086E-07	5.584E-06	1.249E-06	2.577E-08	5.767E-08	5.306E-08	2.701E-03	2.431E-03
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd15_TOT	AllMYr	1,733	0.13%		5.999E-07	2.639E-06	1.463E-06	2.560E-08	4.749E-08	4.370E-08	2.684E-03	2.415E-03
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd15_TOT	AllMYr	2,000	0.15%		6.000E-07	2.640E-06	1.464E-06	2.560E-08	4.751E-08	4.371E-08	2.684E-03	2.415E-03
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd15_TOT	AllMYr	497	0.04%		5.680E-07	2.792E-06	1.385E-06	2.563E-08	4.478E-08	4.120E-08	2.686E-03	2.418E-03
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd15_TOT	AllMYr	26,784	2.00%		7.640E-07	3.888E-06	1.867E-06	2.560E-08	6.571E-08	6.046E-08	2.684E-03	2.415E-03
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd15_TOT	AllMYr	1,492	0.11%		7.657E-07	3.900E-06	1.871E-06	2.560E-08	6.589E-08	6.062E-08	2.684E-03	2.415E-03
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd15_TOT	AllMYr	43	0.00%		5.003E-07	1.882E-06	1.218E-06	2.560E-08	3.641E-08	3.350E-08	2.684E-03	2.415E-03
Vh	Kern (SJV)	2035	Annual	T7IS	Spd15_TOT	AllMYr	180	0.01%		1.506E-06	4.021E-06	7.360E-05	0.000E+00	5.103E-10	4.734E-10	1.392E-03	1.253E-03
Vh	Kern (SJV)	2035	Annual	UBUS	Spd15_TOT	AllMYr	4,312	0.32%		6.946E-07	6.784E-06	5.705E-06	0.000E+00	1.633E-07	1.503E-07	2.074E-03	1.867E-03
							1,339,350										

									2.000E+03	lbs/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd15_TOT	AllMYr	612	0.05%		8.013E-04	4.998E-03	1.737E-03	3.652E-05	8.852E-05	8.144E-05	3.828E+00	3.445E+00
Vh	Kern (SJV)	2035	Annual	LDA	Spd15_TOT	AllMYr	419,755	31.34%		5.790E-05	1.719E-04	2.003E-03	0.000E+00	1.275E-05	1.183E-05	1.420E+00	8.446E-01
Vh	Kern (SJV)	2035	Annual	LDT1	Spd15_TOT	AllMYr	65,412	4.88%		7.016E-05	1.997E-04	2.352E-03	0.000E+00	1.271E-05	1.179E-05	1.650E+00	1.004E+00
Vh	Kern (SJV)	2035	Annual	LDT2	Spd15_TOT	AllMYr	160,378	11.97%		7.191E-05	2.132E-04	2.346E-03	0.000E+00	1.267E-05	1.176E-05	1.931E+00	1.311E+00
Vh	Kern (SJV)	2035	Annual	LHD1	Spd15_TOT	AllMYr	285,469	21.31%		1.294E-04	9.384E-04	1.549E-03	0.000E+00	2.661E-05	2.449E-05	2.457E+00	2.211E+00
Vh	Kern (SJV)	2035	Annual	LHD2	Spd15_TOT	AllMYr	47,986	3.58%		1.797E-04	1.428E-03	1.989E-03	0.000E+00	4.559E-05	4.195E-05	1.915E+00	1.724E+00
Vh	Kern (SJV)	2035	Annual	MCY	Spd15_TOT	AllMYr	7,191	0.54%		7.011E-03	2.574E-03	4.179E-02	0.000E+00	6.823E-07	5.973E-07	4.520E-01	4.068E-01
Vh	Kern (SJV)	2035	Annual	MDV	Spd15_TOT	AllMYr	211,658	15.80%		9.887E-05	2.854E-04	3.122E-03	0.000E+00	1.235E-05	1.146E-05	2.474E+00	1.720E+00
Vh	Kern (SJV)	2035	Annual	MH	Spd15_TOT	AllMYr	4,491	0.34%		2.180E-04	3.005E-03	1.088E-03	0.000E+00	2.738E-05	2.520E-05	3.241E+00	2.917E+00
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd15_TOT	AllMYr	187	0.01%		1.537E-03	7.458E-03	3.755E-03	5.644E-05	1.286E-04	1.183E-04	5.916E+00	5.325E+00
Vh	Kern (SJV)	2035	Annual	OBUS	Spd15_TOT	AllMYr	1,358	0.10%		9.444E-05	3.134E-04	1.457E-03	0.000E+00	1.171E-06	1.087E-06	3.070E+00	2.763E+00
Vh	Kern (SJV)	2035	Annual	SBUS	Spd15_TOT	AllMYr	2,025	0.15%		1.141E-03	9.478E-03	5.951E-03	2.142E-05	6.990E-05	6.432E-05	3.554E+00	3.199E+00
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd15_TOT	AllMYr	1,590	0.12%		7.814E-04	4.761E-03	1.694E-03	3.653E-05	8.552E-05	7.868E-05	3.829E+00	3.446E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd15_TOT	AllMYr	82	0.01%		6.824E-04	3.905E-03	1.480E-03	3.652E-05	7.190E-05	6.615E-05	3.828E+00	3.445E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd15_TOT	AllMYr	285	0.02%		6.485E-04	3.591E-03	1.406E-03	3.652E-05	6.715E-05	6.177E-05	3.828E+00	3.445E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd15_TOT	AllMYr	2,577	0.19%		7.691E-04	4.705E-03	1.668E-03	3.652E-05	8.406E-05	7.733E-05	3.828E+00	3.445E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd15_TOT	AllMYr	7,051	0.53%		7.007E-04	4.074E-03	1.519E-03	3.652E-05	7.447E-05	6.851E-05	3.828E+00	3.445E+00
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd15_TOT	AllMYr	6,051	0.45%		7.704E-04	4.717E-03	1.670E-03	3.652E-05	8.423E-05	7.750E-05	3.828E+00	3.445E+00
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd15_TOT	AllMYr	16,492	1.23%		7.011E-04	4.078E-03	1.520E-03	3.652E-05	7.453E-05	6.857E-05	3.828E+00	3.445E+00
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd15_TOT	AllMYr	47	0.00%		6.824E-04	3.905E-03	1.480E-03	3.652E-05	7.190E-05	6.615E-05	3.828E+00	3.445E+00
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd15_TOT	AllMYr	163	0.01%		6.485E-04	3.591E-03	1.406E-03	3.652E-05	6.715E-05	6.177E-05	3.828E+00	3.445E+00
Vh	Kern (SJV)	2035	Annual	T6 public	Spd15_TOT	AllMYr	664	0.05%		5.806E-04	4.540E-03	1.261E-03	3.661E-05	6.369E-05	5.859E-05	3.837E+00	3.454E+00
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd15_TOT	AllMYr	173	0.01%		5.463E-04	2.639E-03	1.184E-03	3.652E-05	5.277E-05	4.855E-05	3.828E+00	3.445E+00
Vh	Kern (SJV)	2035	Annual	T6TS	Spd15_TOT	AllMYr	5,680	0.42%		8.552E-05	2.942E-04	1.335E-03	0.000E+00	1.200E-06	1.113E-06	3.070E+00	2.763E+00
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd15_TOT	AllMYr	1,682	0.13%		1.628E-03	8.066E-03	3.974E-03	5.645E-05	1.378E-04	1.268E-04	5.917E+00	5.325E+00
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd15_TOT	AllMYr	18,844	1.41%		1.677E-03	8.525E-03	4.098E-03	5.644E-05	1.442E-04	1.326E-04	5.916E+00	5.325E+00
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd15_TOT	AllMYr	773	0.06%		1.677E-03	8.526E-03	4.098E-03	5.644E-05	1.442E-04	1.327E-04	5.916E+00	5.325E+00
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd15_TOT	AllMYr	21,198	1.58%		1.456E-03	6.838E-03	3.554E-03	5.644E-05	1.196E-04	1.100E-04	5.916E+00	5.325E+00
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd15_TOT	AllMYr	6,862	0.51%		1.677E-03	8.525E-03	4.098E-03	5.644E-05	1.442E-04	1.326E-04	5.916E+00	5.325E+00
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd15_TOT	AllMYr	306	0.02%		2.018E-03	1.113E-02	4.937E-03	5.644E-05	1.821E-04	1.676E-04	5.916E+00	5.325E+00
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd15_TOT	AllMYr	1,904	0.14%		2.018E-03	1.113E-02	4.937E-03	5.644E-05	1.821E-04	1.676E-04	5.916E+00	5.325E+00
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd15_TOT	AllMYr	3,121	0.23%		2.018E-03	1.113E-02	4.937E-03	5.644E-05	1.821E-04	1.676E-04	5.916E+00	5.325E+00
Vh	Kern (SJV)	2035	Annual	T7 public	Spd15_TOT	AllMYr	239	0.02%		1.121E-03	1.231E-02	2.754E-03	5.682E-05	1.271E-04	1.170E-04	5.956E+00	5.360E+00
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd15_TOT	AllMYr	1,733	0.13%		1.322E-03	5.818E-03	3.226E-03	5.644E-05	1.047E-04	9.633E-05	5.916E+00	5.325E+00
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd15_TOT	AllMYr	2,000	0.15%		1.323E-03	5.820E-03	3.227E-03	5.644E-05	1.047E-04	9.637E-05	5.916E+00	5.325E+00
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd15_TOT	AllMYr	497	0.04%		1.252E-03	6.155E-03	3.053E-03	5.650E-05	9.873E-05	9.083E-05	5.922E+00	5.330E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd15_TOT	AllMYr	26,784	2.00%		1.684E-03	8.572E-03	4.116E-03	5.644E-05	1.449E-04	1.333E-04	5.916E+00	5.325E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd15_TOT	AllMYr	1,492	0.11%		1.688E-03	8.599E-03	4.125E-03	5.644E-05	1.453E-04	1.336E-04	5.916E+00	5.325E+00
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd15_TOT	AllMYr	43	0.00%		1.103E-03	4.149E-03	2.685E-03	5.644E-05	8.028E-05	7.386E-05	5.916E+00	5.325E+00
Vh	Kern (SJV)	2035	Annual	T7IS	Spd15_TOT	AllMYr	180	0.01%		3.320E-03	8.865E-03	1.623E-01	0.000E+00	1.125E-06	1.044E-06	3.070E+00	2.763E+00
Vh	Kern (SJV)	2035	Annual	UBUS	Spd15_TOT	AllMYr	4,312	0.32%		1.531E-03	1.496E-02	1.258E-02	0.000E+00	3.601E-04	3.313E-04	4.573E+00	4.116E+00
							1,339,350										

									Tons/Day							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd20_TOT	AllMYr	645	0.06%	1.111E-04	1.219E-03	3.038E-04	9.292E-06	2.564E-05	2.359E-05	9.740E-01	8.766E-01
Vh	Kern (SJV)	2035	Annual	LDA	Spd20_TOT	AllMYr	234,913	20.41%	4.764E-03	1.812E-02	2.152E-01	0.000E+00	1.050E-03	9.738E-04	1.333E+02	7.926E+01
Vh	Kern (SJV)	2035	Annual	LDT1	Spd20_TOT	AllMYr	36,607	3.18%	9.030E-04	3.274E-03	3.932E-02	0.000E+00	1.631E-04	1.513E-04	2.413E+01	1.467E+01
Vh	Kern (SJV)	2035	Annual	LDT2	Spd20_TOT	AllMYr	89,754	7.80%	2.263E-03	8.576E-03	9.629E-02	0.000E+00	3.984E-04	3.697E-04	6.922E+01	4.700E+01
Vh	Kern (SJV)	2035	Annual	LHD1	Spd20_TOT	AllMYr	322,338	28.01%	1.595E-02	1.337E-01	1.803E-01	0.000E+00	3.364E-03	3.096E-03	3.040E+02	2.736E+02
Vh	Kern (SJV)	2035	Annual	LHD2	Spd20_TOT	AllMYr	53,527	4.65%	3.797E-03	3.327E-02	3.872E-02	0.000E+00	9.717E-04	8.941E-04	4.244E+01	3.819E+01
Vh	Kern (SJV)	2035	Annual	MCY	Spd20_TOT	AllMYr	4,024	0.35%	1.152E-02	5.049E-03	7.558E-02	0.000E+00	1.113E-06	9.719E-07	7.929E-01	7.136E-01
Vh	Kern (SJV)	2035	Annual	MDV	Spd20_TOT	AllMYr	118,453	10.29%	4.118E-03	1.511E-02	1.690E-01	0.000E+00	5.126E-04	4.756E-04	1.170E+02	8.137E+01
Vh	Kern (SJV)	2035	Annual	MH	Spd20_TOT	AllMYr	4,668	0.41%	2.707E-04	5.666E-03	1.742E-03	0.000E+00	5.069E-05	4.664E-05	5.647E+00	5.082E+00
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd20_TOT	AllMYr	441	0.04%	1.456E-04	1.242E-03	4.485E-04	9.809E-06	2.545E-05	2.341E-05	1.028E+00	9.253E-01
Vh	Kern (SJV)	2035	Annual	OBUS	Spd20_TOT	AllMYr	1,407	0.12%	4.632E-05	2.309E-04	7.409E-04	0.000E+00	5.746E-07	5.332E-07	1.561E+00	1.405E+00
Vh	Kern (SJV)	2035	Annual	PTO	Spd20_TOT	AllMYr	26,465	2.30%	7.523E-03	5.819E-02	2.314E-02	5.892E-04	1.244E-03	1.145E-03	6.176E+01	5.558E+01
Vh	Kern (SJV)	2035	Annual	SBUS	Spd20_TOT	AllMYr	2,749	0.24%	7.804E-04	1.010E-02	5.453E-03	2.323E-05	8.579E-05	7.894E-05	3.735E+00	3.361E+00
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd20_TOT	AllMYr	1,676	0.15%	2.815E-04	3.015E-03	7.697E-04	2.414E-05	6.435E-05	5.921E-05	2.531E+00	2.278E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd20_TOT	AllMYr	87	0.01%	1.271E-05	1.278E-04	3.474E-05	1.248E-06	2.796E-06	2.573E-06	1.308E-01	1.177E-01
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd20_TOT	AllMYr	300	0.03%	4.180E-05	4.069E-04	1.143E-04	4.319E-06	9.041E-06	8.318E-06	4.527E-01	4.075E-01
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd20_TOT	AllMYr	2,715	0.24%	4.489E-04	4.828E-03	1.228E-03	3.911E-05	1.025E-04	9.429E-05	4.100E+00	3.690E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd20_TOT	AllMYr	7,430	0.65%	1.119E-03	1.144E-02	3.060E-03	1.070E-04	2.484E-04	2.286E-04	1.122E+01	1.010E+01
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd20_TOT	AllMYr	6,376	0.55%	1.056E-03	1.137E-02	2.887E-03	9.185E-05	2.412E-04	2.219E-04	9.628E+00	8.665E+00
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd20_TOT	AllMYr	17,379	1.51%	2.619E-03	2.679E-02	7.162E-03	2.503E-04	5.816E-04	5.351E-04	2.624E+01	2.362E+01
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd20_TOT	AllMYr	50	0.00%	7.285E-06	7.328E-05	1.992E-05	7.153E-07	1.603E-06	1.475E-06	7.498E-02	6.748E-02
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd20_TOT	AllMYr	172	0.01%	2.397E-05	2.333E-04	6.553E-05	2.476E-06	5.183E-06	4.769E-06	2.596E-01	2.336E-01
Vh	Kern (SJV)	2035	Annual	T6 public	Spd20_TOT	AllMYr	700	0.06%	8.717E-05	1.198E-03	2.405E-04	1.010E-05	1.924E-05	1.771E-05	1.059E+00	9.532E-01
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd20_TOT	AllMYr	182	0.02%	2.142E-05	1.819E-04	5.857E-05	2.628E-06	4.322E-06	3.976E-06	2.754E-01	2.479E-01
Vh	Kern (SJV)	2035	Annual	T6TS	Spd20_TOT	AllMYr	5,886	0.51%	1.754E-04	9.064E-04	2.839E-03	0.000E+00	2.462E-06	2.285E-06	6.527E+00	5.874E+00
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd20_TOT	AllMYr	3,960	0.34%	1.385E-03	1.207E-02	4.266E-03	8.817E-05	2.450E-04	2.254E-04	9.242E+00	8.318E+00
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd20_TOT	AllMYr	44,356	3.85%	1.599E-02	1.429E-01	4.928E-02	9.875E-04	2.872E-03	2.642E-03	1.035E+02	9.316E+01
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd20_TOT	AllMYr	1,820	0.16%	6.561E-04	5.866E-03	2.022E-03	4.053E-05	1.179E-04	1.084E-04	4.248E+00	3.823E+00
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd20_TOT	AllMYr	49,899	4.34%	1.562E-02	1.290E-01	4.808E-02	1.111E-03	2.679E-03	2.465E-03	1.164E+02	1.048E+02
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd20_TOT	AllMYr	16,153	1.40%	5.822E-03	5.205E-02	1.795E-02	3.596E-04	1.046E-03	9.621E-04	3.770E+01	3.393E+01
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd20_TOT	AllMYr	720	0.06%	3.124E-04	3.030E-03	9.642E-04	1.604E-05	5.892E-05	5.420E-05	1.681E+00	1.513E+00
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd20_TOT	AllMYr	4,482	0.39%	1.944E-03	1.885E-02	5.998E-03	9.978E-05	3.665E-04	3.372E-04	1.046E+01	9.412E+00
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd20_TOT	AllMYr	7,347	0.64%	3.186E-03	3.090E-02	9.833E-03	1.636E-04	6.008E-04	5.528E-04	1.714E+01	1.543E+01
Vh	Kern (SJV)	2035	Annual	T7 public	Spd20_TOT	AllMYr	563	0.05%	1.346E-04	2.600E-03	4.314E-04	1.262E-05	2.738E-05	2.519E-05	1.323E+00	1.190E+00
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd20_TOT	AllMYr	4,079	0.35%	1.160E-03	8.968E-03	3.567E-03	9.081E-05	1.918E-04	1.764E-04	9.519E+00	8.567E+00
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd20_TOT	AllMYr	4,709	0.41%	1.339E-03	1.036E-02	4.119E-03	1.048E-04	2.215E-04	2.038E-04	1.099E+01	9.890E+00
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd20_TOT	AllMYr	1,169	0.10%	3.146E-04	2.718E-03	9.700E-04	2.606E-05	5.124E-05	4.714E-05	2.732E+00	2.459E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd20_TOT	AllMYr	63,047	5.48%	2.283E-02	2.042E-01	7.035E-02	1.404E-03	4.101E-03	3.773E-03	1.471E+02	1.324E+02
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd20_TOT	AllMYr	3,511	0.31%	1.274E-03	1.141E-02	3.926E-03	7.817E-05	2.290E-04	2.107E-04	8.193E+00	7.374E+00
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd20_TOT	AllMYr	102	0.01%	2.408E-05	1.593E-04	7.395E-05	2.262E-06	3.662E-06	3.369E-06	2.371E-01	2.134E-01
Vh	Kern (SJV)	2035	Annual	T7IS	Spd20_TOT	AllMYr	310	0.03%	3.573E-04	1.447E-03	1.812E-02	0.000E+00	1.215E-07	1.128E-07	3.437E-01	3.093E-01
Vh	Kern (SJV)	2035	Annual	UBUS	Spd20_TOT	AllMYr	5,691	0.49%	3.210E-03	3.590E-02	2.541E-02	0.000E+00	7.831E-04	7.205E-04	1.244E+01	1.120E+01
							1,150,863									

									9.072E-01	MTons/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd20_TOT	AllMYr	645	0.06%		1.563E-07	1.714E-06	4.273E-07	1.307E-08	3.606E-08	3.318E-08	1.370E-03	1.233E-03
Vh	Kern (SJV)	2035	Annual	LDA	Spd20_TOT	AllMYr	234,913	20.41%		1.840E-08	6.998E-08	8.312E-07	0.000E+00	4.053E-09	3.761E-09	5.146E-04	3.061E-04
Vh	Kern (SJV)	2035	Annual	LDT1	Spd20_TOT	AllMYr	36,607	3.18%		2.238E-08	8.113E-08	9.744E-07	0.000E+00	4.041E-09	3.750E-09	5.980E-04	3.637E-04
Vh	Kern (SJV)	2035	Annual	LDT2	Spd20_TOT	AllMYr	89,754	7.80%		2.287E-08	8.668E-08	9.732E-07	0.000E+00	4.027E-09	3.736E-09	6.996E-04	4.751E-04
Vh	Kern (SJV)	2035	Annual	LHD1	Spd20_TOT	AllMYr	322,338	28.01%		4.488E-08	3.764E-07	5.074E-07	0.000E+00	9.469E-09	8.714E-09	8.555E-04	7.700E-04
Vh	Kern (SJV)	2035	Annual	LHD2	Spd20_TOT	AllMYr	53,527	4.65%		6.435E-08	5.638E-07	6.562E-07	0.000E+00	1.647E-08	1.515E-08	7.192E-04	6.473E-04
Vh	Kern (SJV)	2035	Annual	MCY	Spd20_TOT	AllMYr	4,024	0.35%		2.598E-06	1.138E-06	1.704E-05	0.000E+00	2.509E-10	2.191E-10	1.787E-04	1.609E-04
Vh	Kern (SJV)	2035	Annual	MDV	Spd20_TOT	AllMYr	118,453	10.29%		3.154E-08	1.157E-07	1.294E-06	0.000E+00	3.926E-09	3.642E-09	8.963E-04	6.231E-04
Vh	Kern (SJV)	2035	Annual	MH	Spd20_TOT	AllMYr	4,668	0.41%		5.260E-08	1.101E-06	3.386E-07	0.000E+00	9.850E-09	9.064E-09	1.097E-03	9.876E-04
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd20_TOT	AllMYr	441	0.04%		2.998E-07	2.557E-06	9.235E-07	2.020E-08	5.239E-08	4.820E-08	2.117E-03	1.905E-03
Vh	Kern (SJV)	2035	Annual	OBUS	Spd20_TOT	AllMYr	1,407	0.12%		2.986E-08	1.488E-07	4.776E-07	0.000E+00	3.704E-10	3.437E-10	1.006E-03	9.055E-04
Vh	Kern (SJV)	2035	Annual	PTO	Spd20_TOT	AllMYr	26,465	2.30%		2.579E-07	1.995E-06	7.933E-07	2.020E-08	4.265E-08	3.924E-08	2.117E-03	1.905E-03
Vh	Kern (SJV)	2035	Annual	SBUS	Spd20_TOT	AllMYr	2,749	0.24%		2.575E-07	3.333E-06	1.799E-06	7.667E-09	2.831E-08	2.605E-08	1.232E-03	1.109E-03
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd20_TOT	AllMYr	1,676	0.15%		1.524E-07	1.632E-06	4.167E-07	1.307E-08	3.484E-08	3.205E-08	1.370E-03	1.233E-03
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd20_TOT	AllMYr	87	0.01%		1.331E-07	1.339E-06	3.639E-07	1.307E-08	2.929E-08	2.695E-08	1.370E-03	1.233E-03
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd20_TOT	AllMYr	300	0.03%		1.265E-07	1.231E-06	3.458E-07	1.307E-08	2.735E-08	2.516E-08	1.370E-03	1.233E-03
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd20_TOT	AllMYr	2,715	0.24%		1.500E-07	1.613E-06	4.101E-07	1.307E-08	3.424E-08	3.150E-08	1.370E-03	1.233E-03
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd20_TOT	AllMYr	7,430	0.65%		1.366E-07	1.397E-06	3.736E-07	1.307E-08	3.033E-08	2.791E-08	1.370E-03	1.233E-03
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd20_TOT	AllMYr	6,376	0.55%		1.502E-07	1.617E-06	4.108E-07	1.307E-08	3.431E-08	3.157E-08	1.370E-03	1.233E-03
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd20_TOT	AllMYr	17,379	1.51%		1.367E-07	1.398E-06	3.739E-07	1.307E-08	3.036E-08	2.793E-08	1.370E-03	1.233E-03
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd20_TOT	AllMYr	50	0.00%		1.331E-07	1.339E-06	3.639E-07	1.307E-08	2.929E-08	2.695E-08	1.370E-03	1.233E-03
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd20_TOT	AllMYr	172	0.01%		1.265E-07	1.231E-06	3.458E-07	1.307E-08	2.735E-08	2.516E-08	1.370E-03	1.233E-03
Vh	Kern (SJV)	2035	Annual	T6 public	Spd20_TOT	AllMYr	700	0.06%		1.130E-07	1.553E-06	3.119E-07	1.310E-08	2.495E-08	2.295E-08	1.373E-03	1.236E-03
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd20_TOT	AllMYr	182	0.02%		1.065E-07	9.049E-07	2.913E-07	1.307E-08	2.150E-08	1.978E-08	1.370E-03	1.233E-03
Vh	Kern (SJV)	2035	Annual	T6TS	Spd20_TOT	AllMYr	5,886	0.51%		2.704E-08	1.397E-07	4.376E-07	0.000E+00	3.795E-10	3.521E-10	1.006E-03	9.055E-04
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd20_TOT	AllMYr	3,960	0.34%		3.174E-07	2.765E-06	9.773E-07	2.020E-08	5.614E-08	5.164E-08	2.117E-03	1.906E-03
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd20_TOT	AllMYr	44,356	3.85%		3.270E-07	2.923E-06	1.008E-06	2.020E-08	5.873E-08	5.403E-08	2.117E-03	1.905E-03
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd20_TOT	AllMYr	1,820	0.16%		3.270E-07	2.923E-06	1.008E-06	2.020E-08	5.874E-08	5.404E-08	2.117E-03	1.905E-03
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd20_TOT	AllMYr	49,899	4.34%		2.839E-07	2.345E-06	8.741E-07	2.020E-08	4.871E-08	4.482E-08	2.117E-03	1.905E-03
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd20_TOT	AllMYr	16,153	1.40%		3.270E-07	2.923E-06	1.008E-06	2.020E-08	5.873E-08	5.403E-08	2.117E-03	1.905E-03
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd20_TOT	AllMYr	720	0.06%		3.934E-07	3.815E-06	1.214E-06	2.020E-08	7.419E-08	6.826E-08	2.117E-03	1.905E-03
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd20_TOT	AllMYr	4,482	0.39%		3.934E-07	3.815E-06	1.214E-06	2.020E-08	7.419E-08	6.826E-08	2.117E-03	1.905E-03
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd20_TOT	AllMYr	7,347	0.64%		3.934E-07	3.815E-06	1.214E-06	2.020E-08	7.419E-08	6.826E-08	2.117E-03	1.905E-03
Vh	Kern (SJV)	2035	Annual	T7 public	Spd20_TOT	AllMYr	563	0.05%		2.169E-07	4.190E-06	6.951E-07	2.033E-08	4.411E-08	4.059E-08	2.131E-03	1.918E-03
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd20_TOT	AllMYr	4,079	0.35%		2.579E-07	1.995E-06	7.933E-07	2.020E-08	4.265E-08	3.924E-08	2.117E-03	1.905E-03
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd20_TOT	AllMYr	4,709	0.41%		2.580E-07	1.996E-06	7.936E-07	2.020E-08	4.267E-08	3.926E-08	2.117E-03	1.905E-03
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd20_TOT	AllMYr	1,169	0.10%		2.441E-07	2.108E-06	7.525E-07	2.022E-08	3.975E-08	3.657E-08	2.119E-03	1.907E-03
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd20_TOT	AllMYr	63,047	5.48%		3.285E-07	2.939E-06	1.012E-06	2.020E-08	5.902E-08	5.429E-08	2.117E-03	1.905E-03
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd20_TOT	AllMYr	3,511	0.31%		3.292E-07	2.948E-06	1.014E-06	2.020E-08	5.918E-08	5.444E-08	2.117E-03	1.905E-03
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd20_TOT	AllMYr	102	0.01%		2.151E-07	1.422E-06	6.604E-07	2.020E-08	3.270E-08	3.009E-08	2.117E-03	1.905E-03
Vh	Kern (SJV)	2035	Annual	T7IS	Spd20_TOT	AllMYr	310	0.03%		1.046E-06	4.235E-06	5.304E-05	0.000E+00	3.558E-10	3.301E-10	1.006E-03	9.055E-04
Vh	Kern (SJV)	2035	Annual	UBUS	Spd20_TOT	AllMYr	5,691	0.49%		5.117E-07	5.723E-06	4.051E-06	0.000E+00	1.248E-07	1.149E-07	1.983E-03	1.785E-03
							1,150,863										

									2.000E+03	lbs/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd20_TOT	AllMYr	645	0.06%		3.445E-04	3.778E-03	9.420E-04	2.881E-05	7.950E-05	7.314E-05	3.020E+00	2.718E+00
Vh	Kern (SJV)	2035	Annual	LDA	Spd20_TOT	AllMYr	234,913	20.41%		4.056E-05	1.543E-04	1.832E-03	0.000E+00	8.936E-06	8.291E-06	1.135E+00	6.748E-01
Vh	Kern (SJV)	2035	Annual	LDT1	Spd20_TOT	AllMYr	36,607	3.18%		4.933E-05	1.789E-04	2.148E-03	0.000E+00	8.910E-06	8.266E-06	1.318E+00	8.017E-01
Vh	Kern (SJV)	2035	Annual	LDT2	Spd20_TOT	AllMYr	89,754	7.80%		5.042E-05	1.911E-04	2.146E-03	0.000E+00	8.878E-06	8.237E-06	1.542E+00	1.047E+00
Vh	Kern (SJV)	2035	Annual	LHD1	Spd20_TOT	AllMYr	322,338	28.01%		9.893E-05	8.298E-04	1.119E-03	0.000E+00	2.088E-05	1.921E-05	1.886E+00	1.697E+00
Vh	Kern (SJV)	2035	Annual	LHD2	Spd20_TOT	AllMYr	53,527	4.65%		1.419E-04	1.243E-03	1.447E-03	0.000E+00	3.631E-05	3.341E-05	1.586E+00	1.427E+00
Vh	Kern (SJV)	2035	Annual	MCY	Spd20_TOT	AllMYr	4,024	0.35%		5.727E-03	2.509E-03	3.756E-02	0.000E+00	5.531E-07	4.830E-07	3.941E-01	3.546E-01
Vh	Kern (SJV)	2035	Annual	MDV	Spd20_TOT	AllMYr	118,453	10.29%		6.953E-05	2.551E-04	2.853E-03	0.000E+00	8.655E-06	8.030E-06	1.976E+00	1.374E+00
Vh	Kern (SJV)	2035	Annual	MH	Spd20_TOT	AllMYr	4,668	0.41%		1.160E-04	2.428E-03	7.465E-04	0.000E+00	2.172E-05	1.998E-05	2.419E+00	2.177E+00
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd20_TOT	AllMYr	441	0.04%		6.610E-04	5.637E-03	2.036E-03	4.453E-05	1.155E-04	1.063E-04	4.667E+00	4.201E+00
Vh	Kern (SJV)	2035	Annual	OBUS	Spd20_TOT	AllMYr	1,407	0.12%		6.583E-05	3.281E-04	1.053E-03	0.000E+00	8.166E-07	7.577E-07	2.218E+00	1.996E+00
Vh	Kern (SJV)	2035	Annual	PTO	Spd20_TOT	AllMYr	26,465	2.30%		5.686E-04	4.397E-03	1.749E-03	4.453E-05	9.404E-05	8.651E-05	4.667E+00	4.201E+00
Vh	Kern (SJV)	2035	Annual	SBUS	Spd20_TOT	AllMYr	2,749	0.24%		5.678E-04	7.348E-03	3.967E-03	1.690E-05	6.242E-05	5.743E-05	2.717E+00	2.445E+00
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd20_TOT	AllMYr	1,676	0.15%		3.360E-04	3.598E-03	9.186E-04	2.882E-05	7.681E-05	7.066E-05	3.020E+00	2.718E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd20_TOT	AllMYr	87	0.01%		2.934E-04	2.952E-03	8.022E-04	2.881E-05	6.457E-05	5.941E-05	3.020E+00	2.718E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd20_TOT	AllMYr	300	0.03%		2.788E-04	2.714E-03	7.624E-04	2.881E-05	6.030E-05	5.548E-05	3.020E+00	2.718E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd20_TOT	AllMYr	2,715	0.24%		3.307E-04	3.557E-03	9.042E-04	2.881E-05	7.549E-05	6.945E-05	3.020E+00	2.718E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd20_TOT	AllMYr	7,430	0.65%		3.012E-04	3.080E-03	8.237E-04	2.881E-05	6.688E-05	6.153E-05	3.020E+00	2.718E+00
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd20_TOT	AllMYr	6,376	0.55%		3.312E-04	3.565E-03	9.057E-04	2.881E-05	7.565E-05	6.960E-05	3.020E+00	2.718E+00
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd20_TOT	AllMYr	17,379	1.51%		3.014E-04	3.083E-03	8.242E-04	2.881E-05	6.693E-05	6.158E-05	3.020E+00	2.718E+00
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd20_TOT	AllMYr	50	0.00%		2.934E-04	2.952E-03	8.022E-04	2.881E-05	6.457E-05	5.941E-05	3.020E+00	2.718E+00
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd20_TOT	AllMYr	172	0.01%		2.788E-04	2.714E-03	7.624E-04	2.881E-05	6.030E-05	5.548E-05	3.020E+00	2.718E+00
Vh	Kern (SJV)	2035	Annual	T6 public	Spd20_TOT	AllMYr	700	0.06%		2.492E-04	3.424E-03	6.875E-04	2.888E-05	5.501E-05	5.061E-05	3.027E+00	2.725E+00
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd20_TOT	AllMYr	182	0.02%		2.349E-04	1.995E-03	6.422E-04	2.881E-05	4.739E-05	4.360E-05	3.020E+00	2.718E+00
Vh	Kern (SJV)	2035	Annual	T6TS	Spd20_TOT	AllMYr	5,886	0.51%		5.961E-05	3.080E-04	9.647E-04	0.000E+00	8.367E-07	7.763E-07	2.218E+00	1.996E+00
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd20_TOT	AllMYr	3,960	0.34%		6.997E-04	6.097E-03	2.155E-03	4.454E-05	1.238E-04	1.139E-04	4.668E+00	4.201E+00
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd20_TOT	AllMYr	44,356	3.85%		7.209E-04	6.444E-03	2.222E-03	4.453E-05	1.295E-04	1.191E-04	4.667E+00	4.201E+00
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd20_TOT	AllMYr	1,820	0.16%		7.209E-04	6.444E-03	2.222E-03	4.453E-05	1.295E-04	1.191E-04	4.667E+00	4.201E+00
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd20_TOT	AllMYr	49,899	4.34%		6.259E-04	5.169E-03	1.927E-03	4.453E-05	1.074E-04	9.880E-05	4.667E+00	4.201E+00
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd20_TOT	AllMYr	16,153	1.40%		7.209E-04	6.444E-03	2.222E-03	4.453E-05	1.295E-04	1.191E-04	4.667E+00	4.201E+00
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd20_TOT	AllMYr	720	0.06%		8.674E-04	8.412E-03	2.677E-03	4.453E-05	1.636E-04	1.505E-04	4.667E+00	4.201E+00
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd20_TOT	AllMYr	4,482	0.39%		8.674E-04	8.412E-03	2.677E-03	4.453E-05	1.636E-04	1.505E-04	4.667E+00	4.201E+00
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd20_TOT	AllMYr	7,347	0.64%		8.674E-04	8.412E-03	2.677E-03	4.453E-05	1.636E-04	1.505E-04	4.667E+00	4.201E+00
Vh	Kern (SJV)	2035	Annual	T7 public	Spd20_TOT	AllMYr	563	0.05%		4.782E-04	9.237E-03	1.533E-03	4.482E-05	9.726E-05	8.948E-05	4.698E+00	4.229E+00
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd20_TOT	AllMYr	4,079	0.35%		5.686E-04	4.397E-03	1.749E-03	4.453E-05	9.404E-05	8.651E-05	4.667E+00	4.201E+00
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd20_TOT	AllMYr	4,709	0.41%		5.687E-04	4.399E-03	1.750E-03	4.453E-05	9.407E-05	8.655E-05	4.667E+00	4.201E+00
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd20_TOT	AllMYr	1,169	0.10%		5.380E-04	4.648E-03	1.659E-03	4.457E-05	8.763E-05	8.062E-05	4.672E+00	4.205E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd20_TOT	AllMYr	63,047	5.48%		7.241E-04	6.479E-03	2.232E-03	4.453E-05	1.301E-04	1.197E-04	4.667E+00	4.201E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd20_TOT	AllMYr	3,511	0.31%		7.257E-04	6.499E-03	2.237E-03	4.453E-05	1.305E-04	1.200E-04	4.667E+00	4.201E+00
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd20_TOT	AllMYr	102	0.01%		4.741E-04	3.136E-03	1.456E-03	4.453E-05	7.210E-05	6.633E-05	4.667E+00	4.201E+00
Vh	Kern (SJV)	2035	Annual	T7IS	Spd20_TOT	AllMYr	310	0.03%		2.306E-03	9.336E-03	1.169E-01	0.000E+00	7.845E-07	7.278E-07	2.218E+00	1.996E+00
Vh	Kern (SJV)	2035	Annual	UBUS	Spd20_TOT	AllMYr	5,691	0.49%		1.128E-03	1.262E-02	8.932E-03	0.000E+00	2.752E-04	2.532E-04	4.372E+00	3.935E+00
							1,150,863										

									Tons/Day							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd25_TOT	AllMYr	677	0.04%	1.019E-04	1.147E-03	3.010E-04	9.100E-06	2.569E-05	2.363E-05	9.538E-01	8.584E-01
Vh	Kern (SJV)	2035	Annual	LDA	Spd25_TOT	AllMYr	550,560	32.15%	8.256E-03	3.873E-02	4.631E-01	0.000E+00	1.818E-03	1.687E-03	2.591E+02	1.541E+02
Vh	Kern (SJV)	2035	Annual	LDT1	Spd25_TOT	AllMYr	85,796	5.01%	1.570E-03	6.987E-03	8.450E-02	0.000E+00	2.826E-04	2.622E-04	4.691E+01	2.852E+01
Vh	Kern (SJV)	2035	Annual	LDT2	Spd25_TOT	AllMYr	210,355	12.28%	3.923E-03	1.831E-02	2.071E-01	0.000E+00	6.900E-04	6.402E-04	1.345E+02	9.136E+01
Vh	Kern (SJV)	2035	Annual	LHD1	Spd25_TOT	AllMYr	278,697	16.27%	1.281E-02	1.260E-01	1.325E-01	0.000E+00	2.949E-03	2.714E-03	2.067E+02	1.860E+02
Vh	Kern (SJV)	2035	Annual	LHD2	Spd25_TOT	AllMYr	50,745	2.96%	3.267E-03	3.204E-02	3.074E-02	0.000E+00	8.598E-04	7.910E-04	3.370E+01	3.033E+01
Vh	Kern (SJV)	2035	Annual	MCY	Spd25_TOT	AllMYr	9,432	0.55%	2.320E-02	1.167E-02	1.647E-01	0.000E+00	2.226E-06	1.939E-06	1.669E+00	1.502E+00
Vh	Kern (SJV)	2035	Annual	MDV	Spd25_TOT	AllMYr	277,615	16.21%	7.158E-03	3.220E-02	3.633E-01	0.000E+00	8.881E-04	8.240E-04	2.275E+02	1.582E+02
Vh	Kern (SJV)	2035	Annual	MH	Spd25_TOT	AllMYr	5,149	0.30%	2.198E-04	5.339E-03	1.506E-03	0.000E+00	4.681E-05	4.308E-05	4.942E+00	4.448E+00
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd25_TOT	AllMYr	391	0.02%	1.129E-04	9.881E-04	3.757E-04	8.123E-06	2.156E-05	1.983E-05	8.514E-01	7.663E-01
Vh	Kern (SJV)	2035	Annual	OBUS	Spd25_TOT	AllMYr	1,570	0.09%	3.758E-05	2.691E-04	6.312E-04	0.000E+00	4.661E-07	4.324E-07	1.329E+00	1.196E+00
Vh	Kern (SJV)	2035	Annual	SBUS	Spd25_TOT	AllMYr	4,340	0.25%	1.012E-03	1.451E-02	6.962E-03	3.422E-05	1.287E-04	1.184E-04	5.153E+00	4.637E+00
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd25_TOT	AllMYr	1,759	0.10%	2.581E-04	2.837E-03	7.626E-04	2.364E-05	6.448E-05	5.932E-05	2.478E+00	2.230E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd25_TOT	AllMYr	91	0.01%	1.165E-05	1.203E-04	3.442E-05	1.222E-06	2.802E-06	2.578E-06	1.281E-01	1.153E-01
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd25_TOT	AllMYr	315	0.02%	3.834E-05	3.829E-04	1.133E-04	4.230E-06	9.058E-06	8.333E-06	4.434E-01	3.990E-01
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd25_TOT	AllMYr	2,850	0.17%	4.117E-04	4.543E-03	1.216E-03	3.830E-05	1.027E-04	9.447E-05	4.015E+00	3.613E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd25_TOT	AllMYr	7,798	0.46%	1.026E-03	1.077E-02	3.032E-03	1.048E-04	2.489E-04	2.290E-04	1.099E+01	9.887E+00
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd25_TOT	AllMYr	6,693	0.39%	9.684E-04	1.070E-02	2.861E-03	8.995E-05	2.416E-04	2.223E-04	9.428E+00	8.485E+00
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd25_TOT	AllMYr	18,240	1.07%	2.402E-03	2.521E-02	7.096E-03	2.452E-04	5.827E-04	5.361E-04	2.570E+01	2.313E+01
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd25_TOT	AllMYr	52	0.00%	6.680E-06	6.896E-05	1.974E-05	7.005E-07	1.606E-06	1.478E-06	7.342E-02	6.608E-02
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd25_TOT	AllMYr	180	0.01%	2.198E-05	2.195E-04	6.493E-05	2.425E-06	5.193E-06	4.778E-06	2.542E-01	2.288E-01
Vh	Kern (SJV)	2035	Annual	T6 public	Spd25_TOT	AllMYr	734	0.04%	7.979E-05	1.144E-03	2.376E-04	9.895E-06	1.907E-05	1.755E-05	1.037E+00	9.335E-01
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd25_TOT	AllMYr	191	0.01%	1.964E-05	1.712E-04	5.803E-05	2.573E-06	4.330E-06	3.984E-06	2.697E-01	2.427E-01
Vh	Kern (SJV)	2035	Annual	T6TS	Spd25_TOT	AllMYr	6,567	0.38%	1.423E-04	1.056E-03	2.419E-03	0.000E+00	1.997E-06	1.853E-06	5.560E+00	5.004E+00
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd25_TOT	AllMYr	3,514	0.21%	1.074E-03	9.605E-03	3.574E-03	7.302E-05	2.076E-04	1.910E-04	7.653E+00	6.888E+00
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd25_TOT	AllMYr	39,368	2.30%	1.240E-02	1.137E-01	4.129E-02	8.178E-04	2.433E-03	2.238E-03	8.572E+01	7.715E+01
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd25_TOT	AllMYr	1,616	0.09%	5.088E-04	4.667E-03	1.694E-03	3.356E-05	9.985E-05	9.186E-05	3.518E+00	3.166E+00
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd25_TOT	AllMYr	44,288	2.59%	1.211E-02	1.026E-01	4.028E-02	9.200E-04	2.270E-03	2.088E-03	9.643E+01	8.679E+01
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd25_TOT	AllMYr	14,337	0.84%	4.515E-03	4.141E-02	1.504E-02	2.978E-04	8.860E-04	8.151E-04	3.122E+01	2.809E+01
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd25_TOT	AllMYr	639	0.04%	2.423E-04	2.411E-03	8.078E-04	1.328E-05	4.992E-05	4.592E-05	1.392E+00	1.253E+00
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd25_TOT	AllMYr	3,978	0.23%	1.507E-03	1.500E-02	5.025E-03	8.262E-05	3.105E-04	2.857E-04	8.660E+00	7.794E+00
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd25_TOT	AllMYr	6,521	0.38%	2.471E-03	2.459E-02	8.238E-03	1.355E-04	5.090E-04	4.683E-04	1.420E+01	1.278E+01
Vh	Kern (SJV)	2035	Annual	T7 public	Spd25_TOT	AllMYr	500	0.03%	1.035E-04	2.168E-03	3.562E-04	1.045E-05	2.209E-05	2.032E-05	1.095E+00	9.857E-01
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd25_TOT	AllMYr	3,620	0.21%	8.992E-04	7.136E-03	2.989E-03	7.520E-05	1.625E-04	1.495E-04	7.882E+00	7.094E+00
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd25_TOT	AllMYr	4,179	0.24%	1.038E-03	8.242E-03	3.451E-03	8.682E-05	1.877E-04	1.726E-04	9.100E+00	8.190E+00
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd25_TOT	AllMYr	1,038	0.06%	2.438E-04	2.175E-03	8.118E-04	2.158E-05	4.327E-05	3.981E-05	2.262E+00	2.036E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd25_TOT	AllMYr	55,957	3.27%	1.770E-02	1.625E-01	5.894E-02	1.162E-03	3.475E-03	3.197E-03	1.218E+02	1.097E+02
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd25_TOT	AllMYr	3,116	0.18%	9.879E-04	9.079E-03	3.289E-03	6.473E-05	1.940E-04	1.785E-04	6.785E+00	6.106E+00
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd25_TOT	AllMYr	90	0.01%	1.868E-05	1.267E-04	6.196E-05	1.873E-06	3.102E-06	2.854E-06	1.963E-01	1.767E-01
Vh	Kern (SJV)	2035	Annual	T7IS	Spd25_TOT	AllMYr	399	0.02%	3.347E-04	1.939E-03	1.785E-02	0.000E+00	1.138E-07	1.056E-07	3.379E-01	3.041E-01
Vh	Kern (SJV)	2035	Annual	UBUS	Spd25_TOT	AllMYr	8,571	0.50%	3.705E-03	4.790E-02	2.878E-02	0.000E+00	9.337E-04	8.590E-04	1.821E+01	1.639E+01
							1,712,528									

									9.072E-01	MTons/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd25_TOT	AllMYr	677	0.04%		1.365E-07	1.536E-06	4.033E-07	1.219E-08	3.442E-08	3.167E-08	1.278E-03	1.150E-03
Vh	Kern (SJV)	2035	Annual	LDA	Spd25_TOT	AllMYr	550,560	32.15%		1.360E-08	6.381E-08	7.631E-07	0.000E+00	2.996E-09	2.780E-09	4.269E-04	2.539E-04
Vh	Kern (SJV)	2035	Annual	LDT1	Spd25_TOT	AllMYr	85,796	5.01%		1.660E-08	7.388E-08	8.935E-07	0.000E+00	2.988E-09	2.773E-09	4.960E-04	3.016E-04
Vh	Kern (SJV)	2035	Annual	LDT2	Spd25_TOT	AllMYr	210,355	12.28%		1.692E-08	7.897E-08	8.932E-07	0.000E+00	2.976E-09	2.761E-09	5.802E-04	3.940E-04
Vh	Kern (SJV)	2035	Annual	LHD1	Spd25_TOT	AllMYr	278,697	16.27%		4.168E-08	4.101E-07	4.314E-07	0.000E+00	9.600E-09	8.834E-09	6.727E-04	6.054E-04
Vh	Kern (SJV)	2035	Annual	LHD2	Spd25_TOT	AllMYr	50,745	2.96%		5.841E-08	5.729E-07	5.496E-07	0.000E+00	1.537E-08	1.414E-08	6.024E-04	5.422E-04
Vh	Kern (SJV)	2035	Annual	MCY	Spd25_TOT	AllMYr	9,432	0.55%		2.231E-06	1.123E-06	1.584E-05	0.000E+00	2.141E-10	1.865E-10	1.605E-04	1.445E-04
Vh	Kern (SJV)	2035	Annual	MDV	Spd25_TOT	AllMYr	277,615	16.21%		2.339E-08	1.052E-07	1.187E-06	0.000E+00	2.902E-09	2.693E-09	7.434E-04	5.168E-04
Vh	Kern (SJV)	2035	Annual	MH	Spd25_TOT	AllMYr	5,149	0.30%		3.873E-08	9.407E-07	2.653E-07	0.000E+00	8.248E-09	7.590E-09	8.708E-04	7.838E-04
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd25_TOT	AllMYr	391	0.02%		2.620E-07	2.292E-06	8.717E-07	1.884E-08	5.001E-08	4.601E-08	1.975E-03	1.778E-03
Vh	Kern (SJV)	2035	Annual	OBUS	Spd25_TOT	AllMYr	1,570	0.09%		2.171E-08	1.555E-07	3.647E-07	0.000E+00	2.692E-10	2.498E-10	7.680E-04	6.912E-04
Vh	Kern (SJV)	2035	Annual	SBUS	Spd25_TOT	AllMYr	4,340	0.25%		2.116E-07	3.033E-06	1.455E-06	7.153E-09	2.690E-08	2.475E-08	1.077E-03	9.694E-04
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd25_TOT	AllMYr	1,759	0.10%		1.331E-07	1.463E-06	3.933E-07	1.220E-08	3.326E-08	3.060E-08	1.278E-03	1.150E-03
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd25_TOT	AllMYr	91	0.01%		1.163E-07	1.200E-06	3.435E-07	1.219E-08	2.796E-08	2.572E-08	1.278E-03	1.150E-03
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd25_TOT	AllMYr	315	0.02%		1.105E-07	1.104E-06	3.265E-07	1.219E-08	2.611E-08	2.402E-08	1.278E-03	1.150E-03
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd25_TOT	AllMYr	2,850	0.17%		1.311E-07	1.446E-06	3.872E-07	1.219E-08	3.269E-08	3.007E-08	1.278E-03	1.150E-03
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd25_TOT	AllMYr	7,798	0.46%		1.194E-07	1.252E-06	3.527E-07	1.219E-08	2.896E-08	2.664E-08	1.278E-03	1.150E-03
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd25_TOT	AllMYr	6,693	0.39%		1.313E-07	1.450E-06	3.878E-07	1.219E-08	3.276E-08	3.013E-08	1.278E-03	1.150E-03
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd25_TOT	AllMYr	18,240	1.07%		1.195E-07	1.254E-06	3.529E-07	1.219E-08	2.898E-08	2.666E-08	1.278E-03	1.150E-03
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd25_TOT	AllMYr	52	0.00%		1.163E-07	1.200E-06	3.435E-07	1.219E-08	2.796E-08	2.572E-08	1.278E-03	1.150E-03
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd25_TOT	AllMYr	180	0.01%		1.105E-07	1.104E-06	3.265E-07	1.219E-08	2.611E-08	2.402E-08	1.278E-03	1.150E-03
Vh	Kern (SJV)	2035	Annual	T6 public	Spd25_TOT	AllMYr	734	0.04%		9.856E-08	1.414E-06	2.934E-07	1.222E-08	2.356E-08	2.167E-08	1.281E-03	1.153E-03
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd25_TOT	AllMYr	191	0.01%		9.308E-08	8.113E-07	2.750E-07	1.219E-08	2.052E-08	1.888E-08	1.278E-03	1.150E-03
Vh	Kern (SJV)	2035	Annual	T6TS	Spd25_TOT	AllMYr	6,567	0.38%		1.966E-08	1.459E-07	3.341E-07	0.000E+00	2.759E-10	2.560E-10	7.680E-04	6.912E-04
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd25_TOT	AllMYr	3,514	0.21%		2.773E-07	2.479E-06	9.226E-07	1.885E-08	5.359E-08	4.930E-08	1.976E-03	1.778E-03
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd25_TOT	AllMYr	39,368	2.30%		2.857E-07	2.621E-06	9.514E-07	1.884E-08	5.606E-08	5.158E-08	1.975E-03	1.778E-03
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd25_TOT	AllMYr	1,616	0.09%		2.857E-07	2.621E-06	9.514E-07	1.884E-08	5.607E-08	5.158E-08	1.975E-03	1.778E-03
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd25_TOT	AllMYr	44,288	2.59%		2.480E-07	2.102E-06	8.251E-07	1.884E-08	4.650E-08	4.278E-08	1.975E-03	1.778E-03
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd25_TOT	AllMYr	14,337	0.84%		2.857E-07	2.621E-06	9.514E-07	1.884E-08	5.606E-08	5.158E-08	1.975E-03	1.778E-03
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd25_TOT	AllMYr	639	0.04%		3.438E-07	3.421E-06	1.146E-06	1.884E-08	7.082E-08	6.516E-08	1.975E-03	1.778E-03
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd25_TOT	AllMYr	3,978	0.23%		3.438E-07	3.421E-06	1.146E-06	1.884E-08	7.082E-08	6.516E-08	1.975E-03	1.778E-03
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd25_TOT	AllMYr	6,521	0.38%		3.438E-07	3.421E-06	1.146E-06	1.884E-08	7.082E-08	6.516E-08	1.975E-03	1.778E-03
Vh	Kern (SJV)	2035	Annual	T7 public	Spd25_TOT	AllMYr	500	0.03%		1.879E-07	3.936E-06	6.466E-07	1.897E-08	4.011E-08	3.690E-08	1.988E-03	1.790E-03
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd25_TOT	AllMYr	3,620	0.21%		2.253E-07	1.788E-06	7.489E-07	1.884E-08	4.072E-08	3.746E-08	1.975E-03	1.778E-03
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd25_TOT	AllMYr	4,179	0.24%		2.254E-07	1.789E-06	7.491E-07	1.884E-08	4.073E-08	3.747E-08	1.975E-03	1.778E-03
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd25_TOT	AllMYr	1,038	0.06%		2.131E-07	1.901E-06	7.095E-07	1.886E-08	3.782E-08	3.479E-08	1.977E-03	1.780E-03
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd25_TOT	AllMYr	55,957	3.27%		2.870E-07	2.635E-06	9.556E-07	1.885E-08	5.633E-08	5.183E-08	1.975E-03	1.778E-03
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd25_TOT	AllMYr	3,116	0.18%		2.876E-07	2.643E-06	9.577E-07	1.885E-08	5.649E-08	5.197E-08	1.975E-03	1.778E-03
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd25_TOT	AllMYr	90	0.01%		1.879E-07	1.275E-06	6.234E-07	1.884E-08	3.122E-08	2.872E-08	1.975E-03	1.778E-03
Vh	Kern (SJV)	2035	Annual	T7IS	Spd25_TOT	AllMYr	399	0.02%		7.608E-07	4.406E-06	4.057E-05	0.000E+00	2.586E-10	2.400E-10	7.680E-04	6.912E-04
Vh	Kern (SJV)	2035	Annual	UBUS	Spd25_TOT	AllMYr	8,571	0.50%		3.921E-07	5.070E-06	3.047E-06	0.000E+00	9.883E-08	9.092E-08	1.927E-03	1.734E-03
							1,712,528										

									2.000E+03	lbs/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd25_TOT	AllMYr	677	0.04%		3.010E-04	3.387E-03	8.892E-04	2.688E-05	7.589E-05	6.982E-05	2.818E+00	2.536E+00
Vh	Kern (SJV)	2035	Annual	LDA	Spd25_TOT	AllMYr	550,560	32.15%		2.999E-05	1.407E-04	1.682E-03	0.000E+00	6.605E-06	6.128E-06	9.411E-01	5.597E-01
Vh	Kern (SJV)	2035	Annual	LDT1	Spd25_TOT	AllMYr	85,796	5.01%		3.659E-05	1.629E-04	1.970E-03	0.000E+00	6.588E-06	6.112E-06	1.094E+00	6.649E-01
Vh	Kern (SJV)	2035	Annual	LDT2	Spd25_TOT	AllMYr	210,355	12.28%		3.730E-05	1.741E-04	1.969E-03	0.000E+00	6.560E-06	6.087E-06	1.279E+00	8.686E-01
Vh	Kern (SJV)	2035	Annual	LHD1	Spd25_TOT	AllMYr	278,697	16.27%		9.190E-05	9.041E-04	9.510E-04	0.000E+00	2.116E-05	1.947E-05	1.483E+00	1.335E+00
Vh	Kern (SJV)	2035	Annual	LHD2	Spd25_TOT	AllMYr	50,745	2.96%		1.288E-04	1.263E-03	1.212E-03	0.000E+00	3.389E-05	3.118E-05	1.328E+00	1.195E+00
Vh	Kern (SJV)	2035	Annual	MCY	Spd25_TOT	AllMYr	9,432	0.55%		4.919E-03	2.475E-03	3.493E-02	0.000E+00	4.720E-07	4.112E-07	3.539E-01	3.185E-01
Vh	Kern (SJV)	2035	Annual	MDV	Spd25_TOT	AllMYr	277,615	16.21%		5.157E-05	2.320E-04	2.617E-03	0.000E+00	6.398E-06	5.936E-06	1.639E+00	1.139E+00
Vh	Kern (SJV)	2035	Annual	MH	Spd25_TOT	AllMYr	5,149	0.30%		8.538E-05	2.074E-03	5.849E-04	0.000E+00	1.818E-05	1.673E-05	1.920E+00	1.728E+00
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd25_TOT	AllMYr	391	0.02%		5.775E-04	5.054E-03	1.922E-03	4.155E-05	1.103E-04	1.014E-04	4.355E+00	3.919E+00
Vh	Kern (SJV)	2035	Annual	OBUS	Spd25_TOT	AllMYr	1,570	0.09%		4.786E-05	3.427E-04	8.039E-04	0.000E+00	5.936E-07	5.507E-07	1.693E+00	1.524E+00
Vh	Kern (SJV)	2035	Annual	SBUS	Spd25_TOT	AllMYr	4,340	0.25%		4.665E-04	6.687E-03	3.209E-03	1.577E-05	5.930E-05	5.456E-05	2.375E+00	2.137E+00
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd25_TOT	AllMYr	1,759	0.10%		2.935E-04	3.226E-03	8.672E-04	2.689E-05	7.332E-05	6.745E-05	2.818E+00	2.536E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd25_TOT	AllMYr	91	0.01%		2.563E-04	2.646E-03	7.573E-04	2.688E-05	6.164E-05	5.671E-05	2.817E+00	2.536E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd25_TOT	AllMYr	315	0.02%		2.436E-04	2.433E-03	7.197E-04	2.688E-05	5.756E-05	5.296E-05	2.817E+00	2.536E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd25_TOT	AllMYr	2,850	0.17%		2.889E-04	3.189E-03	8.535E-04	2.688E-05	7.206E-05	6.630E-05	2.818E+00	2.536E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd25_TOT	AllMYr	7,798	0.46%		2.632E-04	2.761E-03	7.776E-04	2.688E-05	6.384E-05	5.873E-05	2.817E+00	2.536E+00
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd25_TOT	AllMYr	6,693	0.39%		2.894E-04	3.196E-03	8.549E-04	2.688E-05	7.221E-05	6.644E-05	2.818E+00	2.536E+00
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd25_TOT	AllMYr	18,240	1.07%		2.634E-04	2.764E-03	7.781E-04	2.688E-05	6.389E-05	5.878E-05	2.817E+00	2.536E+00
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd25_TOT	AllMYr	52	0.00%		2.563E-04	2.646E-03	7.573E-04	2.688E-05	6.164E-05	5.671E-05	2.817E+00	2.536E+00
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd25_TOT	AllMYr	180	0.01%		2.436E-04	2.433E-03	7.197E-04	2.688E-05	5.756E-05	5.296E-05	2.817E+00	2.536E+00
Vh	Kern (SJV)	2035	Annual	T6 public	Spd25_TOT	AllMYr	734	0.04%		2.173E-04	3.116E-03	6.469E-04	2.695E-05	5.194E-05	4.778E-05	2.825E+00	2.542E+00
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd25_TOT	AllMYr	191	0.01%		2.052E-04	1.789E-03	6.062E-04	2.688E-05	4.524E-05	4.162E-05	2.817E+00	2.536E+00
Vh	Kern (SJV)	2035	Annual	T6TS	Spd25_TOT	AllMYr	6,567	0.38%		4.334E-05	3.217E-04	7.366E-04	0.000E+00	6.082E-07	5.643E-07	1.693E+00	1.524E+00
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd25_TOT	AllMYr	3,514	0.21%		6.114E-04	5.466E-03	2.034E-03	4.155E-05	1.181E-04	1.087E-04	4.355E+00	3.920E+00
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd25_TOT	AllMYr	39,368	2.30%		6.298E-04	5.777E-03	2.097E-03	4.155E-05	1.236E-04	1.137E-04	4.355E+00	3.919E+00
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd25_TOT	AllMYr	1,616	0.09%		6.299E-04	5.778E-03	2.098E-03	4.155E-05	1.236E-04	1.137E-04	4.355E+00	3.919E+00
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd25_TOT	AllMYr	44,288	2.59%		5.468E-04	4.634E-03	1.819E-03	4.155E-05	1.025E-04	9.431E-05	4.355E+00	3.919E+00
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd25_TOT	AllMYr	14,337	0.84%		6.298E-04	5.777E-03	2.097E-03	4.155E-05	1.236E-04	1.137E-04	4.355E+00	3.919E+00
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd25_TOT	AllMYr	639	0.04%		7.579E-04	7.541E-03	2.527E-03	4.155E-05	1.561E-04	1.436E-04	4.355E+00	3.919E+00
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd25_TOT	AllMYr	3,978	0.23%		7.579E-04	7.541E-03	2.527E-03	4.155E-05	1.561E-04	1.436E-04	4.355E+00	3.919E+00
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd25_TOT	AllMYr	6,521	0.38%		7.579E-04	7.541E-03	2.527E-03	4.155E-05	1.561E-04	1.436E-04	4.355E+00	3.919E+00
Vh	Kern (SJV)	2035	Annual	T7 public	Spd25_TOT	AllMYr	500	0.03%		4.142E-04	8.678E-03	1.426E-03	4.182E-05	8.842E-05	8.135E-05	4.384E+00	3.945E+00
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd25_TOT	AllMYr	3,620	0.21%		4.968E-04	3.942E-03	1.651E-03	4.155E-05	8.976E-05	8.258E-05	4.355E+00	3.919E+00
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd25_TOT	AllMYr	4,179	0.24%		4.969E-04	3.944E-03	1.652E-03	4.155E-05	8.980E-05	8.261E-05	4.355E+00	3.919E+00
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd25_TOT	AllMYr	1,038	0.06%		4.698E-04	4.191E-03	1.564E-03	4.159E-05	8.338E-05	7.671E-05	4.359E+00	3.923E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd25_TOT	AllMYr	55,957	3.27%		6.327E-04	5.809E-03	2.107E-03	4.155E-05	1.242E-04	1.143E-04	4.355E+00	3.919E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd25_TOT	AllMYr	3,116	0.18%		6.341E-04	5.827E-03	2.111E-03	4.155E-05	1.245E-04	1.146E-04	4.355E+00	3.919E+00
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd25_TOT	AllMYr	90	0.01%		4.143E-04	2.811E-03	1.374E-03	4.155E-05	6.882E-05	6.332E-05	4.355E+00	3.919E+00
Vh	Kern (SJV)	2035	Annual	T7IS	Spd25_TOT	AllMYr	399	0.02%		1.677E-03	9.714E-03	8.944E-02	0.000E+00	5.702E-07	5.291E-07	1.693E+00	1.524E+00
Vh	Kern (SJV)	2035	Annual	UBUS	Spd25_TOT	AllMYr	8,571	0.50%		8.645E-04	1.118E-02	6.717E-03	0.000E+00	2.179E-04	2.005E-04	4.249E+00	3.824E+00
							1,712,528										

									Tons/Day							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd30_TOT	AllMYr	802	0.02%	1.052E-04	1.224E-03	3.416E-04	1.011E-05	3.021E-05	2.779E-05	1.060E+00	9.541E-01
Vh	Kern (SJV)	2035	Annual	LDA	Spd30_TOT	AllMYr	1,627,245	40.26%	1.903E-02	1.060E-01	1.260E+00	0.000E+00	4.190E-03	3.888E-03	6.592E+02	3.921E+02
Vh	Kern (SJV)	2035	Annual	LDT1	Spd30_TOT	AllMYr	253,580	6.27%	3.627E-03	1.912E-02	2.298E-01	0.000E+00	6.515E-04	6.045E-04	1.194E+02	7.258E+01
Vh	Kern (SJV)	2035	Annual	LDT2	Spd30_TOT	AllMYr	621,729	15.38%	9.049E-03	5.011E-02	5.635E-01	0.000E+00	1.590E-03	1.475E-03	3.423E+02	2.325E+02
Vh	Kern (SJV)	2035	Annual	LHD1	Spd30_TOT	AllMYr	240,892	5.96%	9.049E-03	1.024E-01	9.145E-02	0.000E+00	2.107E-03	1.939E-03	1.545E+02	1.391E+02
Vh	Kern (SJV)	2035	Annual	LHD2	Spd30_TOT	AllMYr	43,388	1.07%	2.329E-03	2.559E-02	2.106E-02	0.000E+00	6.150E-04	5.658E-04	2.647E+01	2.383E+01
Vh	Kern (SJV)	2035	Annual	MCY	Spd30_TOT	AllMYr	27,878	0.69%	6.193E-02	3.437E-02	4.686E-01	0.000E+00	5.909E-06	5.138E-06	4.564E+00	4.108E+00
Vh	Kern (SJV)	2035	Annual	MDV	Spd30_TOT	AllMYr	820,524	20.30%	1.654E-02	8.802E-02	9.881E-01	0.000E+00	2.047E-03	1.899E-03	5.788E+02	4.024E+02
Vh	Kern (SJV)	2035	Annual	MH	Spd30_TOT	AllMYr	5,861	0.14%	2.132E-04	5.813E-03	1.465E-03	0.000E+00	5.203E-05	4.788E-05	4.777E+00	4.299E+00
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd30_TOT	AllMYr	701	0.02%	1.766E-04	1.598E-03	6.460E-04	1.368E-05	3.840E-05	3.533E-05	1.434E+00	1.290E+00
Vh	Kern (SJV)	2035	Annual	OBUS	Spd30_TOT	AllMYr	1,771	0.04%	3.208E-05	3.173E-04	5.734E-04	0.000E+00	3.982E-07	3.695E-07	1.209E+00	1.088E+00
Vh	Kern (SJV)	2035	Annual	SBUS	Spd30_TOT	AllMYr	5,206	0.13%	1.015E-03	1.595E-02	7.110E-03	3.853E-05	1.527E-04	1.405E-04	5.554E+00	4.999E+00
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd30_TOT	AllMYr	2,083	0.05%	2.666E-04	3.029E-03	8.655E-04	2.628E-05	7.582E-05	6.976E-05	2.755E+00	2.479E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd30_TOT	AllMYr	108	0.00%	1.203E-05	1.284E-04	3.907E-05	1.358E-06	3.295E-06	3.031E-06	1.423E-01	1.281E-01
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd30_TOT	AllMYr	373	0.01%	3.959E-05	4.088E-04	1.285E-04	4.701E-06	1.065E-05	9.800E-06	4.928E-01	4.435E-01
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd30_TOT	AllMYr	3,374	0.08%	4.251E-04	4.851E-03	1.380E-03	4.257E-05	1.207E-04	1.111E-04	4.462E+00	4.016E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd30_TOT	AllMYr	9,234	0.23%	1.060E-03	1.149E-02	3.441E-03	1.165E-04	2.927E-04	2.693E-04	1.221E+01	1.099E+01
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd30_TOT	AllMYr	7,925	0.20%	1.000E-03	1.142E-02	3.247E-03	9.998E-05	2.842E-04	2.614E-04	1.048E+01	9.431E+00
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd30_TOT	AllMYr	21,599	0.53%	2.480E-03	2.691E-02	8.054E-03	2.725E-04	6.852E-04	6.304E-04	2.856E+01	2.570E+01
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd30_TOT	AllMYr	62	0.00%	6.898E-06	7.363E-05	2.240E-05	7.786E-07	1.889E-06	1.738E-06	8.161E-02	7.345E-02
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd30_TOT	AllMYr	214	0.01%	2.270E-05	2.344E-04	7.369E-05	2.695E-06	6.107E-06	5.618E-06	2.825E-01	2.543E-01
Vh	Kern (SJV)	2035	Annual	T6 public	Spd30_TOT	AllMYr	870	0.02%	8.224E-05	1.242E-03	2.687E-04	1.100E-05	2.219E-05	2.041E-05	1.153E+00	1.038E+00
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd30_TOT	AllMYr	227	0.01%	2.028E-05	1.828E-04	6.586E-05	2.860E-06	5.092E-06	4.685E-06	2.998E-01	2.698E-01
Vh	Kern (SJV)	2035	Annual	T6TS	Spd30_TOT	AllMYr	7,406	0.18%	1.215E-04	1.246E-03	2.197E-03	0.000E+00	1.707E-06	1.583E-06	5.057E+00	4.551E+00
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd30_TOT	AllMYr	6,304	0.16%	1.680E-03	1.553E-02	6.145E-03	1.229E-04	3.698E-04	3.402E-04	1.289E+01	1.160E+01
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd30_TOT	AllMYr	70,616	1.75%	1.939E-02	1.839E-01	7.098E-02	1.377E-03	4.334E-03	3.987E-03	1.443E+02	1.299E+02
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd30_TOT	AllMYr	2,898	0.07%	7.959E-04	7.549E-03	2.913E-03	5.651E-05	1.779E-04	1.636E-04	5.923E+00	5.331E+00
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd30_TOT	AllMYr	79,440	1.97%	1.894E-02	1.660E-01	6.925E-02	1.549E-03	4.044E-03	3.720E-03	1.624E+02	1.461E+02
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd30_TOT	AllMYr	25,717	0.64%	7.062E-03	6.698E-02	2.585E-02	5.014E-04	1.578E-03	1.452E-03	5.256E+01	4.730E+01
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd30_TOT	AllMYr	1,147	0.03%	3.790E-04	3.899E-03	1.389E-03	2.236E-05	8.892E-05	8.181E-05	2.344E+00	2.110E+00
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd30_TOT	AllMYr	7,135	0.18%	2.358E-03	2.426E-02	8.640E-03	1.391E-04	5.531E-04	5.089E-04	1.458E+01	1.312E+01
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd30_TOT	AllMYr	11,696	0.29%	3.865E-03	3.977E-02	1.416E-02	2.281E-04	9.068E-04	8.343E-04	2.390E+01	2.151E+01
Vh	Kern (SJV)	2035	Annual	T7 public	Spd30_TOT	AllMYr	896	0.02%	1.605E-04	3.681E-03	6.031E-04	1.759E-05	3.745E-05	3.445E-05	1.844E+00	1.660E+00
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd30_TOT	AllMYr	6,494	0.16%	1.407E-03	1.154E-02	5.138E-03	1.266E-04	2.894E-04	2.663E-04	1.327E+01	1.194E+01
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd30_TOT	AllMYr	7,497	0.19%	1.624E-03	1.333E-02	5.933E-03	1.462E-04	3.343E-04	3.075E-04	1.532E+01	1.379E+01
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd30_TOT	AllMYr	1,862	0.05%	3.812E-04	3.540E-03	1.394E-03	3.634E-05	7.684E-05	7.069E-05	3.809E+00	3.428E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd30_TOT	AllMYr	100,372	2.48%	2.769E-02	2.629E-01	1.013E-01	1.957E-03	6.190E-03	5.695E-03	2.051E+02	1.846E+02
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd30_TOT	AllMYr	5,589	0.14%	1.545E-03	1.468E-02	5.655E-03	1.090E-04	3.456E-04	3.180E-04	1.142E+01	1.028E+01
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd30_TOT	AllMYr	162	0.00%	2.921E-05	2.050E-04	1.065E-04	3.153E-06	5.527E-06	5.085E-06	3.305E-01	2.975E-01
Vh	Kern (SJV)	2035	Annual	T7IS	Spd30_TOT	AllMYr	733	0.02%	4.679E-04	3.707E-03	2.647E-02	0.000E+00	1.584E-07	1.469E-07	5.006E-01	4.505E-01
Vh	Kern (SJV)	2035	Annual	UBUS	Spd30_TOT	AllMYr	10,727	0.27%	3.694E-03	5.562E-02	2.868E-02	0.000E+00	9.581E-04	8.814E-04	2.237E+01	2.014E+01
							4,042,333									

									9.072E-01	MTons/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd30_TOT	AllMYr	802	0.02%		1.191E-07	1.385E-06	3.866E-07	1.145E-08	3.419E-08	3.145E-08	1.200E-03	1.080E-03
Vh	Kern (SJV)	2035	Annual	LDA	Spd30_TOT	AllMYr	1,627,245	40.26%		1.061E-08	5.912E-08	7.026E-07	0.000E+00	2.336E-09	2.167E-09	3.675E-04	2.186E-04
Vh	Kern (SJV)	2035	Annual	LDT1	Spd30_TOT	AllMYr	253,580	6.27%		1.297E-08	6.839E-08	8.220E-07	0.000E+00	2.331E-09	2.162E-09	4.270E-04	2.597E-04
Vh	Kern (SJV)	2035	Annual	LDT2	Spd30_TOT	AllMYr	621,729	15.38%		1.320E-08	7.312E-08	8.222E-07	0.000E+00	2.320E-09	2.152E-09	4.995E-04	3.392E-04
Vh	Kern (SJV)	2035	Annual	LHD1	Spd30_TOT	AllMYr	240,892	5.96%		3.408E-08	3.856E-07	3.444E-07	0.000E+00	7.935E-09	7.302E-09	5.819E-04	5.237E-04
Vh	Kern (SJV)	2035	Annual	LHD2	Spd30_TOT	AllMYr	43,388	1.07%		4.870E-08	5.350E-07	4.403E-07	0.000E+00	1.286E-08	1.183E-08	5.535E-04	4.982E-04
Vh	Kern (SJV)	2035	Annual	MCY	Spd30_TOT	AllMYr	27,878	0.69%		2.015E-06	1.119E-06	1.525E-05	0.000E+00	1.923E-10	1.672E-10	1.485E-04	1.337E-04
Vh	Kern (SJV)	2035	Annual	MDV	Spd30_TOT	AllMYr	820,524	20.30%		1.829E-08	9.731E-08	1.092E-06	0.000E+00	2.263E-09	2.100E-09	6.399E-04	4.449E-04
Vh	Kern (SJV)	2035	Annual	MH	Spd30_TOT	AllMYr	5,861	0.14%		3.300E-08	8.999E-07	2.267E-07	0.000E+00	8.054E-09	7.411E-09	7.394E-04	6.655E-04
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd30_TOT	AllMYr	701	0.02%		2.284E-07	2.067E-06	8.355E-07	1.769E-08	4.967E-08	4.570E-08	1.854E-03	1.669E-03
Vh	Kern (SJV)	2035	Annual	OBUS	Spd30_TOT	AllMYr	1,771	0.04%		1.643E-08	1.625E-07	2.937E-07	0.000E+00	2.040E-10	1.893E-10	6.194E-04	5.575E-04
Vh	Kern (SJV)	2035	Annual	SBUS	Spd30_TOT	AllMYr	5,206	0.13%		1.769E-07	2.779E-06	1.239E-06	6.714E-09	2.662E-08	2.449E-08	9.678E-04	8.710E-04
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd30_TOT	AllMYr	2,083	0.05%		1.161E-07	1.319E-06	3.770E-07	1.145E-08	3.303E-08	3.039E-08	1.200E-03	1.080E-03
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd30_TOT	AllMYr	108	0.00%		1.014E-07	1.082E-06	3.292E-07	1.144E-08	2.777E-08	2.555E-08	1.200E-03	1.080E-03
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd30_TOT	AllMYr	373	0.01%		9.636E-08	9.952E-07	3.129E-07	1.144E-08	2.593E-08	2.386E-08	1.200E-03	1.080E-03
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd30_TOT	AllMYr	3,374	0.08%		1.143E-07	1.304E-06	3.711E-07	1.144E-08	3.246E-08	2.986E-08	1.200E-03	1.080E-03
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd30_TOT	AllMYr	9,234	0.23%		1.041E-07	1.129E-06	3.380E-07	1.144E-08	2.876E-08	2.646E-08	1.200E-03	1.080E-03
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd30_TOT	AllMYr	7,925	0.20%		1.145E-07	1.307E-06	3.717E-07	1.144E-08	3.253E-08	2.993E-08	1.200E-03	1.080E-03
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd30_TOT	AllMYr	21,599	0.53%		1.042E-07	1.130E-06	3.383E-07	1.144E-08	2.878E-08	2.648E-08	1.200E-03	1.080E-03
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd30_TOT	AllMYr	62	0.00%		1.014E-07	1.082E-06	3.292E-07	1.144E-08	2.777E-08	2.555E-08	1.200E-03	1.080E-03
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd30_TOT	AllMYr	214	0.01%		9.636E-08	9.952E-07	3.129E-07	1.144E-08	2.593E-08	2.386E-08	1.200E-03	1.080E-03
Vh	Kern (SJV)	2035	Annual	T6 public	Spd30_TOT	AllMYr	870	0.02%		8.579E-08	1.295E-06	2.803E-07	1.147E-08	2.315E-08	2.129E-08	1.203E-03	1.082E-03
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd30_TOT	AllMYr	227	0.01%		8.117E-08	7.315E-07	2.636E-07	1.144E-08	2.038E-08	1.875E-08	1.200E-03	1.080E-03
Vh	Kern (SJV)	2035	Annual	T6TS	Spd30_TOT	AllMYr	7,406	0.18%		1.488E-08	1.526E-07	2.691E-07	0.000E+00	2.090E-10	1.939E-10	6.194E-04	5.575E-04
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd30_TOT	AllMYr	6,304	0.16%		2.418E-07	2.235E-06	8.842E-07	1.769E-08	5.322E-08	4.896E-08	1.854E-03	1.669E-03
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd30_TOT	AllMYr	70,616	1.75%		2.491E-07	2.363E-06	9.119E-07	1.769E-08	5.568E-08	5.122E-08	1.854E-03	1.669E-03
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd30_TOT	AllMYr	2,898	0.07%		2.492E-07	2.363E-06	9.119E-07	1.769E-08	5.568E-08	5.123E-08	1.854E-03	1.669E-03
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd30_TOT	AllMYr	79,440	1.97%		2.163E-07	1.895E-06	7.908E-07	1.769E-08	4.618E-08	4.249E-08	1.854E-03	1.669E-03
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd30_TOT	AllMYr	25,717	0.64%		2.491E-07	2.363E-06	9.119E-07	1.769E-08	5.568E-08	5.122E-08	1.854E-03	1.669E-03
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd30_TOT	AllMYr	1,147	0.03%		2.998E-07	3.084E-06	1.099E-06	1.769E-08	7.033E-08	6.471E-08	1.854E-03	1.669E-03
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd30_TOT	AllMYr	7,135	0.18%		2.998E-07	3.084E-06	1.099E-06	1.769E-08	7.033E-08	6.471E-08	1.854E-03	1.669E-03
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd30_TOT	AllMYr	11,696	0.29%		2.998E-07	3.084E-06	1.099E-06	1.769E-08	7.033E-08	6.471E-08	1.854E-03	1.669E-03
Vh	Kern (SJV)	2035	Annual	T7 public	Spd30_TOT	AllMYr	896	0.02%		1.625E-07	3.726E-06	6.104E-07	1.781E-08	3.790E-08	3.487E-08	1.866E-03	1.680E-03
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd30_TOT	AllMYr	6,494	0.16%		1.965E-07	1.612E-06	7.178E-07	1.769E-08	4.044E-08	3.720E-08	1.854E-03	1.669E-03
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd30_TOT	AllMYr	7,497	0.19%		1.966E-07	1.613E-06	7.180E-07	1.769E-08	4.045E-08	3.722E-08	1.854E-03	1.669E-03
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd30_TOT	AllMYr	1,862	0.05%		1.857E-07	1.725E-06	6.793E-07	1.771E-08	3.744E-08	3.445E-08	1.856E-03	1.670E-03
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd30_TOT	AllMYr	100,372	2.48%		2.503E-07	2.376E-06	9.159E-07	1.769E-08	5.595E-08	5.147E-08	1.854E-03	1.669E-03
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd30_TOT	AllMYr	5,589	0.14%		2.508E-07	2.383E-06	9.179E-07	1.769E-08	5.610E-08	5.161E-08	1.854E-03	1.669E-03
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd30_TOT	AllMYr	162	0.00%		1.639E-07	1.150E-06	5.976E-07	1.769E-08	3.100E-08	2.852E-08	1.854E-03	1.669E-03
Vh	Kern (SJV)	2035	Annual	T7IS	Spd30_TOT	AllMYr	733	0.02%		5.790E-07	4.588E-06	3.275E-05	0.000E+00	1.960E-10	1.818E-10	6.194E-04	5.575E-04
Vh	Kern (SJV)	2035	Annual	UBUS	Spd30_TOT	AllMYr	10,727	0.27%		3.124E-07	4.704E-06	2.426E-06	0.000E+00	8.102E-08	7.454E-08	1.892E-03	1.703E-03
							4,042,333										

									2.000E+03	lbs/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd30_TOT	AllMYr	802	0.02%		2.625E-04	3.054E-03	8.523E-04	2.523E-05	7.537E-05	6.934E-05	2.645E+00	2.380E+00
Vh	Kern (SJV)	2035	Annual	LDA	Spd30_TOT	AllMYr	1,627,245	40.26%		2.339E-05	1.303E-04	1.549E-03	0.000E+00	5.150E-06	4.778E-06	8.102E-01	4.819E-01
Vh	Kern (SJV)	2035	Annual	LDT1	Spd30_TOT	AllMYr	253,580	6.27%		2.860E-05	1.508E-04	1.812E-03	0.000E+00	5.138E-06	4.767E-06	9.414E-01	5.724E-01
Vh	Kern (SJV)	2035	Annual	LDT2	Spd30_TOT	AllMYr	621,729	15.38%		2.911E-05	1.612E-04	1.813E-03	0.000E+00	5.114E-06	4.745E-06	1.101E+00	7.478E-01
Vh	Kern (SJV)	2035	Annual	LHD1	Spd30_TOT	AllMYr	240,892	5.96%		7.513E-05	8.502E-04	7.593E-04	0.000E+00	1.749E-05	1.610E-05	1.283E+00	1.155E+00
Vh	Kern (SJV)	2035	Annual	LHD2	Spd30_TOT	AllMYr	43,388	1.07%		1.074E-04	1.179E-03	9.707E-04	0.000E+00	2.835E-05	2.608E-05	1.220E+00	1.098E+00
Vh	Kern (SJV)	2035	Annual	MCY	Spd30_TOT	AllMYr	27,878	0.69%		4.443E-03	2.466E-03	3.362E-02	0.000E+00	4.239E-07	3.686E-07	3.274E-01	2.947E-01
Vh	Kern (SJV)	2035	Annual	MDV	Spd30_TOT	AllMYr	820,524	20.30%		4.032E-05	2.145E-04	2.408E-03	0.000E+00	4.989E-06	4.629E-06	1.411E+00	9.808E-01
Vh	Kern (SJV)	2035	Annual	MH	Spd30_TOT	AllMYr	5,861	0.14%		7.275E-05	1.984E-03	4.998E-04	0.000E+00	1.776E-05	1.634E-05	1.630E+00	1.467E+00
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd30_TOT	AllMYr	701	0.02%		5.036E-04	4.557E-03	1.842E-03	3.900E-05	1.095E-04	1.007E-04	4.088E+00	3.679E+00
Vh	Kern (SJV)	2035	Annual	OBUS	Spd30_TOT	AllMYr	1,771	0.04%		3.623E-05	3.583E-04	6.476E-04	0.000E+00	4.497E-07	4.173E-07	1.366E+00	1.229E+00
Vh	Kern (SJV)	2035	Annual	SBUS	Spd30_TOT	AllMYr	5,206	0.13%		3.901E-04	6.127E-03	2.731E-03	1.480E-05	5.868E-05	5.399E-05	2.134E+00	1.920E+00
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd30_TOT	AllMYr	2,083	0.05%		2.560E-04	2.909E-03	8.312E-04	2.524E-05	7.281E-05	6.699E-05	2.645E+00	2.381E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd30_TOT	AllMYr	108	0.00%		2.235E-04	2.386E-03	7.259E-04	2.523E-05	6.121E-05	5.632E-05	2.645E+00	2.380E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd30_TOT	AllMYr	373	0.01%		2.124E-04	2.194E-03	6.898E-04	2.523E-05	5.717E-05	5.259E-05	2.645E+00	2.380E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd30_TOT	AllMYr	3,374	0.08%		2.520E-04	2.875E-03	8.181E-04	2.523E-05	7.157E-05	6.584E-05	2.645E+00	2.380E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd30_TOT	AllMYr	9,234	0.23%		2.295E-04	2.489E-03	7.453E-04	2.523E-05	6.340E-05	5.833E-05	2.645E+00	2.380E+00
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd30_TOT	AllMYr	7,925	0.20%		2.524E-04	2.882E-03	8.194E-04	2.523E-05	7.172E-05	6.598E-05	2.645E+00	2.380E+00
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd30_TOT	AllMYr	21,599	0.53%		2.297E-04	2.492E-03	7.457E-04	2.523E-05	6.345E-05	5.838E-05	2.645E+00	2.380E+00
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd30_TOT	AllMYr	62	0.00%		2.235E-04	2.386E-03	7.259E-04	2.523E-05	6.121E-05	5.632E-05	2.645E+00	2.380E+00
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd30_TOT	AllMYr	214	0.01%		2.124E-04	2.194E-03	6.898E-04	2.523E-05	5.717E-05	5.259E-05	2.645E+00	2.380E+00
Vh	Kern (SJV)	2035	Annual	T6 public	Spd30_TOT	AllMYr	870	0.02%		1.891E-04	2.856E-03	6.180E-04	2.529E-05	5.103E-05	4.695E-05	2.651E+00	2.386E+00
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd30_TOT	AllMYr	227	0.01%		1.790E-04	1.613E-03	5.811E-04	2.523E-05	4.493E-05	4.133E-05	2.645E+00	2.380E+00
Vh	Kern (SJV)	2035	Annual	T6TS	Spd30_TOT	AllMYr	7,406	0.18%		3.280E-05	3.364E-04	5.933E-04	0.000E+00	4.608E-07	4.276E-07	1.366E+00	1.229E+00
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd30_TOT	AllMYr	6,304	0.16%		5.331E-04	4.928E-03	1.949E-03	3.900E-05	1.173E-04	1.079E-04	4.088E+00	3.679E+00
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd30_TOT	AllMYr	70,616	1.75%		5.493E-04	5.209E-03	2.010E-03	3.900E-05	1.227E-04	1.129E-04	4.088E+00	3.679E+00
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd30_TOT	AllMYr	2,898	0.07%		5.493E-04	5.210E-03	2.010E-03	3.900E-05	1.228E-04	1.129E-04	4.088E+00	3.679E+00
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd30_TOT	AllMYr	79,440	1.97%		4.769E-04	4.178E-03	1.744E-03	3.900E-05	1.018E-04	9.367E-05	4.088E+00	3.679E+00
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd30_TOT	AllMYr	25,717	0.64%		5.493E-04	5.209E-03	2.010E-03	3.900E-05	1.227E-04	1.129E-04	4.088E+00	3.679E+00
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd30_TOT	AllMYr	1,147	0.03%		6.609E-04	6.800E-03	2.422E-03	3.900E-05	1.551E-04	1.427E-04	4.088E+00	3.679E+00
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd30_TOT	AllMYr	7,135	0.18%		6.609E-04	6.800E-03	2.422E-03	3.900E-05	1.551E-04	1.427E-04	4.088E+00	3.679E+00
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd30_TOT	AllMYr	11,696	0.29%		6.609E-04	6.800E-03	2.422E-03	3.900E-05	1.551E-04	1.427E-04	4.088E+00	3.679E+00
Vh	Kern (SJV)	2035	Annual	T7 public	Spd30_TOT	AllMYr	896	0.02%		3.582E-04	8.214E-03	1.346E-03	3.926E-05	8.356E-05	7.688E-05	4.115E+00	3.703E+00
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd30_TOT	AllMYr	6,494	0.16%		4.332E-04	3.555E-03	1.583E-03	3.900E-05	8.915E-05	8.201E-05	4.088E+00	3.679E+00
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd30_TOT	AllMYr	7,497	0.19%		4.333E-04	3.556E-03	1.583E-03	3.900E-05	8.918E-05	8.205E-05	4.088E+00	3.679E+00
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd30_TOT	AllMYr	1,862	0.05%		4.094E-04	3.803E-03	1.498E-03	3.904E-05	8.254E-05	7.594E-05	4.092E+00	3.683E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd30_TOT	AllMYr	100,372	2.48%		5.518E-04	5.238E-03	2.019E-03	3.900E-05	1.233E-04	1.135E-04	4.088E+00	3.679E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd30_TOT	AllMYr	5,589	0.14%		5.529E-04	5.254E-03	2.024E-03	3.900E-05	1.237E-04	1.138E-04	4.088E+00	3.679E+00
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd30_TOT	AllMYr	162	0.00%		3.613E-04	2.535E-03	1.317E-03	3.900E-05	6.835E-05	6.288E-05	4.088E+00	3.679E+00
Vh	Kern (SJV)	2035	Annual	T7IS	Spd30_TOT	AllMYr	733	0.02%		1.276E-03	1.011E-02	7.220E-02	0.000E+00	4.320E-07	4.009E-07	1.366E+00	1.229E+00
Vh	Kern (SJV)	2035	Annual	UBUS	Spd30_TOT	AllMYr	10,727	0.27%		6.888E-04	1.037E-02	5.348E-03	0.000E+00	1.786E-04	1.643E-04	4.171E+00	3.754E+00
							4,042,333										

									Tons/Day							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd35_TOT	AllMYr	912	0.03%	1.044E-04	1.267E-03	3.791E-04	1.088E-05	3.555E-05	3.270E-05	1.141E+00	1.027E+00
Vh	Kern (SJV)	2035	Annual	LDA	Spd35_TOT	AllMYr	1,128,271	35.96%	1.085E-02	6.923E-02	8.065E-01	0.000E+00	2.390E-03	2.218E-03	4.084E+02	2.429E+02
Vh	Kern (SJV)	2035	Annual	LDT1	Spd35_TOT	AllMYr	175,823	5.60%	2.071E-03	1.248E-02	1.470E-01	0.000E+00	3.716E-04	3.448E-04	7.394E+01	4.496E+01
Vh	Kern (SJV)	2035	Annual	LDT2	Spd35_TOT	AllMYr	431,084	13.74%	5.162E-03	3.271E-02	3.606E-01	0.000E+00	9.065E-04	8.411E-04	2.120E+02	1.440E+02
Vh	Kern (SJV)	2035	Annual	LHD1	Spd35_TOT	AllMYr	104,905	3.34%	3.897E-03	5.058E-02	3.727E-02	0.000E+00	9.574E-04	8.809E-04	6.058E+01	5.452E+01
Vh	Kern (SJV)	2035	Annual	LHD2	Spd35_TOT	AllMYr	20,707	0.66%	1.047E-03	1.302E-02	9.131E-03	0.000E+00	2.809E-04	2.584E-04	1.190E+01	1.071E+01
Vh	Kern (SJV)	2035	Annual	MCY	Spd35_TOT	AllMYr	19,329	0.62%	4.077E-02	2.398E-02	3.243E-01	0.000E+00	3.871E-06	3.360E-06	3.019E+00	2.717E+00
Vh	Kern (SJV)	2035	Annual	MDV	Spd35_TOT	AllMYr	568,920	18.13%	9.446E-03	5.743E-02	6.322E-01	0.000E+00	1.167E-03	1.083E-03	3.585E+02	2.493E+02
Vh	Kern (SJV)	2035	Annual	MH	Spd35_TOT	AllMYr	7,138	0.23%	2.092E-04	6.252E-03	1.562E-03	0.000E+00	5.839E-05	5.373E-05	5.070E+00	4.563E+00
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd35_TOT	AllMYr	1,280	0.04%	2.811E-04	2.653E-03	1.149E-03	2.360E-05	7.245E-05	6.666E-05	2.474E+00	2.226E+00
Vh	Kern (SJV)	2035	Annual	OBUS	Spd35_TOT	AllMYr	2,191	0.07%	3.128E-05	4.097E-04	6.039E-04	0.000E+00	3.891E-07	3.610E-07	1.275E+00	1.147E+00
Vh	Kern (SJV)	2035	Annual	SBUS	Spd35_TOT	AllMYr	5,344	0.17%	8.841E-04	1.516E-02	6.510E-03	3.740E-05	1.617E-04	1.487E-04	5.246E+00	4.721E+00
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd35_TOT	AllMYr	2,370	0.08%	2.646E-04	3.136E-03	9.605E-04	2.828E-05	8.922E-05	8.208E-05	2.964E+00	2.668E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd35_TOT	AllMYr	122	0.00%	1.194E-05	1.330E-04	4.336E-05	1.461E-06	3.877E-06	3.567E-06	1.532E-01	1.379E-01
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd35_TOT	AllMYr	424	0.01%	3.929E-05	4.232E-04	1.426E-04	5.060E-06	1.253E-05	1.153E-05	5.303E-01	4.773E-01
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd35_TOT	AllMYr	3,840	0.12%	4.219E-04	5.022E-03	1.532E-03	4.582E-05	1.421E-04	1.307E-04	4.802E+00	4.322E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd35_TOT	AllMYr	10,508	0.33%	1.052E-03	1.190E-02	3.819E-03	1.254E-04	3.444E-04	3.169E-04	1.314E+01	1.183E+01
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd35_TOT	AllMYr	9,018	0.29%	9.925E-04	1.182E-02	3.603E-03	1.076E-04	3.344E-04	3.076E-04	1.128E+01	1.015E+01
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd35_TOT	AllMYr	24,577	0.78%	2.462E-03	2.786E-02	8.937E-03	2.932E-04	8.063E-04	7.418E-04	3.074E+01	2.766E+01
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd35_TOT	AllMYr	70	0.00%	6.847E-06	7.623E-05	2.486E-05	8.379E-07	2.223E-06	2.045E-06	8.783E-02	7.904E-02
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd35_TOT	AllMYr	243	0.01%	2.253E-05	2.427E-04	8.178E-05	2.901E-06	7.186E-06	6.611E-06	3.040E-01	2.736E-01
Vh	Kern (SJV)	2035	Annual	T6 public	Spd35_TOT	AllMYr	990	0.03%	8.151E-05	1.307E-03	2.972E-04	1.184E-05	2.587E-05	2.380E-05	1.241E+00	1.117E+00
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd35_TOT	AllMYr	258	0.01%	2.013E-05	1.892E-04	7.309E-05	3.078E-06	5.992E-06	5.513E-06	3.226E-01	2.903E-01
Vh	Kern (SJV)	2035	Annual	T6TS	Spd35_TOT	AllMYr	9,163	0.29%	1.185E-04	1.608E-03	2.314E-03	0.000E+00	1.667E-06	1.547E-06	5.331E+00	4.798E+00
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd35_TOT	AllMYr	11,502	0.37%	2.674E-03	2.579E-02	1.093E-02	2.121E-04	6.977E-04	6.419E-04	2.224E+01	2.001E+01
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd35_TOT	AllMYr	128,838	4.11%	3.086E-02	3.053E-01	1.263E-01	2.376E-03	8.177E-03	7.522E-03	2.490E+02	2.241E+02
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd35_TOT	AllMYr	5,287	0.17%	1.267E-03	1.253E-02	5.183E-03	9.750E-05	3.356E-04	3.087E-04	1.022E+01	9.198E+00
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd35_TOT	AllMYr	144,938	4.62%	3.014E-02	2.755E-01	1.232E-01	2.673E-03	7.629E-03	7.019E-03	2.802E+02	2.521E+02
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd35_TOT	AllMYr	46,920	1.50%	1.124E-02	1.112E-01	4.599E-02	8.652E-04	2.978E-03	2.739E-03	9.069E+01	8.162E+01
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd35_TOT	AllMYr	2,093	0.07%	6.031E-04	6.473E-03	2.471E-03	3.859E-05	1.678E-04	1.543E-04	4.045E+00	3.640E+00
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd35_TOT	AllMYr	13,017	0.41%	3.752E-03	4.027E-02	1.537E-02	2.400E-04	1.044E-03	9.601E-04	2.516E+01	2.264E+01
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd35_TOT	AllMYr	21,340	0.68%	6.151E-03	6.601E-02	2.520E-02	3.935E-04	1.711E-03	1.574E-03	4.125E+01	3.712E+01
Vh	Kern (SJV)	2035	Annual	T7 public	Spd35_TOT	AllMYr	1,635	0.05%	2.538E-04	6.415E-03	1.057E-03	3.036E-05	6.760E-05	6.219E-05	3.182E+00	2.864E+00
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd35_TOT	AllMYr	11,848	0.38%	2.238E-03	1.916E-02	9.143E-03	2.185E-04	5.461E-04	5.024E-04	2.290E+01	2.061E+01
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd35_TOT	AllMYr	13,678	0.44%	2.585E-03	2.213E-02	1.056E-02	2.522E-04	6.307E-04	5.802E-04	2.644E+01	2.379E+01
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd35_TOT	AllMYr	3,397	0.11%	6.063E-04	5.914E-03	2.478E-03	6.271E-05	1.446E-04	1.330E-04	6.573E+00	5.916E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd35_TOT	AllMYr	183,127	5.84%	4.407E-02	4.363E-01	1.803E-01	3.377E-03	1.168E-02	1.074E-02	3.540E+02	3.186E+02
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd35_TOT	AllMYr	10,198	0.33%	2.459E-03	2.437E-02	1.006E-02	1.881E-04	6.521E-04	5.999E-04	1.971E+01	1.774E+01
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd35_TOT	AllMYr	295	0.01%	4.649E-05	3.403E-04	1.895E-04	5.441E-06	1.043E-05	9.593E-06	5.703E-01	5.133E-01
Vh	Kern (SJV)	2035	Annual	T7IS	Spd35_TOT	AllMYr	1,305	0.04%	6.571E-04	6.861E-03	4.019E-02	0.000E+00	2.227E-07	2.066E-07	7.595E-01	6.835E-01
Vh	Kern (SJV)	2035	Annual	UBUS	Spd35_TOT	AllMYr	10,512	0.34%	2.998E-03	5.286E-02	2.369E-02	0.000E+00	7.972E-04	7.334E-04	2.168E+01	1.951E+01
							3,137,414									

									9.072E-01	MTons/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd35_TOT	AllMYr	912	0.03%		1.039E-07	1.260E-06	3.770E-07	1.082E-08	3.535E-08	3.252E-08	1.135E-03	1.021E-03
Vh	Kern (SJV)	2035	Annual	LDA	Spd35_TOT	AllMYr	1,128,271	35.96%		8.728E-09	5.567E-08	6.485E-07	0.000E+00	1.922E-09	1.783E-09	3.284E-04	1.953E-04
Vh	Kern (SJV)	2035	Annual	LDT1	Spd35_TOT	AllMYr	175,823	5.60%		1.069E-08	6.438E-08	7.584E-07	0.000E+00	1.917E-09	1.779E-09	3.815E-04	2.320E-04
Vh	Kern (SJV)	2035	Annual	LDT2	Spd35_TOT	AllMYr	431,084	13.74%		1.086E-08	6.883E-08	7.589E-07	0.000E+00	1.908E-09	1.770E-09	4.462E-04	3.030E-04
Vh	Kern (SJV)	2035	Annual	LHD1	Spd35_TOT	AllMYr	104,905	3.34%		3.370E-08	4.374E-07	3.223E-07	0.000E+00	8.279E-09	7.618E-09	5.239E-04	4.715E-04
Vh	Kern (SJV)	2035	Annual	LHD2	Spd35_TOT	AllMYr	20,707	0.66%		4.588E-08	5.703E-07	4.000E-07	0.000E+00	1.231E-08	1.132E-08	5.215E-04	4.693E-04
Vh	Kern (SJV)	2035	Annual	MCY	Spd35_TOT	AllMYr	19,329	0.62%		1.913E-06	1.125E-06	1.522E-05	0.000E+00	1.817E-10	1.577E-10	1.417E-04	1.275E-04
Vh	Kern (SJV)	2035	Annual	MDV	Spd35_TOT	AllMYr	568,920	18.13%		1.506E-08	9.158E-08	1.008E-06	0.000E+00	1.861E-09	1.727E-09	5.717E-04	3.975E-04
Vh	Kern (SJV)	2035	Annual	MH	Spd35_TOT	AllMYr	7,138	0.23%		2.659E-08	7.946E-07	1.985E-07	0.000E+00	7.422E-09	6.829E-09	6.443E-04	5.799E-04
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd35_TOT	AllMYr	1,280	0.04%		1.993E-07	1.881E-06	8.149E-07	1.673E-08	5.136E-08	4.725E-08	1.754E-03	1.578E-03
Vh	Kern (SJV)	2035	Annual	OBUS	Spd35_TOT	AllMYr	2,191	0.07%		1.295E-08	1.696E-07	2.500E-07	0.000E+00	1.611E-10	1.495E-10	5.278E-04	4.751E-04
Vh	Kern (SJV)	2035	Annual	SBUS	Spd35_TOT	AllMYr	5,344	0.17%		1.501E-07	2.573E-06	1.105E-06	6.350E-09	2.745E-08	2.525E-08	8.906E-04	8.015E-04
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd35_TOT	AllMYr	2,370	0.08%		1.013E-07	1.201E-06	3.677E-07	1.083E-08	3.415E-08	3.142E-08	1.135E-03	1.021E-03
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd35_TOT	AllMYr	122	0.00%		8.844E-08	9.847E-07	3.211E-07	1.082E-08	2.871E-08	2.642E-08	1.135E-03	1.021E-03
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd35_TOT	AllMYr	424	0.01%		8.405E-08	9.055E-07	3.052E-07	1.082E-08	2.681E-08	2.467E-08	1.135E-03	1.021E-03
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd35_TOT	AllMYr	3,840	0.12%		9.968E-08	1.187E-06	3.619E-07	1.082E-08	3.357E-08	3.088E-08	1.135E-03	1.021E-03
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd35_TOT	AllMYr	10,508	0.33%		9.081E-08	1.027E-06	3.297E-07	1.082E-08	2.974E-08	2.736E-08	1.135E-03	1.021E-03
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd35_TOT	AllMYr	9,018	0.29%		9.985E-08	1.189E-06	3.625E-07	1.082E-08	3.364E-08	3.095E-08	1.135E-03	1.021E-03
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd35_TOT	AllMYr	24,577	0.78%		9.087E-08	1.028E-06	3.299E-07	1.082E-08	2.976E-08	2.738E-08	1.135E-03	1.021E-03
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd35_TOT	AllMYr	70	0.00%		8.844E-08	9.847E-07	3.211E-07	1.082E-08	2.871E-08	2.642E-08	1.135E-03	1.021E-03
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd35_TOT	AllMYr	243	0.01%		8.405E-08	9.055E-07	3.052E-07	1.082E-08	2.681E-08	2.467E-08	1.135E-03	1.021E-03
Vh	Kern (SJV)	2035	Annual	T6 public	Spd35_TOT	AllMYr	990	0.03%		7.472E-08	1.199E-06	2.725E-07	1.085E-08	2.372E-08	2.182E-08	1.137E-03	1.024E-03
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd35_TOT	AllMYr	258	0.01%		7.080E-08	6.655E-07	2.570E-07	1.082E-08	2.107E-08	1.939E-08	1.135E-03	1.021E-03
Vh	Kern (SJV)	2035	Annual	T6TS	Spd35_TOT	AllMYr	9,163	0.29%		1.173E-08	1.592E-07	2.291E-07	0.000E+00	1.651E-10	1.532E-10	5.278E-04	4.751E-04
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd35_TOT	AllMYr	11,502	0.37%		2.109E-07	2.034E-06	8.624E-07	1.673E-08	5.503E-08	5.063E-08	1.754E-03	1.578E-03
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd35_TOT	AllMYr	128,838	4.11%		2.173E-07	2.150E-06	8.893E-07	1.673E-08	5.757E-08	5.297E-08	1.754E-03	1.578E-03
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd35_TOT	AllMYr	5,287	0.17%		2.173E-07	2.150E-06	8.893E-07	1.673E-08	5.758E-08	5.297E-08	1.754E-03	1.578E-03
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd35_TOT	AllMYr	144,938	4.62%		1.887E-07	1.724E-06	7.713E-07	1.673E-08	4.775E-08	4.393E-08	1.754E-03	1.578E-03
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd35_TOT	AllMYr	46,920	1.50%		2.173E-07	2.150E-06	8.893E-07	1.673E-08	5.757E-08	5.297E-08	1.754E-03	1.578E-03
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd35_TOT	AllMYr	2,093	0.07%		2.615E-07	2.806E-06	1.071E-06	1.673E-08	7.273E-08	6.691E-08	1.754E-03	1.578E-03
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd35_TOT	AllMYr	13,017	0.41%		2.615E-07	2.806E-06	1.071E-06	1.673E-08	7.273E-08	6.691E-08	1.754E-03	1.578E-03
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd35_TOT	AllMYr	21,340	0.68%		2.615E-07	2.806E-06	1.071E-06	1.673E-08	7.273E-08	6.691E-08	1.754E-03	1.578E-03
Vh	Kern (SJV)	2035	Annual	T7 public	Spd35_TOT	AllMYr	1,635	0.05%		1.408E-07	3.559E-06	5.866E-07	1.684E-08	3.750E-08	3.450E-08	1.765E-03	1.589E-03
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd35_TOT	AllMYr	11,848	0.38%		1.714E-07	1.467E-06	7.001E-07	1.673E-08	4.181E-08	3.847E-08	1.754E-03	1.578E-03
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd35_TOT	AllMYr	13,678	0.44%		1.714E-07	1.468E-06	7.002E-07	1.673E-08	4.183E-08	3.848E-08	1.754E-03	1.578E-03
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd35_TOT	AllMYr	3,397	0.11%		1.619E-07	1.580E-06	6.617E-07	1.675E-08	3.861E-08	3.552E-08	1.755E-03	1.580E-03
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd35_TOT	AllMYr	183,127	5.84%		2.183E-07	2.162E-06	8.933E-07	1.673E-08	5.785E-08	5.322E-08	1.754E-03	1.578E-03
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd35_TOT	AllMYr	10,198	0.33%		2.188E-07	2.168E-06	8.952E-07	1.673E-08	5.801E-08	5.337E-08	1.754E-03	1.578E-03
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd35_TOT	AllMYr	295	0.01%		1.429E-07	1.046E-06	5.828E-07	1.673E-08	3.206E-08	2.949E-08	1.754E-03	1.578E-03
Vh	Kern (SJV)	2035	Annual	T7IS	Spd35_TOT	AllMYr	1,305	0.04%		4.567E-07	4.769E-06	2.794E-05	0.000E+00	1.548E-10	1.436E-10	5.278E-04	4.751E-04
Vh	Kern (SJV)	2035	Annual	UBUS	Spd35_TOT	AllMYr	10,512	0.34%		2.588E-07	4.562E-06	2.044E-06	0.000E+00	6.880E-08	6.329E-08	1.871E-03	1.684E-03
							3,137,414										

									2.000E+03	lbs/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd35_TOT	AllMYr	912	0.03%		2.290E-04	2.779E-03	8.312E-04	2.386E-05	7.793E-05	7.170E-05	2.501E+00	2.251E+00
Vh	Kern (SJV)	2035	Annual	LDA	Spd35_TOT	AllMYr	1,128,271	35.96%		1.924E-05	1.227E-04	1.430E-03	0.000E+00	4.237E-06	3.931E-06	7.239E-01	4.306E-01
Vh	Kern (SJV)	2035	Annual	LDT1	Spd35_TOT	AllMYr	175,823	5.60%		2.356E-05	1.419E-04	1.672E-03	0.000E+00	4.227E-06	3.922E-06	8.411E-01	5.114E-01
Vh	Kern (SJV)	2035	Annual	LDT2	Spd35_TOT	AllMYr	431,084	13.74%		2.395E-05	1.517E-04	1.673E-03	0.000E+00	4.206E-06	3.902E-06	9.838E-01	6.680E-01
Vh	Kern (SJV)	2035	Annual	LHD1	Spd35_TOT	AllMYr	104,905	3.34%		7.430E-05	9.642E-04	7.106E-04	0.000E+00	1.825E-05	1.679E-05	1.155E+00	1.039E+00
Vh	Kern (SJV)	2035	Annual	LHD2	Spd35_TOT	AllMYr	20,707	0.66%		1.011E-04	1.257E-03	8.819E-04	0.000E+00	2.713E-05	2.496E-05	1.150E+00	1.035E+00
Vh	Kern (SJV)	2035	Annual	MCY	Spd35_TOT	AllMYr	19,329	0.62%		4.218E-03	2.481E-03	3.356E-02	0.000E+00	4.005E-07	3.477E-07	3.123E-01	2.811E-01
Vh	Kern (SJV)	2035	Annual	MDV	Spd35_TOT	AllMYr	568,920	18.13%		3.321E-05	2.019E-04	2.222E-03	0.000E+00	4.103E-06	3.807E-06	1.260E+00	8.763E-01
Vh	Kern (SJV)	2035	Annual	MH	Spd35_TOT	AllMYr	7,138	0.23%		5.863E-05	1.752E-03	4.377E-04	0.000E+00	1.636E-05	1.506E-05	1.421E+00	1.278E+00
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd35_TOT	AllMYr	1,280	0.04%		4.393E-04	4.146E-03	1.796E-03	3.688E-05	1.132E-04	1.042E-04	3.866E+00	3.479E+00
Vh	Kern (SJV)	2035	Annual	OBUS	Spd35_TOT	AllMYr	2,191	0.07%		2.856E-05	3.740E-04	5.512E-04	0.000E+00	3.552E-07	3.296E-07	1.164E+00	1.047E+00
Vh	Kern (SJV)	2035	Annual	SBUS	Spd35_TOT	AllMYr	5,344	0.17%		3.309E-04	5.673E-03	2.436E-03	1.400E-05	6.051E-05	5.567E-05	1.963E+00	1.767E+00
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd35_TOT	AllMYr	2,370	0.08%		2.233E-04	2.647E-03	8.106E-04	2.387E-05	7.529E-05	6.927E-05	2.502E+00	2.252E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd35_TOT	AllMYr	122	0.00%		1.950E-04	2.171E-03	7.079E-04	2.386E-05	6.330E-05	5.824E-05	2.501E+00	2.251E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd35_TOT	AllMYr	424	0.01%		1.853E-04	1.996E-03	6.728E-04	2.386E-05	5.911E-05	5.438E-05	2.501E+00	2.251E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd35_TOT	AllMYr	3,840	0.12%		2.198E-04	2.616E-03	7.979E-04	2.386E-05	7.400E-05	6.808E-05	2.501E+00	2.251E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd35_TOT	AllMYr	10,508	0.33%		2.002E-04	2.265E-03	7.268E-04	2.386E-05	6.556E-05	6.031E-05	2.501E+00	2.251E+00
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd35_TOT	AllMYr	9,018	0.29%		2.201E-04	2.622E-03	7.992E-04	2.386E-05	7.416E-05	6.823E-05	2.501E+00	2.251E+00
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd35_TOT	AllMYr	24,577	0.78%		2.003E-04	2.267E-03	7.273E-04	2.386E-05	6.561E-05	6.036E-05	2.501E+00	2.251E+00
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd35_TOT	AllMYr	70	0.00%		1.950E-04	2.171E-03	7.079E-04	2.386E-05	6.330E-05	5.824E-05	2.501E+00	2.251E+00
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd35_TOT	AllMYr	243	0.01%		1.853E-04	1.996E-03	6.728E-04	2.386E-05	5.911E-05	5.438E-05	2.501E+00	2.251E+00
Vh	Kern (SJV)	2035	Annual	T6 public	Spd35_TOT	AllMYr	990	0.03%		1.647E-04	2.642E-03	6.007E-04	2.392E-05	5.228E-05	4.810E-05	2.507E+00	2.257E+00
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd35_TOT	AllMYr	258	0.01%		1.561E-04	1.467E-03	5.667E-04	2.386E-05	4.646E-05	4.274E-05	2.501E+00	2.251E+00
Vh	Kern (SJV)	2035	Annual	T6TS	Spd35_TOT	AllMYr	9,163	0.29%		2.586E-05	3.510E-04	5.051E-04	0.000E+00	3.639E-07	3.377E-07	1.164E+00	1.047E+00
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd35_TOT	AllMYr	11,502	0.37%		4.650E-04	4.484E-03	1.901E-03	3.689E-05	1.213E-04	1.116E-04	3.866E+00	3.480E+00
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd35_TOT	AllMYr	128,838	4.11%		4.791E-04	4.740E-03	1.961E-03	3.688E-05	1.269E-04	1.168E-04	3.866E+00	3.479E+00
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd35_TOT	AllMYr	5,287	0.17%		4.791E-04	4.740E-03	1.961E-03	3.688E-05	1.269E-04	1.168E-04	3.866E+00	3.479E+00
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd35_TOT	AllMYr	144,938	4.62%		4.160E-04	3.802E-03	1.700E-03	3.688E-05	1.053E-04	9.686E-05	3.866E+00	3.479E+00
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd35_TOT	AllMYr	46,920	1.50%		4.791E-04	4.740E-03	1.961E-03	3.688E-05	1.269E-04	1.168E-04	3.866E+00	3.479E+00
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd35_TOT	AllMYr	2,093	0.07%		5.765E-04	6.187E-03	2.362E-03	3.688E-05	1.603E-04	1.475E-04	3.866E+00	3.479E+00
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd35_TOT	AllMYr	13,017	0.41%		5.765E-04	6.187E-03	2.362E-03	3.688E-05	1.603E-04	1.475E-04	3.866E+00	3.479E+00
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd35_TOT	AllMYr	21,340	0.68%		5.765E-04	6.187E-03	2.362E-03	3.688E-05	1.603E-04	1.475E-04	3.866E+00	3.479E+00
Vh	Kern (SJV)	2035	Annual	T7 public	Spd35_TOT	AllMYr	1,635	0.05%		3.103E-04	7.845E-03	1.293E-03	3.713E-05	8.268E-05	7.606E-05	3.892E+00	3.502E+00
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd35_TOT	AllMYr	11,848	0.38%		3.779E-04	3.234E-03	1.543E-03	3.688E-05	9.218E-05	8.481E-05	3.866E+00	3.479E+00
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd35_TOT	AllMYr	13,678	0.44%		3.780E-04	3.236E-03	1.544E-03	3.688E-05	9.222E-05	8.484E-05	3.866E+00	3.479E+00
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd35_TOT	AllMYr	3,397	0.11%		3.570E-04	3.482E-03	1.459E-03	3.692E-05	8.513E-05	7.832E-05	3.870E+00	3.483E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd35_TOT	AllMYr	183,127	5.84%		4.813E-04	4.765E-03	1.969E-03	3.688E-05	1.275E-04	1.173E-04	3.866E+00	3.479E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd35_TOT	AllMYr	10,198	0.33%		4.823E-04	4.780E-03	1.974E-03	3.688E-05	1.279E-04	1.177E-04	3.866E+00	3.479E+00
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd35_TOT	AllMYr	295	0.01%		3.151E-04	2.306E-03	1.285E-03	3.688E-05	7.068E-05	6.502E-05	3.866E+00	3.479E+00
Vh	Kern (SJV)	2035	Annual	T7IS	Spd35_TOT	AllMYr	1,305	0.04%		1.007E-03	1.051E-02	6.159E-02	0.000E+00	3.412E-07	3.166E-07	1.164E+00	1.047E+00
Vh	Kern (SJV)	2035	Annual	UBUS	Spd35_TOT	AllMYr	10,512	0.34%		5.705E-04	1.006E-02	4.507E-03	0.000E+00	1.517E-04	1.395E-04	4.124E+00	3.712E+00
							3,137,414										

										Tons/Day							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	Pop	VMT	Percent of VMT	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd40_TOT	AllMYr		1,217	0.07%	1.220E-04	1.559E-03	5.026E-04	1.386E-05	5.087E-05	4.680E-05	1.453E+00	1.308E+00
Vh	Kern (SJV)	2035	Annual	LDA	Spd40_TOT	AllMYr		503,426	27.99%	4.200E-03	2.957E-02	3.329E-01	0.000E+00	9.256E-04	8.587E-04	1.690E+02	1.005E+02
Vh	Kern (SJV)	2035	Annual	LDT1	Spd40_TOT	AllMYr		78,451	4.36%	8.018E-04	5.330E-03	6.067E-02	0.000E+00	1.439E-04	1.335E-04	3.059E+01	1.860E+01
Vh	Kern (SJV)	2035	Annual	LDT2	Spd40_TOT	AllMYr		192,346	10.69%	1.997E-03	1.397E-02	1.488E-01	0.000E+00	3.509E-04	3.255E-04	8.771E+01	5.956E+01
Vh	Kern (SJV)	2035	Annual	LHD1	Spd40_TOT	AllMYr		44,473	2.47%	1.794E-03	2.638E-02	1.628E-02	0.000E+00	4.631E-04	4.261E-04	2.456E+01	2.210E+01
Vh	Kern (SJV)	2035	Annual	LHD2	Spd40_TOT	AllMYr		10,076	0.56%	5.019E-04	7.094E-03	4.300E-03	0.000E+00	1.365E-04	1.256E-04	5.678E+00	5.110E+00
Vh	Kern (SJV)	2035	Annual	MCY	Spd40_TOT	AllMYr		8,625	0.48%	1.815E-02	1.086E-02	1.504E-01	0.000E+00	1.717E-06	1.488E-06	1.326E+00	1.193E+00
Vh	Kern (SJV)	2035	Annual	MDV	Spd40_TOT	AllMYr		253,848	14.11%	3.656E-03	2.454E-02	2.609E-01	0.000E+00	4.518E-04	4.192E-04	1.483E+02	1.031E+02
Vh	Kern (SJV)	2035	Annual	MH	Spd40_TOT	AllMYr		9,075	0.50%	2.357E-04	7.832E-03	1.865E-03	0.000E+00	8.044E-05	7.401E-05	5.975E+00	5.378E+00
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd40_TOT	AllMYr		1,283	0.07%	2.466E-04	2.451E-03	1.145E-03	2.258E-05	7.789E-05	7.166E-05	2.366E+00	2.130E+00
Vh	Kern (SJV)	2035	Annual	OBUS	Spd40_TOT	AllMYr		2,755	0.15%	3.228E-05	5.372E-04	6.829E-04	0.000E+00	4.029E-07	3.738E-07	1.443E+00	1.299E+00
Vh	Kern (SJV)	2035	Annual	SBUS	Spd40_TOT	AllMYr		3,607	0.20%	5.140E-04	9.594E-03	4.103E-03	2.410E-05	1.168E-04	1.075E-04	3.331E+00	2.998E+00
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd40_TOT	AllMYr		3,162	0.18%	3.090E-04	3.857E-03	1.273E-03	3.601E-05	1.277E-04	1.175E-04	3.775E+00	3.397E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd40_TOT	AllMYr		163	0.01%	1.395E-05	1.635E-04	5.748E-05	1.861E-06	5.548E-06	5.104E-06	1.951E-01	1.756E-01
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd40_TOT	AllMYr		566	0.03%	4.589E-05	5.205E-04	1.891E-04	6.443E-06	1.794E-05	1.650E-05	6.753E-01	6.078E-01
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd40_TOT	AllMYr		5,123	0.28%	4.928E-04	6.176E-03	2.031E-03	5.834E-05	2.033E-04	1.871E-04	6.115E+00	5.504E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd40_TOT	AllMYr		14,020	0.78%	1.228E-03	1.463E-02	5.063E-03	1.596E-04	4.929E-04	4.535E-04	1.673E+01	1.506E+01
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd40_TOT	AllMYr		12,032	0.67%	1.159E-03	1.454E-02	4.777E-03	1.370E-04	4.785E-04	4.402E-04	1.436E+01	1.292E+01
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd40_TOT	AllMYr		32,792	1.82%	2.875E-03	3.426E-02	1.185E-02	3.734E-04	1.154E-03	1.062E-03	3.914E+01	3.523E+01
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd40_TOT	AllMYr		94	0.01%	7.996E-06	9.374E-05	3.296E-05	1.067E-06	3.181E-06	2.926E-06	1.118E-01	1.007E-01
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd40_TOT	AllMYr		324	0.02%	2.631E-05	2.984E-04	1.084E-04	3.694E-06	1.028E-05	9.461E-06	3.872E-01	3.485E-01
Vh	Kern (SJV)	2035	Annual	T6 public	Spd40_TOT	AllMYr		1,320	0.07%	9.511E-05	1.634E-03	3.929E-04	1.507E-05	3.677E-05	3.383E-05	1.580E+00	1.422E+00
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd40_TOT	AllMYr		344	0.02%	2.351E-05	2.327E-04	9.691E-05	3.919E-06	8.575E-06	7.889E-06	4.108E-01	3.697E-01
Vh	Kern (SJV)	2035	Annual	T6TS	Spd40_TOT	AllMYr		11,523	0.64%	1.223E-04	2.109E-03	2.617E-03	0.000E+00	1.726E-06	1.602E-06	6.036E+00	5.433E+00
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd40_TOT	AllMYr		11,528	0.64%	2.346E-03	2.382E-02	1.089E-02	2.029E-04	7.501E-04	6.900E-04	2.127E+01	1.914E+01
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd40_TOT	AllMYr		129,138	7.18%	2.708E-02	2.821E-01	1.258E-01	2.273E-03	8.790E-03	8.087E-03	2.382E+02	2.144E+02
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd40_TOT	AllMYr		5,300	0.29%	1.111E-03	1.158E-02	5.163E-03	9.327E-05	3.608E-04	3.319E-04	9.777E+00	8.799E+00
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd40_TOT	AllMYr		145,275	8.08%	2.645E-02	2.545E-01	1.227E-01	2.557E-03	8.202E-03	7.546E-03	2.680E+02	2.412E+02
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd40_TOT	AllMYr		47,029	2.61%	9.861E-03	1.027E-01	4.581E-02	8.277E-04	3.201E-03	2.945E-03	8.676E+01	7.808E+01
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd40_TOT	AllMYr		2,097	0.12%	5.292E-04	5.980E-03	2.461E-03	3.691E-05	1.804E-04	1.659E-04	3.869E+00	3.482E+00
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd40_TOT	AllMYr		13,047	0.73%	3.292E-03	3.720E-02	1.531E-02	2.296E-04	1.122E-03	1.032E-03	2.407E+01	2.166E+01
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd40_TOT	AllMYr		21,389	1.19%	5.396E-03	6.098E-02	2.510E-02	3.765E-04	1.839E-03	1.692E-03	3.946E+01	3.551E+01
Vh	Kern (SJV)	2035	Annual	T7 public	Spd40_TOT	AllMYr		1,639	0.09%	2.217E-04	6.206E-03	1.039E-03	2.904E-05	7.030E-05	6.467E-05	3.044E+00	2.740E+00
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd40_TOT	AllMYr		11,875	0.66%	1.964E-03	1.770E-02	9.106E-03	2.090E-04	5.871E-04	5.401E-04	2.191E+01	1.972E+01
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd40_TOT	AllMYr		13,710	0.76%	2.268E-03	2.044E-02	1.052E-02	2.413E-04	6.780E-04	6.238E-04	2.529E+01	2.276E+01
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd40_TOT	AllMYr		3,405	0.19%	5.318E-04	5.499E-03	2.466E-03	5.999E-05	1.551E-04	1.427E-04	6.288E+00	5.659E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd40_TOT	AllMYr		183,553	10.20%	3.866E-02	4.031E-01	1.796E-01	3.231E-03	1.255E-02	1.155E-02	3.386E+02	3.048E+02
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd40_TOT	AllMYr		10,221	0.57%	2.158E-03	2.252E-02	1.002E-02	1.799E-04	7.010E-04	6.450E-04	1.886E+01	1.697E+01
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd40_TOT	AllMYr		296	0.02%	4.079E-05	3.144E-04	1.888E-04	5.205E-06	1.121E-05	1.031E-05	5.456E-01	4.910E-01
Vh	Kern (SJV)	2035	Annual	T7IS	Spd40_TOT	AllMYr		1,143	0.06%	4.723E-04	6.256E-03	3.168E-02	0.000E+00	1.606E-07	1.490E-07	5.990E-01	5.391E-01
Vh	Kern (SJV)	2035	Annual	UBUS	Spd40_TOT	AllMYr		7,578	0.42%	1.860E-03	3.856E-02	1.524E-02	0.000E+00	5.053E-04	4.649E-04	1.552E+01	1.397E+01
								1,798,870									

										9.072E-01	MTons/Mile						
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	Pop	VMT	Percent of VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd40_TOT	AllMYr		1,217	0.07%		9.090E-08	1.162E-06	3.746E-07	1.033E-08	3.792E-08	3.488E-08	1.083E-03	9.746E-04
Vh	Kern (SJV)	2035	Annual	LDA	Spd40_TOT	AllMYr		503,426	27.99%		7.569E-09	5.328E-08	5.999E-07	0.000E+00	1.668E-09	1.547E-09	3.045E-04	1.811E-04
Vh	Kern (SJV)	2035	Annual	LDT1	Spd40_TOT	AllMYr		78,451	4.36%		9.272E-09	6.163E-08	7.015E-07	0.000E+00	1.664E-09	1.544E-09	3.537E-04	2.151E-04
Vh	Kern (SJV)	2035	Annual	LDT2	Spd40_TOT	AllMYr		192,346	10.69%		9.420E-09	6.587E-08	7.020E-07	0.000E+00	1.655E-09	1.535E-09	4.137E-04	2.809E-04
Vh	Kern (SJV)	2035	Annual	LHD1	Spd40_TOT	AllMYr		44,473	2.47%		3.660E-08	5.381E-07	3.322E-07	0.000E+00	9.447E-09	8.692E-09	5.009E-04	4.509E-04
Vh	Kern (SJV)	2035	Annual	LHD2	Spd40_TOT	AllMYr		10,076	0.56%		4.519E-08	6.387E-07	3.871E-07	0.000E+00	1.229E-08	1.131E-08	5.112E-04	4.601E-04
Vh	Kern (SJV)	2035	Annual	MCY	Spd40_TOT	AllMYr		8,625	0.48%		1.909E-06	1.142E-06	1.582E-05	0.000E+00	1.806E-10	1.565E-10	1.394E-04	1.255E-04
Vh	Kern (SJV)	2035	Annual	MDV	Spd40_TOT	AllMYr		253,848	14.11%		1.307E-08	8.769E-08	9.324E-07	0.000E+00	1.615E-09	1.498E-09	5.300E-04	3.685E-04
Vh	Kern (SJV)	2035	Annual	MH	Spd40_TOT	AllMYr		9,075	0.50%		2.356E-08	7.829E-07	1.865E-07	0.000E+00	8.041E-09	7.398E-09	5.973E-04	5.376E-04
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd40_TOT	AllMYr		1,283	0.07%		1.744E-07	1.733E-06	8.097E-07	1.597E-08	5.509E-08	5.068E-08	1.674E-03	1.506E-03
Vh	Kern (SJV)	2035	Annual	OBUS	Spd40_TOT	AllMYr		2,755	0.15%		1.063E-08	1.769E-07	2.248E-07	0.000E+00	1.326E-10	1.231E-10	4.752E-04	4.277E-04
Vh	Kern (SJV)	2035	Annual	SBUS	Spd40_TOT	AllMYr		3,607	0.20%		1.293E-07	2.413E-06	1.032E-06	6.061E-09	2.938E-08	2.703E-08	8.378E-04	7.540E-04
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd40_TOT	AllMYr		3,162	0.18%		8.865E-08	1.107E-06	3.654E-07	1.033E-08	3.663E-08	3.370E-08	1.083E-03	9.747E-04
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd40_TOT	AllMYr		163	0.01%		7.742E-08	9.076E-07	3.191E-07	1.033E-08	3.080E-08	2.833E-08	1.083E-03	9.745E-04
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd40_TOT	AllMYr		566	0.03%		7.357E-08	8.346E-07	3.032E-07	1.033E-08	2.876E-08	2.646E-08	1.083E-03	9.745E-04
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd40_TOT	AllMYr		5,123	0.28%		8.725E-08	1.094E-06	3.596E-07	1.033E-08	3.600E-08	3.312E-08	1.083E-03	9.745E-04
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd40_TOT	AllMYr		14,020	0.78%		7.949E-08	9.470E-07	3.276E-07	1.033E-08	3.189E-08	2.934E-08	1.083E-03	9.745E-04
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd40_TOT	AllMYr		12,032	0.67%		8.740E-08	1.096E-06	3.602E-07	1.033E-08	3.608E-08	3.319E-08	1.083E-03	9.745E-04
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd40_TOT	AllMYr		32,792	1.82%		7.954E-08	9.479E-07	3.278E-07	1.033E-08	3.192E-08	2.937E-08	1.083E-03	9.745E-04
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd40_TOT	AllMYr		94	0.01%		7.742E-08	9.076E-07	3.191E-07	1.033E-08	3.080E-08	2.833E-08	1.083E-03	9.745E-04
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd40_TOT	AllMYr		324	0.02%		7.357E-08	8.346E-07	3.032E-07	1.033E-08	2.876E-08	2.646E-08	1.083E-03	9.745E-04
Vh	Kern (SJV)	2035	Annual	T6 public	Spd40_TOT	AllMYr		1,320	0.07%		6.535E-08	1.123E-06	2.700E-07	1.036E-08	2.527E-08	2.324E-08	1.086E-03	9.770E-04
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd40_TOT	AllMYr		344	0.02%		6.197E-08	6.134E-07	2.554E-07	1.033E-08	2.260E-08	2.079E-08	1.083E-03	9.745E-04
Vh	Kern (SJV)	2035	Annual	T6TS	Spd40_TOT	AllMYr		11,523	0.64%		9.628E-09	1.660E-07	2.060E-07	0.000E+00	1.359E-10	1.261E-10	4.752E-04	4.277E-04
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd40_TOT	AllMYr		11,528	0.64%		1.846E-07	1.875E-06	8.569E-07	1.597E-08	5.902E-08	5.430E-08	1.674E-03	1.506E-03
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd40_TOT	AllMYr		129,138	7.18%		1.902E-07	1.981E-06	8.837E-07	1.597E-08	6.175E-08	5.681E-08	1.674E-03	1.506E-03
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd40_TOT	AllMYr		5,300	0.29%		1.902E-07	1.982E-06	8.837E-07	1.597E-08	6.176E-08	5.682E-08	1.674E-03	1.506E-03
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd40_TOT	AllMYr		145,275	8.08%		1.651E-07	1.589E-06	7.664E-07	1.597E-08	5.122E-08	4.712E-08	1.674E-03	1.506E-03
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd40_TOT	AllMYr		47,029	2.61%		1.902E-07	1.981E-06	8.837E-07	1.597E-08	6.175E-08	5.681E-08	1.674E-03	1.506E-03
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd40_TOT	AllMYr		2,097	0.12%		2.289E-07	2.587E-06	1.065E-06	1.597E-08	7.801E-08	7.177E-08	1.674E-03	1.506E-03
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd40_TOT	AllMYr		13,047	0.73%		2.289E-07	2.587E-06	1.065E-06	1.597E-08	7.801E-08	7.177E-08	1.674E-03	1.506E-03
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd40_TOT	AllMYr		21,389	1.19%		2.289E-07	2.587E-06	1.065E-06	1.597E-08	7.801E-08	7.177E-08	1.674E-03	1.506E-03
Vh	Kern (SJV)	2035	Annual	T7 public	Spd40_TOT	AllMYr		1,639	0.09%		1.227E-07	3.435E-06	5.751E-07	1.607E-08	3.891E-08	3.579E-08	1.685E-03	1.516E-03
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd40_TOT	AllMYr		11,875	0.66%		1.500E-07	1.352E-06	6.956E-07	1.597E-08	4.485E-08	4.126E-08	1.674E-03	1.506E-03
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd40_TOT	AllMYr		13,710	0.76%		1.501E-07	1.353E-06	6.958E-07	1.597E-08	4.486E-08	4.128E-08	1.674E-03	1.506E-03
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd40_TOT	AllMYr		3,405	0.19%		1.417E-07	1.465E-06	6.569E-07	1.598E-08	4.133E-08	3.803E-08	1.675E-03	1.508E-03
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd40_TOT	AllMYr		183,553	10.20%		1.911E-07	1.992E-06	8.876E-07	1.597E-08	6.205E-08	5.709E-08	1.674E-03	1.506E-03
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd40_TOT	AllMYr		10,221	0.57%		1.915E-07	1.999E-06	8.895E-07	1.597E-08	6.222E-08	5.724E-08	1.674E-03	1.506E-03
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd40_TOT	AllMYr		296	0.02%		1.251E-07	9.643E-07	5.791E-07	1.597E-08	3.438E-08	3.163E-08	1.674E-03	1.506E-03
Vh	Kern (SJV)	2035	Annual	T7IS	Spd40_TOT	AllMYr		1,143	0.06%		3.747E-07	4.963E-06	2.514E-05	0.000E+00	1.274E-10	1.182E-10	4.752E-04	4.277E-04
Vh	Kern (SJV)	2035	Annual	UBUS	Spd40_TOT	AllMYr		7,578	0.42%		2.227E-07	4.616E-06	1.824E-06	0.000E+00	6.049E-08	5.565E-08	1.858E-03	1.672E-03
								1,798,870										

										2.000E+03	lbs/Mile						
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	Pop	VMT	Percent of VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd40_TOT	AllMYr		1,217	0.07%		2.004E-04	2.561E-03	8.260E-04	2.278E-05	8.359E-05	7.690E-05	2.387E+00	2.149E+00
Vh	Kern (SJV)	2035	Annual	LDA	Spd40_TOT	AllMYr		503,426	27.99%		1.669E-05	1.175E-04	1.323E-03	0.000E+00	3.677E-06	3.412E-06	6.712E-01	3.992E-01
Vh	Kern (SJV)	2035	Annual	LDT1	Spd40_TOT	AllMYr		78,451	4.36%		2.044E-05	1.359E-04	1.547E-03	0.000E+00	3.668E-06	3.403E-06	7.798E-01	4.741E-01
Vh	Kern (SJV)	2035	Annual	LDT2	Spd40_TOT	AllMYr		192,346	10.69%		2.077E-05	1.452E-04	1.548E-03	0.000E+00	3.648E-06	3.385E-06	9.120E-01	6.193E-01
Vh	Kern (SJV)	2035	Annual	LHD1	Spd40_TOT	AllMYr		44,473	2.47%		8.069E-05	1.186E-03	7.323E-04	0.000E+00	2.083E-05	1.916E-05	1.104E+00	9.940E-01
Vh	Kern (SJV)	2035	Annual	LHD2	Spd40_TOT	AllMYr		10,076	0.56%		9.962E-05	1.408E-03	8.535E-04	0.000E+00	2.709E-05	2.493E-05	1.127E+00	1.014E+00
Vh	Kern (SJV)	2035	Annual	MCY	Spd40_TOT	AllMYr		8,625	0.48%		4.209E-03	2.519E-03	3.487E-02	0.000E+00	3.981E-07	3.450E-07	3.074E-01	2.767E-01
Vh	Kern (SJV)	2035	Annual	MDV	Spd40_TOT	AllMYr		253,848	14.11%		2.881E-05	1.933E-04	2.056E-03	0.000E+00	3.560E-06	3.303E-06	1.168E+00	8.123E-01
Vh	Kern (SJV)	2035	Annual	MH	Spd40_TOT	AllMYr		9,075	0.50%		5.195E-05	1.726E-03	4.111E-04	0.000E+00	1.773E-05	1.631E-05	1.317E+00	1.185E+00
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd40_TOT	AllMYr		1,283	0.07%		3.845E-04	3.822E-03	1.785E-03	3.520E-05	1.214E-04	1.117E-04	3.690E+00	3.321E+00
Vh	Kern (SJV)	2035	Annual	OBUS	Spd40_TOT	AllMYr		2,755	0.15%		2.343E-05	3.899E-04	4.957E-04	0.000E+00	2.924E-07	2.713E-07	1.048E+00	9.429E-01
Vh	Kern (SJV)	2035	Annual	SBUS	Spd40_TOT	AllMYr		3,607	0.20%		2.850E-04	5.319E-03	2.275E-03	1.336E-05	6.476E-05	5.959E-05	1.847E+00	1.662E+00
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd40_TOT	AllMYr		3,162	0.18%		1.954E-04	2.439E-03	8.055E-04	2.278E-05	8.076E-05	7.430E-05	2.388E+00	2.149E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd40_TOT	AllMYr		163	0.01%		1.707E-04	2.001E-03	7.034E-04	2.277E-05	6.789E-05	6.246E-05	2.387E+00	2.148E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd40_TOT	AllMYr		566	0.03%		1.622E-04	1.840E-03	6.685E-04	2.277E-05	6.340E-05	5.833E-05	2.387E+00	2.148E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd40_TOT	AllMYr		5,123	0.28%		1.924E-04	2.411E-03	7.928E-04	2.278E-05	7.937E-05	7.302E-05	2.387E+00	2.148E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd40_TOT	AllMYr		14,020	0.78%		1.752E-04	2.088E-03	7.222E-04	2.277E-05	7.032E-05	6.469E-05	2.387E+00	2.148E+00
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd40_TOT	AllMYr		12,032	0.67%		1.927E-04	2.417E-03	7.941E-04	2.278E-05	7.954E-05	7.318E-05	2.387E+00	2.148E+00
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd40_TOT	AllMYr		32,792	1.82%		1.754E-04	2.090E-03	7.227E-04	2.277E-05	7.037E-05	6.474E-05	2.387E+00	2.148E+00
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd40_TOT	AllMYr		94	0.01%		1.707E-04	2.001E-03	7.034E-04	2.277E-05	6.789E-05	6.246E-05	2.387E+00	2.148E+00
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd40_TOT	AllMYr		324	0.02%		1.622E-04	1.840E-03	6.685E-04	2.277E-05	6.340E-05	5.833E-05	2.387E+00	2.148E+00
Vh	Kern (SJV)	2035	Annual	T6 public	Spd40_TOT	AllMYr		1,320	0.07%		1.441E-04	2.476E-03	5.952E-04	2.283E-05	5.570E-05	5.125E-05	2.393E+00	2.154E+00
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd40_TOT	AllMYr		344	0.02%		1.366E-04	1.352E-03	5.631E-04	2.277E-05	4.983E-05	4.584E-05	2.387E+00	2.148E+00
Vh	Kern (SJV)	2035	Annual	T6TS	Spd40_TOT	AllMYr		11,523	0.64%		2.123E-05	3.660E-04	4.542E-04	0.000E+00	2.996E-07	2.780E-07	1.048E+00	9.429E-01
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd40_TOT	AllMYr		11,528	0.64%		4.070E-04	4.133E-03	1.889E-03	3.521E-05	1.301E-04	1.197E-04	3.690E+00	3.321E+00
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd40_TOT	AllMYr		129,138	7.18%		4.193E-04	4.368E-03	1.948E-03	3.520E-05	1.361E-04	1.252E-04	3.690E+00	3.321E+00
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd40_TOT	AllMYr		5,300	0.29%		4.194E-04	4.369E-03	1.948E-03	3.520E-05	1.361E-04	1.253E-04	3.690E+00	3.321E+00
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd40_TOT	AllMYr		145,275	8.08%		3.641E-04	3.504E-03	1.690E-03	3.520E-05	1.129E-04	1.039E-04	3.690E+00	3.321E+00
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd40_TOT	AllMYr		47,029	2.61%		4.193E-04	4.368E-03	1.948E-03	3.520E-05	1.361E-04	1.252E-04	3.690E+00	3.321E+00
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd40_TOT	AllMYr		2,097	0.12%		5.046E-04	5.702E-03	2.347E-03	3.520E-05	1.720E-04	1.582E-04	3.690E+00	3.321E+00
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd40_TOT	AllMYr		13,047	0.73%		5.046E-04	5.702E-03	2.347E-03	3.520E-05	1.720E-04	1.582E-04	3.690E+00	3.321E+00
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd40_TOT	AllMYr		21,389	1.19%		5.046E-04	5.702E-03	2.347E-03	3.520E-05	1.720E-04	1.582E-04	3.690E+00	3.321E+00
Vh	Kern (SJV)	2035	Annual	T7 public	Spd40_TOT	AllMYr		1,639	0.09%		2.706E-04	7.572E-03	1.268E-03	3.543E-05	8.577E-05	7.891E-05	3.714E+00	3.343E+00
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd40_TOT	AllMYr		11,875	0.66%		3.307E-04	2.981E-03	1.534E-03	3.520E-05	9.887E-05	9.096E-05	3.690E+00	3.321E+00
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd40_TOT	AllMYr		13,710	0.76%		3.308E-04	2.982E-03	1.534E-03	3.520E-05	9.891E-05	9.100E-05	3.690E+00	3.321E+00
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd40_TOT	AllMYr		3,405	0.19%		3.124E-04	3.230E-03	1.448E-03	3.524E-05	9.112E-05	8.383E-05	3.693E+00	3.324E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd40_TOT	AllMYr		183,553	10.20%		4.213E-04	4.392E-03	1.957E-03	3.520E-05	1.368E-04	1.259E-04	3.690E+00	3.321E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd40_TOT	AllMYr		10,221	0.57%		4.222E-04	4.406E-03	1.961E-03	3.520E-05	1.372E-04	1.262E-04	3.690E+00	3.321E+00
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd40_TOT	AllMYr		296	0.02%		2.758E-04	2.126E-03	1.277E-03	3.520E-05	7.581E-05	6.974E-05	3.690E+00	3.321E+00
Vh	Kern (SJV)	2035	Annual	T7IS	Spd40_TOT	AllMYr		1,143	0.06%		8.261E-04	1.094E-02	5.542E-02	0.000E+00	2.809E-07	2.606E-07	1.048E+00	9.429E-01
Vh	Kern (SJV)	2035	Annual	UBUS	Spd40_TOT	AllMYr		7,578	0.42%		4.909E-04	1.018E-02	4.021E-03	0.000E+00	1.334E-04	1.227E-04	4.097E+00	3.687E+00
								1,798,870										

									Tons/Day							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd45_TOT	AllMYr	930	0.03%	8.224E-05	1.117E-03	3.891E-04	1.022E-05	4.294E-05	3.951E-05	1.071E+00	9.638E-01
Vh	Kern (SJV)	2035	Annual	LDA	Spd45_TOT	AllMYr	836,528	30.42%	6.388E-03	4.777E-02	5.135E-01	0.000E+00	1.408E-03	1.307E-03	2.703E+02	1.607E+02
Vh	Kern (SJV)	2035	Annual	LDT1	Spd45_TOT	AllMYr	130,359	4.74%	1.219E-03	8.616E-03	9.360E-02	0.000E+00	2.188E-04	2.030E-04	4.892E+01	2.975E+01
Vh	Kern (SJV)	2035	Annual	LDT2	Spd45_TOT	AllMYr	319,616	11.62%	3.037E-03	2.257E-02	2.296E-01	0.000E+00	5.335E-04	4.950E-04	1.403E+02	9.525E+01
Vh	Kern (SJV)	2035	Annual	LHD1	Spd45_TOT	AllMYr	49,997	1.82%	1.759E-03	2.994E-02	1.664E-02	0.000E+00	4.528E-04	4.166E-04	2.699E+01	2.429E+01
Vh	Kern (SJV)	2035	Annual	LHD2	Spd45_TOT	AllMYr	11,071	0.40%	4.909E-04	8.005E-03	4.328E-03	0.000E+00	1.334E-04	1.227E-04	6.175E+00	5.558E+00
Vh	Kern (SJV)	2035	Annual	MCY	Spd45_TOT	AllMYr	14,331	0.52%	3.161E-02	1.846E-02	2.713E-01	0.000E+00	2.981E-06	2.581E-06	2.239E+00	2.015E+00
Vh	Kern (SJV)	2035	Annual	MDV	Spd45_TOT	AllMYr	421,812	15.34%	5.556E-03	3.970E-02	4.025E-01	0.000E+00	6.871E-04	6.375E-04	2.372E+02	1.649E+02
Vh	Kern (SJV)	2035	Annual	MH	Spd45_TOT	AllMYr	7,964	0.29%	1.650E-04	5.911E-03	1.535E-03	0.000E+00	6.647E-05	6.116E-05	4.878E+00	4.390E+00
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd45_TOT	AllMYr	1,888	0.07%	3.203E-04	3.383E-03	1.707E-03	3.206E-05	1.267E-04	1.165E-04	3.360E+00	3.024E+00
Vh	Kern (SJV)	2035	Annual	OBUS	Spd45_TOT	AllMYr	2,491	0.09%	2.514E-05	5.023E-04	5.882E-04	0.000E+00	3.125E-07	2.900E-07	1.241E+00	1.117E+00
Vh	Kern (SJV)	2035	Annual	SBUS	Spd45_TOT	AllMYr	1,731	0.06%	2.161E-04	4.385E-03	1.918E-03	1.115E-05	6.181E-05	5.687E-05	1.537E+00	1.383E+00
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd45_TOT	AllMYr	2,416	0.09%	2.084E-04	2.763E-03	9.857E-04	2.655E-05	1.078E-04	9.916E-05	2.782E+00	2.504E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd45_TOT	AllMYr	125	0.00%	9.405E-06	1.172E-04	4.449E-05	1.372E-06	4.683E-06	4.309E-06	1.438E-01	1.294E-01
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd45_TOT	AllMYr	432	0.02%	3.094E-05	3.730E-04	1.464E-04	4.749E-06	1.514E-05	1.393E-05	4.978E-01	4.480E-01
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd45_TOT	AllMYr	3,915	0.14%	3.323E-04	4.426E-03	1.572E-03	4.300E-05	1.716E-04	1.579E-04	4.508E+00	4.057E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd45_TOT	AllMYr	10,714	0.39%	8.284E-04	1.049E-02	3.919E-03	1.177E-04	4.161E-04	3.828E-04	1.233E+01	1.110E+01
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd45_TOT	AllMYr	9,195	0.33%	7.816E-04	1.042E-02	3.698E-03	1.010E-04	4.039E-04	3.716E-04	1.059E+01	9.527E+00
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd45_TOT	AllMYr	25,060	0.91%	1.939E-03	2.455E-02	9.171E-03	2.752E-04	9.740E-04	8.961E-04	2.885E+01	2.597E+01
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd45_TOT	AllMYr	72	0.00%	5.392E-06	6.717E-05	2.551E-05	7.865E-07	2.685E-06	2.470E-06	8.244E-02	7.419E-02
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd45_TOT	AllMYr	248	0.01%	1.774E-05	2.138E-04	8.392E-05	2.723E-06	8.681E-06	7.986E-06	2.854E-01	2.569E-01
Vh	Kern (SJV)	2035	Annual	T6 public	Spd45_TOT	AllMYr	1,009	0.04%	6.414E-05	1.189E-03	3.034E-04	1.111E-05	3.092E-05	2.844E-05	1.165E+00	1.048E+00
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd45_TOT	AllMYr	263	0.01%	1.586E-05	1.668E-04	7.501E-05	2.889E-06	7.239E-06	6.660E-06	3.028E-01	2.725E-01
Vh	Kern (SJV)	2035	Annual	T6TS	Spd45_TOT	AllMYr	10,417	0.38%	9.522E-05	1.972E-03	2.254E-03	0.000E+00	1.339E-06	1.243E-06	5.191E+00	4.672E+00
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd45_TOT	AllMYr	16,972	0.62%	3.048E-03	3.288E-02	1.624E-02	2.882E-04	1.220E-03	1.122E-03	3.020E+01	2.718E+01
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd45_TOT	AllMYr	190,113	6.91%	3.517E-02	3.893E-01	1.876E-01	3.227E-03	1.429E-02	1.315E-02	3.383E+02	3.045E+02
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd45_TOT	AllMYr	7,802	0.28%	1.444E-03	1.598E-02	7.698E-03	1.324E-04	5.867E-04	5.398E-04	1.388E+01	1.249E+01
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd45_TOT	AllMYr	213,870	7.78%	3.436E-02	3.513E-01	1.830E-01	3.631E-03	1.334E-02	1.227E-02	3.806E+02	3.425E+02
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd45_TOT	AllMYr	69,234	2.52%	1.281E-02	1.418E-01	6.831E-02	1.175E-03	5.206E-03	4.789E-03	1.232E+02	1.109E+02
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd45_TOT	AllMYr	3,088	0.11%	6.874E-04	8.254E-03	3.670E-03	5.242E-05	2.933E-04	2.698E-04	5.494E+00	4.945E+00
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd45_TOT	AllMYr	19,208	0.70%	4.276E-03	5.135E-02	2.283E-02	3.261E-04	1.824E-03	1.678E-03	3.418E+01	3.076E+01
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd45_TOT	AllMYr	31,489	1.15%	7.010E-03	8.418E-02	3.743E-02	5.346E-04	2.991E-03	2.752E-03	5.603E+01	5.043E+01
Vh	Kern (SJV)	2035	Annual	T7 public	Spd45_TOT	AllMYr	2,413	0.09%	2.882E-04	8.921E-03	1.532E-03	4.124E-05	1.120E-04	1.031E-04	4.322E+00	3.890E+00
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd45_TOT	AllMYr	17,482	0.64%	2.551E-03	2.443E-02	1.358E-02	2.968E-04	9.547E-04	8.783E-04	3.111E+01	2.800E+01
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd45_TOT	AllMYr	20,183	0.73%	2.946E-03	2.822E-02	1.568E-02	3.426E-04	1.103E-03	1.014E-03	3.591E+01	3.232E+01
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd45_TOT	AllMYr	5,013	0.18%	6.908E-04	7.635E-03	3.673E-03	8.518E-05	2.520E-04	2.318E-04	8.928E+00	8.036E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd45_TOT	AllMYr	270,221	9.83%	5.022E-02	5.564E-01	2.678E-01	4.587E-03	2.042E-02	1.878E-02	4.808E+02	4.328E+02
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd45_TOT	AllMYr	15,048	0.55%	2.803E-03	3.108E-02	1.494E-02	2.555E-04	1.140E-03	1.049E-03	2.678E+01	2.410E+01
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd45_TOT	AllMYr	435	0.02%	5.298E-05	4.339E-04	2.815E-04	7.391E-06	1.823E-05	1.677E-05	7.747E-01	6.973E-01
Vh	Kern (SJV)	2035	Annual	T7IS	Spd45_TOT	AllMYr	1,217	0.04%	4.283E-04	6.951E-03	3.199E-02	0.000E+00	1.467E-07	1.361E-07	6.064E-01	5.458E-01
Vh	Kern (SJV)	2035	Annual	UBUS	Spd45_TOT	AllMYr	3,304	0.12%	7.247E-04	1.774E-02	6.272E-03	0.000E+00	2.006E-04	1.846E-04	6.747E+00	6.072E+00
							2,749,676									

									9.072E-01	MTons/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd45_TOT	AllMYr	930	0.03%		8.021E-08	1.089E-06	3.795E-07	9.965E-09	4.188E-08	3.853E-08	1.044E-03	9.400E-04
Vh	Kern (SJV)	2035	Annual	LDA	Spd45_TOT	AllMYr	836,528	30.42%		6.928E-09	5.180E-08	5.569E-07	0.000E+00	1.527E-09	1.417E-09	2.931E-04	1.743E-04
Vh	Kern (SJV)	2035	Annual	LDT1	Spd45_TOT	AllMYr	130,359	4.74%		8.480E-09	5.996E-08	6.513E-07	0.000E+00	1.523E-09	1.413E-09	3.404E-04	2.070E-04
Vh	Kern (SJV)	2035	Annual	LDT2	Spd45_TOT	AllMYr	319,616	11.62%		8.619E-09	6.405E-08	6.517E-07	0.000E+00	1.514E-09	1.405E-09	3.981E-04	2.704E-04
Vh	Kern (SJV)	2035	Annual	LHD1	Spd45_TOT	AllMYr	49,997	1.82%		3.192E-08	5.433E-07	3.020E-07	0.000E+00	8.215E-09	7.558E-09	4.898E-04	4.408E-04
Vh	Kern (SJV)	2035	Annual	LHD2	Spd45_TOT	AllMYr	11,071	0.40%		4.023E-08	6.559E-07	3.546E-07	0.000E+00	1.093E-08	1.006E-08	5.060E-04	4.554E-04
Vh	Kern (SJV)	2035	Annual	MCY	Spd45_TOT	AllMYr	14,331	0.52%		2.001E-06	1.169E-06	1.717E-05	0.000E+00	1.887E-10	1.634E-10	1.417E-04	1.276E-04
Vh	Kern (SJV)	2035	Annual	MDV	Spd45_TOT	AllMYr	421,812	15.34%		1.195E-08	8.537E-08	8.657E-07	0.000E+00	1.478E-09	1.371E-09	5.101E-04	3.546E-04
Vh	Kern (SJV)	2035	Annual	MH	Spd45_TOT	AllMYr	7,964	0.29%		1.879E-08	6.733E-07	1.748E-07	0.000E+00	7.571E-09	6.966E-09	5.556E-04	5.001E-04
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd45_TOT	AllMYr	1,888	0.07%		1.539E-07	1.625E-06	8.201E-07	1.540E-08	6.085E-08	5.598E-08	1.614E-03	1.453E-03
Vh	Kern (SJV)	2035	Annual	OBUS	Spd45_TOT	AllMYr	2,491	0.09%		9.157E-09	1.829E-07	2.142E-07	0.000E+00	1.138E-10	1.056E-10	4.521E-04	4.069E-04
Vh	Kern (SJV)	2035	Annual	SBUS	Spd45_TOT	AllMYr	1,731	0.06%		1.133E-07	2.299E-06	1.006E-06	5.846E-09	3.240E-08	2.981E-08	8.054E-04	7.249E-04
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd45_TOT	AllMYr	2,416	0.09%		7.822E-08	1.037E-06	3.700E-07	9.966E-09	4.046E-08	3.723E-08	1.045E-03	9.402E-04
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd45_TOT	AllMYr	125	0.00%		6.831E-08	8.510E-07	3.232E-07	9.964E-09	3.402E-08	3.130E-08	1.044E-03	9.400E-04
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd45_TOT	AllMYr	432	0.02%		6.492E-08	7.825E-07	3.071E-07	9.964E-09	3.177E-08	2.923E-08	1.044E-03	9.400E-04
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd45_TOT	AllMYr	3,915	0.14%		7.699E-08	1.025E-06	3.642E-07	9.964E-09	3.977E-08	3.659E-08	1.044E-03	9.400E-04
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd45_TOT	AllMYr	10,714	0.39%		7.014E-08	8.879E-07	3.318E-07	9.964E-09	3.523E-08	3.241E-08	1.044E-03	9.400E-04
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd45_TOT	AllMYr	9,195	0.33%		7.712E-08	1.028E-06	3.648E-07	9.964E-09	3.985E-08	3.667E-08	1.044E-03	9.400E-04
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd45_TOT	AllMYr	25,060	0.91%		7.018E-08	8.888E-07	3.320E-07	9.964E-09	3.526E-08	3.244E-08	1.044E-03	9.400E-04
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd45_TOT	AllMYr	72	0.00%		6.831E-08	8.510E-07	3.232E-07	9.964E-09	3.402E-08	3.130E-08	1.044E-03	9.400E-04
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd45_TOT	AllMYr	248	0.01%		6.492E-08	7.825E-07	3.071E-07	9.964E-09	3.177E-08	2.923E-08	1.044E-03	9.400E-04
Vh	Kern (SJV)	2035	Annual	T6 public	Spd45_TOT	AllMYr	1,009	0.04%		5.767E-08	1.069E-06	2.728E-07	9.989E-09	2.780E-08	2.557E-08	1.047E-03	9.423E-04
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd45_TOT	AllMYr	263	0.01%		5.469E-08	5.752E-07	2.587E-07	9.964E-09	2.497E-08	2.297E-08	1.044E-03	9.400E-04
Vh	Kern (SJV)	2035	Annual	T6TS	Spd45_TOT	AllMYr	10,417	0.38%		8.292E-09	1.717E-07	1.963E-07	0.000E+00	1.166E-10	1.082E-10	4.521E-04	4.069E-04
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd45_TOT	AllMYr	16,972	0.62%		1.629E-07	1.758E-06	8.679E-07	1.540E-08	6.520E-08	5.998E-08	1.614E-03	1.453E-03
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd45_TOT	AllMYr	190,113	6.91%		1.678E-07	1.858E-06	8.950E-07	1.540E-08	6.821E-08	6.276E-08	1.614E-03	1.453E-03
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd45_TOT	AllMYr	7,802	0.28%		1.679E-07	1.858E-06	8.951E-07	1.540E-08	6.822E-08	6.276E-08	1.614E-03	1.453E-03
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd45_TOT	AllMYr	213,870	7.78%		1.457E-07	1.490E-06	7.762E-07	1.540E-08	5.658E-08	5.205E-08	1.614E-03	1.453E-03
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd45_TOT	AllMYr	69,234	2.52%		1.678E-07	1.858E-06	8.950E-07	1.540E-08	6.821E-08	6.276E-08	1.614E-03	1.453E-03
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd45_TOT	AllMYr	3,088	0.11%		2.020E-07	2.425E-06	1.078E-06	1.540E-08	8.617E-08	7.927E-08	1.614E-03	1.453E-03
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd45_TOT	AllMYr	19,208	0.70%		2.020E-07	2.425E-06	1.078E-06	1.540E-08	8.617E-08	7.927E-08	1.614E-03	1.453E-03
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd45_TOT	AllMYr	31,489	1.15%		2.020E-07	2.425E-06	1.078E-06	1.540E-08	8.617E-08	7.927E-08	1.614E-03	1.453E-03
Vh	Kern (SJV)	2035	Annual	T7 public	Spd45_TOT	AllMYr	2,413	0.09%		1.083E-07	3.354E-06	5.759E-07	1.550E-08	4.211E-08	3.875E-08	1.625E-03	1.462E-03
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd45_TOT	AllMYr	17,482	0.64%		1.324E-07	1.268E-06	7.046E-07	1.540E-08	4.954E-08	4.558E-08	1.614E-03	1.453E-03
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd45_TOT	AllMYr	20,183	0.73%		1.324E-07	1.268E-06	7.047E-07	1.540E-08	4.956E-08	4.559E-08	1.614E-03	1.453E-03
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd45_TOT	AllMYr	5,013	0.18%		1.250E-07	1.382E-06	6.648E-07	1.542E-08	4.560E-08	4.196E-08	1.616E-03	1.454E-03
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd45_TOT	AllMYr	270,221	9.83%		1.686E-07	1.868E-06	8.990E-07	1.540E-08	6.854E-08	6.306E-08	1.614E-03	1.453E-03
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd45_TOT	AllMYr	15,048	0.55%		1.690E-07	1.874E-06	9.009E-07	1.540E-08	6.873E-08	6.323E-08	1.614E-03	1.453E-03
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd45_TOT	AllMYr	435	0.02%		1.104E-07	9.041E-07	5.865E-07	1.540E-08	3.798E-08	3.494E-08	1.614E-03	1.453E-03
Vh	Kern (SJV)	2035	Annual	T7IS	Spd45_TOT	AllMYr	1,217	0.04%		3.193E-07	5.181E-06	2.385E-05	0.000E+00	1.093E-10	1.014E-10	4.521E-04	4.069E-04
Vh	Kern (SJV)	2035	Annual	UBUS	Spd45_TOT	AllMYr	3,304	0.12%		1.990E-07	4.872E-06	1.722E-06	0.000E+00	5.509E-08	5.068E-08	1.853E-03	1.667E-03
							2,749,676										

									2.000E+03	lbs/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd45_TOT	AllMYr	930	0.03%		1.768E-04	2.401E-03	8.366E-04	2.197E-05	9.234E-05	8.495E-05	2.303E+00	2.072E+00
Vh	Kern (SJV)	2035	Annual	LDA	Spd45_TOT	AllMYr	836,528	30.42%		1.527E-05	1.142E-04	1.228E-03	0.000E+00	3.367E-06	3.124E-06	6.461E-01	3.843E-01
Vh	Kern (SJV)	2035	Annual	LDT1	Spd45_TOT	AllMYr	130,359	4.74%		1.870E-05	1.322E-04	1.436E-03	0.000E+00	3.357E-06	3.115E-06	7.505E-01	4.564E-01
Vh	Kern (SJV)	2035	Annual	LDT2	Spd45_TOT	AllMYr	319,616	11.62%		1.900E-05	1.412E-04	1.437E-03	0.000E+00	3.339E-06	3.098E-06	8.778E-01	5.961E-01
Vh	Kern (SJV)	2035	Annual	LHD1	Spd45_TOT	AllMYr	49,997	1.82%		7.038E-05	1.198E-03	6.658E-04	0.000E+00	1.811E-05	1.666E-05	1.080E+00	9.718E-01
Vh	Kern (SJV)	2035	Annual	LHD2	Spd45_TOT	AllMYr	11,071	0.40%		8.869E-05	1.446E-03	7.818E-04	0.000E+00	2.410E-05	2.217E-05	1.116E+00	1.004E+00
Vh	Kern (SJV)	2035	Annual	MCY	Spd45_TOT	AllMYr	14,331	0.52%		4.411E-03	2.576E-03	3.786E-02	0.000E+00	4.160E-07	3.602E-07	3.125E-01	2.812E-01
Vh	Kern (SJV)	2035	Annual	MDV	Spd45_TOT	AllMYr	421,812	15.34%		2.635E-05	1.882E-04	1.909E-03	0.000E+00	3.258E-06	3.023E-06	1.125E+00	7.818E-01
Vh	Kern (SJV)	2035	Annual	MH	Spd45_TOT	AllMYr	7,964	0.29%		4.143E-05	1.484E-03	3.853E-04	0.000E+00	1.669E-05	1.536E-05	1.225E+00	1.102E+00
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd45_TOT	AllMYr	1,888	0.07%		3.393E-04	3.583E-03	1.808E-03	3.395E-05	1.342E-04	1.234E-04	3.559E+00	3.203E+00
Vh	Kern (SJV)	2035	Annual	OBUS	Spd45_TOT	AllMYr	2,491	0.09%		2.019E-05	4.033E-04	4.723E-04	0.000E+00	2.509E-07	2.328E-07	9.966E-01	8.970E-01
Vh	Kern (SJV)	2035	Annual	SBUS	Spd45_TOT	AllMYr	1,731	0.06%		2.497E-04	5.068E-03	2.217E-03	1.289E-05	7.143E-05	6.572E-05	1.776E+00	1.598E+00
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd45_TOT	AllMYr	2,416	0.09%		1.725E-04	2.287E-03	8.158E-04	2.197E-05	8.921E-05	8.207E-05	2.303E+00	2.073E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd45_TOT	AllMYr	125	0.00%		1.506E-04	1.876E-03	7.124E-04	2.197E-05	7.500E-05	6.900E-05	2.303E+00	2.072E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd45_TOT	AllMYr	432	0.02%		1.431E-04	1.725E-03	6.771E-04	2.197E-05	7.004E-05	6.443E-05	2.303E+00	2.072E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd45_TOT	AllMYr	3,915	0.14%		1.697E-04	2.261E-03	8.030E-04	2.197E-05	8.768E-05	8.066E-05	2.303E+00	2.072E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd45_TOT	AllMYr	10,714	0.39%		1.546E-04	1.957E-03	7.315E-04	2.197E-05	7.767E-05	7.146E-05	2.303E+00	2.072E+00
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd45_TOT	AllMYr	9,195	0.33%		1.700E-04	2.266E-03	8.043E-04	2.197E-05	8.786E-05	8.083E-05	2.303E+00	2.072E+00
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd45_TOT	AllMYr	25,060	0.91%		1.547E-04	1.959E-03	7.320E-04	2.197E-05	7.774E-05	7.152E-05	2.303E+00	2.072E+00
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd45_TOT	AllMYr	72	0.00%		1.506E-04	1.876E-03	7.124E-04	2.197E-05	7.500E-05	6.900E-05	2.303E+00	2.072E+00
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd45_TOT	AllMYr	248	0.01%		1.431E-04	1.725E-03	6.771E-04	2.197E-05	7.004E-05	6.443E-05	2.303E+00	2.072E+00
Vh	Kern (SJV)	2035	Annual	T6 public	Spd45_TOT	AllMYr	1,009	0.04%		1.271E-04	2.356E-03	6.014E-04	2.202E-05	6.128E-05	5.638E-05	2.308E+00	2.077E+00
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd45_TOT	AllMYr	263	0.01%		1.206E-04	1.268E-03	5.703E-04	2.197E-05	5.504E-05	5.064E-05	2.303E+00	2.072E+00
Vh	Kern (SJV)	2035	Annual	T6TS	Spd45_TOT	AllMYr	10,417	0.38%		1.828E-05	3.786E-04	4.327E-04	0.000E+00	2.571E-07	2.386E-07	9.966E-01	8.970E-01
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd45_TOT	AllMYr	16,972	0.62%		3.592E-04	3.875E-03	1.913E-03	3.396E-05	1.437E-04	1.322E-04	3.559E+00	3.203E+00
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd45_TOT	AllMYr	190,113	6.91%		3.700E-04	4.096E-03	1.973E-03	3.395E-05	1.504E-04	1.384E-04	3.559E+00	3.203E+00
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd45_TOT	AllMYr	7,802	0.28%		3.701E-04	4.096E-03	1.973E-03	3.395E-05	1.504E-04	1.384E-04	3.559E+00	3.203E+00
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd45_TOT	AllMYr	213,870	7.78%		3.213E-04	3.285E-03	1.711E-03	3.395E-05	1.247E-04	1.148E-04	3.559E+00	3.203E+00
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd45_TOT	AllMYr	69,234	2.52%		3.700E-04	4.096E-03	1.973E-03	3.395E-05	1.504E-04	1.384E-04	3.559E+00	3.203E+00
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd45_TOT	AllMYr	3,088	0.11%		4.453E-04	5.347E-03	2.377E-03	3.395E-05	1.900E-04	1.748E-04	3.559E+00	3.203E+00
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd45_TOT	AllMYr	19,208	0.70%		4.453E-04	5.347E-03	2.377E-03	3.395E-05	1.900E-04	1.748E-04	3.559E+00	3.203E+00
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd45_TOT	AllMYr	31,489	1.15%		4.453E-04	5.347E-03	2.377E-03	3.395E-05	1.900E-04	1.748E-04	3.559E+00	3.203E+00
Vh	Kern (SJV)	2035	Annual	T7 public	Spd45_TOT	AllMYr	2,413	0.09%		2.389E-04	7.394E-03	1.270E-03	3.418E-05	9.285E-05	8.542E-05	3.582E+00	3.224E+00
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd45_TOT	AllMYr	17,482	0.64%		2.919E-04	2.795E-03	1.553E-03	3.395E-05	1.092E-04	1.005E-04	3.559E+00	3.203E+00
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd45_TOT	AllMYr	20,183	0.73%		2.919E-04	2.796E-03	1.554E-03	3.395E-05	1.093E-04	1.005E-04	3.559E+00	3.203E+00
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd45_TOT	AllMYr	5,013	0.18%		2.756E-04	3.046E-03	1.466E-03	3.399E-05	1.005E-04	9.250E-05	3.562E+00	3.206E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd45_TOT	AllMYr	270,221	9.83%		3.717E-04	4.118E-03	1.982E-03	3.395E-05	1.511E-04	1.390E-04	3.559E+00	3.203E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd45_TOT	AllMYr	15,048	0.55%		3.725E-04	4.131E-03	1.986E-03	3.395E-05	1.515E-04	1.394E-04	3.559E+00	3.203E+00
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd45_TOT	AllMYr	435	0.02%		2.434E-04	1.993E-03	1.293E-03	3.395E-05	8.374E-05	7.704E-05	3.559E+00	3.203E+00
Vh	Kern (SJV)	2035	Annual	T7IS	Spd45_TOT	AllMYr	1,217	0.04%		7.038E-04	1.142E-02	5.258E-02	0.000E+00	2.410E-07	2.237E-07	9.966E-01	8.970E-01
Vh	Kern (SJV)	2035	Annual	UBUS	Spd45_TOT	AllMYr	3,304	0.12%		4.387E-04	1.074E-02	3.797E-03	0.000E+00	1.215E-04	1.117E-04	4.085E+00	3.676E+00
							2,749,676										

									Tons/Day							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd50_TOT	AllMYr	1,097	0.05%	8.682E-05	1.262E-03	4.735E-04	1.176E-05	5.715E-05	5.258E-05	1.233E+00	1.110E+00
Vh	Kern (SJV)	2035	Annual	LDA	Spd50_TOT	AllMYr	491,594	20.83%	3.625E-03	2.773E-02	2.809E-01	0.000E+00	7.994E-04	7.417E-04	1.587E+02	9.438E+01
Vh	Kern (SJV)	2035	Annual	LDT1	Spd50_TOT	AllMYr	76,607	3.25%	6.902E-04	5.008E-03	5.123E-02	0.000E+00	1.241E-04	1.152E-04	2.872E+01	1.746E+01
Vh	Kern (SJV)	2035	Annual	LDT2	Spd50_TOT	AllMYr	187,825	7.96%	1.722E-03	1.310E-02	1.256E-01	0.000E+00	3.027E-04	2.808E-04	8.235E+01	5.592E+01
Vh	Kern (SJV)	2035	Annual	LHD1	Spd50_TOT	AllMYr	265,584	11.26%	6.647E-03	1.351E-01	7.300E-02	0.000E+00	1.629E-03	1.498E-03	1.408E+02	1.267E+02
Vh	Kern (SJV)	2035	Annual	LHD2	Spd50_TOT	AllMYr	49,909	2.12%	1.782E-03	3.420E-02	1.703E-02	0.000E+00	4.777E-04	4.395E-04	2.745E+01	2.471E+01
Vh	Kern (SJV)	2035	Annual	MCY	Spd50_TOT	AllMYr	8,422	0.36%	2.045E-02	1.118E-02	1.819E-01	0.000E+00	1.925E-06	1.666E-06	1.383E+00	1.245E+00
Vh	Kern (SJV)	2035	Annual	MDV	Spd50_TOT	AllMYr	247,882	10.51%	3.147E-03	2.310E-02	2.203E-01	0.000E+00	3.898E-04	3.616E-04	1.392E+02	9.680E+01
Vh	Kern (SJV)	2035	Annual	MH	Spd50_TOT	AllMYr	8,062	0.34%	1.667E-04	6.604E-03	1.631E-03	0.000E+00	8.736E-05	8.038E-05	5.062E+00	4.556E+00
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd50_TOT	AllMYr	2,013	0.09%	3.057E-04	3.454E-03	1.878E-03	3.336E-05	1.524E-04	1.402E-04	3.497E+00	3.147E+00
Vh	Kern (SJV)	2035	Annual	OBUS	Spd50_TOT	AllMYr	2,439	0.10%	2.186E-05	5.147E-04	5.763E-04	0.000E+00	2.738E-07	2.540E-07	1.222E+00	1.099E+00
Vh	Kern (SJV)	2035	Annual	SBUS	Spd50_TOT	AllMYr	867	0.04%	9.690E-05	2.130E-03	9.771E-04	5.451E-06	3.489E-05	3.210E-05	7.564E-01	6.808E-01
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd50_TOT	AllMYr	2,851	0.12%	2.200E-04	3.121E-03	1.199E-03	3.056E-05	1.434E-04	1.320E-04	3.204E+00	2.883E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd50_TOT	AllMYr	147	0.01%	9.929E-06	1.323E-04	5.414E-05	1.579E-06	6.233E-06	5.734E-06	1.656E-01	1.490E-01
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd50_TOT	AllMYr	510	0.02%	3.267E-05	4.213E-04	1.781E-04	5.468E-06	2.015E-05	1.854E-05	5.731E-01	5.158E-01
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd50_TOT	AllMYr	4,619	0.20%	3.508E-04	4.999E-03	1.913E-03	4.951E-05	2.284E-04	2.102E-04	5.190E+00	4.671E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd50_TOT	AllMYr	12,639	0.54%	8.745E-04	1.184E-02	4.769E-03	1.355E-04	5.538E-04	5.095E-04	1.420E+01	1.278E+01
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd50_TOT	AllMYr	10,847	0.46%	8.252E-04	1.177E-02	4.500E-03	1.163E-04	5.376E-04	4.946E-04	1.219E+01	1.097E+01
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd50_TOT	AllMYr	29,562	1.25%	2.047E-03	2.773E-02	1.116E-02	3.169E-04	1.296E-03	1.193E-03	3.322E+01	2.990E+01
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd50_TOT	AllMYr	84	0.00%	5.692E-06	7.587E-05	3.104E-05	9.055E-07	3.573E-06	3.288E-06	9.492E-02	8.542E-02
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd50_TOT	AllMYr	292	0.01%	1.873E-05	2.415E-04	1.021E-04	3.135E-06	1.155E-05	1.063E-05	3.286E-01	2.957E-01
Vh	Kern (SJV)	2035	Annual	T6 public	Spd50_TOT	AllMYr	1,190	0.05%	6.782E-05	1.359E-03	3.685E-04	1.279E-05	4.108E-05	3.779E-05	1.341E+00	1.207E+00
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd50_TOT	AllMYr	310	0.01%	1.674E-05	1.884E-04	9.128E-05	3.326E-06	9.634E-06	8.863E-06	3.486E-01	3.138E-01
Vh	Kern (SJV)	2035	Annual	T6TS	Spd50_TOT	AllMYr	10,202	0.43%	8.282E-05	2.020E-03	2.208E-03	0.000E+00	1.173E-06	1.088E-06	5.109E+00	4.598E+00
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd50_TOT	AllMYr	18,097	0.77%	2.908E-03	3.357E-02	1.786E-02	2.999E-04	1.467E-03	1.350E-03	3.143E+01	2.829E+01
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd50_TOT	AllMYr	202,715	8.59%	3.356E-02	3.975E-01	2.063E-01	3.359E-03	1.720E-02	1.582E-02	3.521E+02	3.168E+02
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd50_TOT	AllMYr	8,319	0.35%	1.378E-03	1.632E-02	8.467E-03	1.378E-04	7.058E-04	6.493E-04	1.445E+01	1.300E+01
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd50_TOT	AllMYr	228,047	9.66%	3.278E-02	3.587E-01	2.013E-01	3.778E-03	1.605E-02	1.476E-02	3.960E+02	3.564E+02
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd50_TOT	AllMYr	73,824	3.13%	1.222E-02	1.448E-01	7.513E-02	1.223E-03	6.262E-03	5.761E-03	1.282E+02	1.154E+02
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd50_TOT	AllMYr	3,292	0.14%	6.559E-04	8.428E-03	4.037E-03	5.455E-05	3.528E-04	3.246E-04	5.718E+00	5.146E+00
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd50_TOT	AllMYr	20,481	0.87%	4.080E-03	5.243E-02	2.511E-02	3.394E-04	2.195E-03	2.019E-03	3.557E+01	3.201E+01
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd50_TOT	AllMYr	33,576	1.42%	6.689E-03	8.595E-02	4.117E-02	5.563E-04	3.598E-03	3.310E-03	5.831E+01	5.248E+01
Vh	Kern (SJV)	2035	Annual	T7 public	Spd50_TOT	AllMYr	2,573	0.11%	2.769E-04	9.407E-03	1.671E-03	4.292E-05	1.337E-04	1.230E-04	4.498E+00	4.049E+00
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd50_TOT	AllMYr	18,641	0.79%	2.434E-03	2.495E-02	1.493E-02	3.089E-04	1.148E-03	1.057E-03	3.237E+01	2.914E+01
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd50_TOT	AllMYr	21,521	0.91%	2.811E-03	2.881E-02	1.725E-02	3.566E-04	1.326E-03	1.220E-03	3.738E+01	3.364E+01
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd50_TOT	AllMYr	5,345	0.23%	6.595E-04	7.833E-03	4.038E-03	8.865E-05	3.030E-04	2.787E-04	9.292E+00	8.363E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd50_TOT	AllMYr	288,134	12.21%	4.792E-02	5.681E-01	2.946E-01	4.774E-03	2.456E-02	2.260E-02	5.004E+02	4.504E+02
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd50_TOT	AllMYr	16,045	0.68%	2.674E-03	3.174E-02	1.644E-02	2.659E-04	1.371E-03	1.262E-03	2.787E+01	2.508E+01
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd50_TOT	AllMYr	464	0.02%	5.056E-05	4.430E-04	3.096E-04	7.692E-06	2.193E-05	2.017E-05	8.063E-01	7.256E-01
Vh	Kern (SJV)	2035	Annual	T7IS	Spd50_TOT	AllMYr	1,277	0.05%	3.996E-04	7.561E-03	3.375E-02	0.000E+00	1.377E-07	1.278E-07	6.397E-01	5.757E-01
Vh	Kern (SJV)	2035	Annual	UBUS	Spd50_TOT	AllMYr	1,678	0.07%	3.417E-04	9.927E-03	3.184E-03	0.000E+00	9.613E-05	8.844E-05	3.429E+00	3.086E+00
							2,359,586									

									9.072E-01	MTons/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd50_TOT	AllMYr	1,097	0.05%		7.178E-08	1.043E-06	3.914E-07	9.726E-09	4.725E-08	4.347E-08	1.019E-03	9.175E-04
Vh	Kern (SJV)	2035	Annual	LDA	Spd50_TOT	AllMYr	491,594	20.83%		6.689E-09	5.117E-08	5.184E-07	0.000E+00	1.475E-09	1.369E-09	2.928E-04	1.742E-04
Vh	Kern (SJV)	2035	Annual	LDT1	Spd50_TOT	AllMYr	76,607	3.25%		8.173E-09	5.930E-08	6.066E-07	0.000E+00	1.470E-09	1.364E-09	3.401E-04	2.068E-04
Vh	Kern (SJV)	2035	Annual	LDT2	Spd50_TOT	AllMYr	187,825	7.96%		8.316E-09	6.329E-08	6.067E-07	0.000E+00	1.462E-09	1.356E-09	3.977E-04	2.701E-04
Vh	Kern (SJV)	2035	Annual	LHD1	Spd50_TOT	AllMYr	265,584	11.26%		2.270E-08	4.613E-07	2.493E-07	0.000E+00	5.563E-09	5.118E-09	4.808E-04	4.327E-04
Vh	Kern (SJV)	2035	Annual	LHD2	Spd50_TOT	AllMYr	49,909	2.12%		3.240E-08	6.216E-07	3.096E-07	0.000E+00	8.683E-09	7.989E-09	4.990E-04	4.491E-04
Vh	Kern (SJV)	2035	Annual	MCY	Spd50_TOT	AllMYr	8,422	0.36%		2.203E-06	1.204E-06	1.959E-05	0.000E+00	2.074E-10	1.794E-10	1.490E-04	1.341E-04
Vh	Kern (SJV)	2035	Annual	MDV	Spd50_TOT	AllMYr	247,882	10.51%		1.152E-08	8.455E-08	8.062E-07	0.000E+00	1.426E-09	1.323E-09	5.096E-04	3.543E-04
Vh	Kern (SJV)	2035	Annual	MH	Spd50_TOT	AllMYr	8,062	0.34%		1.875E-08	7.431E-07	1.835E-07	0.000E+00	9.830E-09	9.044E-09	5.696E-04	5.126E-04
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd50_TOT	AllMYr	2,013	0.09%		1.377E-07	1.556E-06	8.460E-07	1.503E-08	6.865E-08	6.316E-08	1.576E-03	1.418E-03
Vh	Kern (SJV)	2035	Annual	OBUS	Spd50_TOT	AllMYr	2,439	0.10%		8.129E-09	1.914E-07	2.143E-07	0.000E+00	1.018E-10	9.446E-11	4.543E-04	4.089E-04
Vh	Kern (SJV)	2035	Annual	SBUS	Spd50_TOT	AllMYr	867	0.04%		1.014E-07	2.229E-06	1.023E-06	5.706E-09	3.651E-08	3.359E-08	7.917E-04	7.125E-04
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd50_TOT	AllMYr	2,851	0.12%		7.000E-08	9.934E-07	3.817E-07	9.727E-09	4.565E-08	4.200E-08	1.020E-03	9.176E-04
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd50_TOT	AllMYr	147	0.01%		6.113E-08	8.148E-07	3.334E-07	9.725E-09	3.838E-08	3.531E-08	1.019E-03	9.174E-04
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd50_TOT	AllMYr	510	0.02%		5.810E-08	7.493E-07	3.168E-07	9.725E-09	3.584E-08	3.297E-08	1.019E-03	9.174E-04
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd50_TOT	AllMYr	4,619	0.20%		6.890E-08	9.819E-07	3.757E-07	9.725E-09	4.487E-08	4.128E-08	1.019E-03	9.174E-04
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd50_TOT	AllMYr	12,639	0.54%		6.277E-08	8.502E-07	3.423E-07	9.725E-09	3.975E-08	3.657E-08	1.019E-03	9.174E-04
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd50_TOT	AllMYr	10,847	0.46%		6.902E-08	9.843E-07	3.764E-07	9.725E-09	4.496E-08	4.136E-08	1.019E-03	9.174E-04
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd50_TOT	AllMYr	29,562	1.25%		6.281E-08	8.510E-07	3.425E-07	9.725E-09	3.978E-08	3.660E-08	1.019E-03	9.174E-04
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd50_TOT	AllMYr	84	0.00%		6.113E-08	8.148E-07	3.334E-07	9.725E-09	3.838E-08	3.531E-08	1.019E-03	9.174E-04
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd50_TOT	AllMYr	292	0.01%		5.810E-08	7.493E-07	3.168E-07	9.725E-09	3.584E-08	3.297E-08	1.019E-03	9.174E-04
Vh	Kern (SJV)	2035	Annual	T6 public	Spd50_TOT	AllMYr	1,190	0.05%		5.169E-08	1.036E-06	2.809E-07	9.749E-09	3.131E-08	2.881E-08	1.022E-03	9.197E-04
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd50_TOT	AllMYr	310	0.01%		4.894E-08	5.507E-07	2.669E-07	9.725E-09	2.817E-08	2.591E-08	1.019E-03	9.174E-04
Vh	Kern (SJV)	2035	Annual	T6TS	Spd50_TOT	AllMYr	10,202	0.43%		7.365E-09	1.797E-07	1.964E-07	0.000E+00	1.043E-10	9.679E-11	4.543E-04	4.089E-04
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd50_TOT	AllMYr	18,097	0.77%		1.458E-07	1.683E-06	8.953E-07	1.503E-08	7.355E-08	6.767E-08	1.576E-03	1.418E-03
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd50_TOT	AllMYr	202,715	8.59%		1.502E-07	1.779E-06	9.233E-07	1.503E-08	7.695E-08	7.080E-08	1.576E-03	1.418E-03
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd50_TOT	AllMYr	8,319	0.35%		1.502E-07	1.779E-06	9.233E-07	1.503E-08	7.696E-08	7.080E-08	1.576E-03	1.418E-03
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd50_TOT	AllMYr	228,047	9.66%		1.304E-07	1.427E-06	8.008E-07	1.503E-08	6.383E-08	5.872E-08	1.576E-03	1.418E-03
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd50_TOT	AllMYr	73,824	3.13%		1.502E-07	1.779E-06	9.233E-07	1.503E-08	7.695E-08	7.080E-08	1.576E-03	1.418E-03
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd50_TOT	AllMYr	3,292	0.14%		1.807E-07	2.322E-06	1.112E-06	1.503E-08	9.721E-08	8.944E-08	1.576E-03	1.418E-03
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd50_TOT	AllMYr	20,481	0.87%		1.807E-07	2.322E-06	1.112E-06	1.503E-08	9.721E-08	8.944E-08	1.576E-03	1.418E-03
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd50_TOT	AllMYr	33,576	1.42%		1.807E-07	2.322E-06	1.112E-06	1.503E-08	9.721E-08	8.944E-08	1.576E-03	1.418E-03
Vh	Kern (SJV)	2035	Annual	T7 public	Spd50_TOT	AllMYr	2,573	0.11%		9.764E-08	3.316E-06	5.890E-07	1.513E-08	4.713E-08	4.336E-08	1.586E-03	1.427E-03
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd50_TOT	AllMYr	18,641	0.79%		1.185E-07	1.214E-06	7.268E-07	1.503E-08	5.589E-08	5.142E-08	1.576E-03	1.418E-03
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd50_TOT	AllMYr	21,521	0.91%		1.185E-07	1.215E-06	7.270E-07	1.503E-08	5.591E-08	5.144E-08	1.576E-03	1.418E-03
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd50_TOT	AllMYr	5,345	0.23%		1.119E-07	1.330E-06	6.854E-07	1.505E-08	5.143E-08	4.731E-08	1.577E-03	1.419E-03
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd50_TOT	AllMYr	288,134	12.21%		1.509E-07	1.789E-06	9.274E-07	1.503E-08	7.733E-08	7.114E-08	1.576E-03	1.418E-03
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd50_TOT	AllMYr	16,045	0.68%		1.512E-07	1.794E-06	9.294E-07	1.503E-08	7.754E-08	7.133E-08	1.576E-03	1.418E-03
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd50_TOT	AllMYr	464	0.02%		9.880E-08	8.657E-07	6.050E-07	1.503E-08	4.285E-08	3.942E-08	1.576E-03	1.418E-03
Vh	Kern (SJV)	2035	Annual	T7IS	Spd50_TOT	AllMYr	1,277	0.05%		2.838E-07	5.370E-06	2.397E-05	0.000E+00	9.780E-11	9.074E-11	4.543E-04	4.089E-04
Vh	Kern (SJV)	2035	Annual	UBUS	Spd50_TOT	AllMYr	1,678	0.07%		1.847E-07	5.366E-06	1.721E-06	0.000E+00	5.195E-08	4.780E-08	1.853E-03	1.668E-03
							2,359,586										

									2.000E+03	lbs/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd50_TOT	AllMYr	1,097	0.05%		1.583E-04	2.299E-03	8.630E-04	2.144E-05	1.042E-04	9.584E-05	2.247E+00	2.023E+00
Vh	Kern (SJV)	2035	Annual	LDA	Spd50_TOT	AllMYr	491,594	20.83%		1.475E-05	1.128E-04	1.143E-03	0.000E+00	3.252E-06	3.017E-06	6.456E-01	3.840E-01
Vh	Kern (SJV)	2035	Annual	LDT1	Spd50_TOT	AllMYr	76,607	3.25%		1.802E-05	1.307E-04	1.337E-03	0.000E+00	3.241E-06	3.007E-06	7.498E-01	4.560E-01
Vh	Kern (SJV)	2035	Annual	LDT2	Spd50_TOT	AllMYr	187,825	7.96%		1.833E-05	1.395E-04	1.338E-03	0.000E+00	3.223E-06	2.990E-06	8.769E-01	5.955E-01
Vh	Kern (SJV)	2035	Annual	LHD1	Spd50_TOT	AllMYr	265,584	11.26%		5.005E-05	1.017E-03	5.497E-04	0.000E+00	1.226E-05	1.128E-05	1.060E+00	9.540E-01
Vh	Kern (SJV)	2035	Annual	LHD2	Spd50_TOT	AllMYr	49,909	2.12%		7.142E-05	1.370E-03	6.825E-04	0.000E+00	1.914E-05	1.761E-05	1.100E+00	9.900E-01
Vh	Kern (SJV)	2035	Annual	MCY	Spd50_TOT	AllMYr	8,422	0.36%		4.857E-03	2.655E-03	4.319E-02	0.000E+00	4.572E-07	3.956E-07	3.285E-01	2.957E-01
Vh	Kern (SJV)	2035	Annual	MDV	Spd50_TOT	AllMYr	247,882	10.51%		2.539E-05	1.864E-04	1.777E-03	0.000E+00	3.145E-06	2.918E-06	1.123E+00	7.810E-01
Vh	Kern (SJV)	2035	Annual	MH	Spd50_TOT	AllMYr	8,062	0.34%		4.134E-05	1.638E-03	4.046E-04	0.000E+00	2.167E-05	1.994E-05	1.256E+00	1.130E+00
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd50_TOT	AllMYr	2,013	0.09%		3.036E-04	3.431E-03	1.865E-03	3.314E-05	1.514E-04	1.392E-04	3.473E+00	3.126E+00
Vh	Kern (SJV)	2035	Annual	OBUS	Spd50_TOT	AllMYr	2,439	0.10%		1.792E-05	4.220E-04	4.725E-04	0.000E+00	2.245E-07	2.083E-07	1.002E+00	9.015E-01
Vh	Kern (SJV)	2035	Annual	SBUS	Spd50_TOT	AllMYr	867	0.04%		2.236E-04	4.914E-03	2.255E-03	1.258E-05	8.049E-05	7.406E-05	1.745E+00	1.571E+00
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd50_TOT	AllMYr	2,851	0.12%		1.543E-04	2.190E-03	8.416E-04	2.144E-05	1.006E-04	9.259E-05	2.248E+00	2.023E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd50_TOT	AllMYr	147	0.01%		1.348E-04	1.796E-03	7.350E-04	2.144E-05	8.461E-05	7.784E-05	2.247E+00	2.023E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd50_TOT	AllMYr	510	0.02%		1.281E-04	1.652E-03	6.985E-04	2.144E-05	7.901E-05	7.269E-05	2.247E+00	2.023E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd50_TOT	AllMYr	4,619	0.20%		1.519E-04	2.165E-03	8.284E-04	2.144E-05	9.892E-05	9.100E-05	2.247E+00	2.023E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd50_TOT	AllMYr	12,639	0.54%		1.384E-04	1.874E-03	7.546E-04	2.144E-05	8.763E-05	8.062E-05	2.247E+00	2.023E+00
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd50_TOT	AllMYr	10,847	0.46%		1.522E-04	2.170E-03	8.297E-04	2.144E-05	9.912E-05	9.119E-05	2.247E+00	2.023E+00
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd50_TOT	AllMYr	29,562	1.25%		1.385E-04	1.876E-03	7.551E-04	2.144E-05	8.770E-05	8.068E-05	2.247E+00	2.023E+00
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd50_TOT	AllMYr	84	0.00%		1.348E-04	1.796E-03	7.350E-04	2.144E-05	8.461E-05	7.784E-05	2.247E+00	2.023E+00
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd50_TOT	AllMYr	292	0.01%		1.281E-04	1.652E-03	6.985E-04	2.144E-05	7.901E-05	7.269E-05	2.247E+00	2.023E+00
Vh	Kern (SJV)	2035	Annual	T6 public	Spd50_TOT	AllMYr	1,190	0.05%		1.140E-04	2.284E-03	6.193E-04	2.149E-05	6.903E-05	6.351E-05	2.253E+00	2.028E+00
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd50_TOT	AllMYr	310	0.01%		1.079E-04	1.214E-03	5.884E-04	2.144E-05	6.210E-05	5.713E-05	2.247E+00	2.023E+00
Vh	Kern (SJV)	2035	Annual	T6TS	Spd50_TOT	AllMYr	10,202	0.43%		1.624E-05	3.961E-04	4.329E-04	0.000E+00	2.300E-07	2.134E-07	1.002E+00	9.015E-01
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd50_TOT	AllMYr	18,097	0.77%		3.214E-04	3.711E-03	1.974E-03	3.314E-05	1.622E-04	1.492E-04	3.474E+00	3.127E+00
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd50_TOT	AllMYr	202,715	8.59%		3.311E-04	3.922E-03	2.036E-03	3.314E-05	1.697E-04	1.561E-04	3.473E+00	3.126E+00
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd50_TOT	AllMYr	8,319	0.35%		3.312E-04	3.922E-03	2.036E-03	3.314E-05	1.697E-04	1.561E-04	3.473E+00	3.126E+00
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd50_TOT	AllMYr	228,047	9.66%		2.875E-04	3.146E-03	1.765E-03	3.314E-05	1.407E-04	1.295E-04	3.473E+00	3.126E+00
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd50_TOT	AllMYr	73,824	3.13%		3.311E-04	3.922E-03	2.036E-03	3.314E-05	1.697E-04	1.561E-04	3.473E+00	3.126E+00
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd50_TOT	AllMYr	3,292	0.14%		3.985E-04	5.120E-03	2.452E-03	3.314E-05	2.143E-04	1.972E-04	3.473E+00	3.126E+00
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd50_TOT	AllMYr	20,481	0.87%		3.985E-04	5.120E-03	2.452E-03	3.314E-05	2.143E-04	1.972E-04	3.473E+00	3.126E+00
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd50_TOT	AllMYr	33,576	1.42%		3.985E-04	5.120E-03	2.452E-03	3.314E-05	2.143E-04	1.972E-04	3.473E+00	3.126E+00
Vh	Kern (SJV)	2035	Annual	T7 public	Spd50_TOT	AllMYr	2,573	0.11%		2.153E-04	7.312E-03	1.299E-03	3.336E-05	1.039E-04	9.558E-05	3.497E+00	3.147E+00
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd50_TOT	AllMYr	18,641	0.79%		2.612E-04	2.676E-03	1.602E-03	3.314E-05	1.232E-04	1.134E-04	3.473E+00	3.126E+00
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd50_TOT	AllMYr	21,521	0.91%		2.612E-04	2.678E-03	1.603E-03	3.314E-05	1.233E-04	1.134E-04	3.473E+00	3.126E+00
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd50_TOT	AllMYr	5,345	0.23%		2.468E-04	2.931E-03	1.511E-03	3.317E-05	1.134E-04	1.043E-04	3.477E+00	3.129E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd50_TOT	AllMYr	288,134	12.21%		3.327E-04	3.943E-03	2.045E-03	3.314E-05	1.705E-04	1.568E-04	3.473E+00	3.126E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd50_TOT	AllMYr	16,045	0.68%		3.334E-04	3.956E-03	2.049E-03	3.314E-05	1.709E-04	1.573E-04	3.473E+00	3.126E+00
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd50_TOT	AllMYr	464	0.02%		2.178E-04	1.909E-03	1.334E-03	3.314E-05	9.447E-05	8.691E-05	3.473E+00	3.126E+00
Vh	Kern (SJV)	2035	Annual	T7IS	Spd50_TOT	AllMYr	1,277	0.05%		6.257E-04	1.184E-02	5.284E-02	0.000E+00	2.156E-07	2.001E-07	1.002E+00	9.015E-01
Vh	Kern (SJV)	2035	Annual	UBUS	Spd50_TOT	AllMYr	1,678	0.07%		4.072E-04	1.183E-02	3.794E-03	0.000E+00	1.145E-04	1.054E-04	4.086E+00	3.677E+00
							2,359,586										

									Tons/Day							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd55_TOT	AllMYr	1,843	0.09%	1.333E-04	2.078E-03	8.342E-04	1.953E-05	1.097E-04	1.010E-04	2.047E+00	1.842E+00
Vh	Kern (SJV)	2035	Annual	LDA	Spd55_TOT	AllMYr	281,394	14.29%	2.112E-03	1.594E-02	1.501E-01	0.000E+00	4.663E-04	4.327E-04	9.419E+01	5.602E+01
Vh	Kern (SJV)	2035	Annual	LDT1	Spd55_TOT	AllMYr	43,851	2.23%	4.012E-04	2.884E-03	2.739E-02	0.000E+00	7.236E-05	6.714E-05	1.705E+01	1.037E+01
Vh	Kern (SJV)	2035	Annual	LDT2	Spd55_TOT	AllMYr	107,514	5.46%	1.003E-03	7.537E-03	6.712E-02	0.000E+00	1.764E-04	1.637E-04	4.887E+01	3.319E+01
Vh	Kern (SJV)	2035	Annual	LHD1	Spd55_TOT	AllMYr	111,492	5.66%	3.551E-03	8.297E-02	3.795E-02	0.000E+00	9.219E-04	8.482E-04	6.193E+01	5.574E+01
Vh	Kern (SJV)	2035	Annual	LHD2	Spd55_TOT	AllMYr	25,277	1.28%	9.980E-04	2.252E-02	9.899E-03	0.000E+00	2.719E-04	2.501E-04	1.428E+01	1.285E+01
Vh	Kern (SJV)	2035	Annual	MCY	Spd55_TOT	AllMYr	4,821	0.24%	1.354E-02	6.646E-03	1.254E-01	0.000E+00	1.273E-06	1.101E-06	8.622E-01	7.760E-01
Vh	Kern (SJV)	2035	Annual	MDV	Spd55_TOT	AllMYr	141,890	7.21%	1.829E-03	1.333E-02	1.178E-01	0.000E+00	2.272E-04	2.108E-04	8.263E+01	5.745E+01
Vh	Kern (SJV)	2035	Annual	MH	Spd55_TOT	AllMYr	11,323	0.58%	2.475E-04	1.064E-02	2.539E-03	0.000E+00	1.675E-04	1.541E-04	7.627E+00	6.864E+00
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd55_TOT	AllMYr	2,373	0.12%	3.293E-04	3.993E-03	2.322E-03	3.887E-05	2.053E-04	1.889E-04	4.074E+00	3.667E+00
Vh	Kern (SJV)	2035	Annual	OBUS	Spd55_TOT	AllMYr	3,266	0.17%	2.696E-05	7.187E-04	8.168E-04	0.000E+00	3.418E-07	3.171E-07	1.737E+00	1.563E+00
Vh	Kern (SJV)	2035	Annual	SBUS	Spd55_TOT	AllMYr	1,290	0.07%	1.320E-04	3.149E-03	1.528E-03	8.021E-06	5.932E-05	5.457E-05	1.133E+00	1.020E+00
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd55_TOT	AllMYr	4,788	0.24%	3.377E-04	5.142E-03	2.113E-03	5.075E-05	2.754E-04	2.534E-04	5.319E+00	4.787E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd55_TOT	AllMYr	247	0.01%	1.524E-05	2.180E-04	9.539E-05	2.622E-06	1.197E-05	1.101E-05	2.749E-01	2.474E-01
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd55_TOT	AllMYr	857	0.04%	5.015E-05	6.940E-04	3.138E-04	9.078E-06	3.869E-05	3.560E-05	9.516E-01	8.564E-01
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd55_TOT	AllMYr	7,757	0.39%	5.385E-04	8.235E-03	3.370E-03	8.221E-05	4.386E-04	4.035E-04	8.617E+00	7.755E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd55_TOT	AllMYr	21,228	1.08%	1.343E-03	1.951E-02	8.402E-03	2.250E-04	1.063E-03	9.783E-04	2.358E+01	2.122E+01
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd55_TOT	AllMYr	18,218	0.93%	1.267E-03	1.939E-02	7.928E-03	1.931E-04	1.032E-03	9.497E-04	2.024E+01	1.821E+01
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd55_TOT	AllMYr	49,652	2.52%	3.142E-03	4.568E-02	1.966E-02	5.262E-04	2.489E-03	2.290E-03	5.515E+01	4.964E+01
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd55_TOT	AllMYr	142	0.01%	8.739E-06	1.250E-04	5.469E-05	1.503E-06	6.862E-06	6.313E-06	1.576E-01	1.418E-01
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd55_TOT	AllMYr	491	0.02%	2.875E-05	3.979E-04	1.799E-04	5.205E-06	2.218E-05	2.041E-05	5.456E-01	4.910E-01
Vh	Kern (SJV)	2035	Annual	T6 public	Spd55_TOT	AllMYr	1,999	0.10%	1.045E-04	2.257E-03	6.486E-04	2.124E-05	7.890E-05	7.259E-05	2.226E+00	2.003E+00
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd55_TOT	AllMYr	521	0.03%	2.570E-05	3.103E-04	1.608E-04	5.523E-06	1.850E-05	1.702E-05	5.789E-01	5.210E-01
Vh	Kern (SJV)	2035	Annual	T6TS	Spd55_TOT	AllMYr	13,660	0.69%	1.023E-04	2.821E-03	3.130E-03	0.000E+00	1.465E-06	1.359E-06	7.264E+00	6.538E+00
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd55_TOT	AllMYr	21,330	1.08%	3.133E-03	3.881E-02	2.208E-02	3.494E-04	1.977E-03	1.819E-03	3.662E+01	3.296E+01
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd55_TOT	AllMYr	238,934	12.13%	3.616E-02	4.595E-01	2.551E-01	3.913E-03	2.317E-02	2.132E-02	4.102E+02	3.692E+02
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd55_TOT	AllMYr	9,806	0.50%	1.484E-03	1.886E-02	1.047E-02	1.606E-04	9.510E-04	8.749E-04	1.683E+01	1.515E+01
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd55_TOT	AllMYr	268,792	13.65%	3.532E-02	4.147E-01	2.489E-01	4.402E-03	2.162E-02	1.989E-02	4.614E+02	4.153E+02
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd55_TOT	AllMYr	87,014	4.42%	1.317E-02	1.674E-01	9.290E-02	1.425E-03	8.439E-03	7.764E-03	1.494E+02	1.344E+02
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd55_TOT	AllMYr	3,881	0.20%	7.067E-04	9.743E-03	4.991E-03	6.356E-05	4.754E-04	4.374E-04	6.662E+00	5.996E+00
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd55_TOT	AllMYr	24,141	1.23%	4.396E-03	6.061E-02	3.105E-02	3.954E-04	2.957E-03	2.721E-03	4.144E+01	3.730E+01
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd55_TOT	AllMYr	39,575	2.01%	7.207E-03	9.935E-02	5.090E-02	6.482E-04	4.848E-03	4.460E-03	6.794E+01	6.115E+01
Vh	Kern (SJV)	2035	Annual	T7 public	Spd55_TOT	AllMYr	3,033	0.15%	3.029E-04	1.111E-02	2.054E-03	5.000E-05	1.803E-04	1.659E-04	5.241E+00	4.717E+00
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd55_TOT	AllMYr	21,972	1.12%	2.623E-03	2.884E-02	1.847E-02	3.599E-04	1.548E-03	1.424E-03	3.772E+01	3.395E+01
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd55_TOT	AllMYr	25,366	1.29%	3.029E-03	3.331E-02	2.132E-02	4.155E-04	1.787E-03	1.644E-03	4.355E+01	3.919E+01
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd55_TOT	AllMYr	6,300	0.32%	7.113E-04	9.084E-03	4.991E-03	1.033E-04	4.083E-04	3.756E-04	1.083E+01	9.744E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd55_TOT	AllMYr	339,614	17.25%	5.163E-02	6.567E-01	3.642E-01	5.563E-03	3.310E-02	3.045E-02	5.830E+02	5.247E+02
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd55_TOT	AllMYr	18,912	0.96%	2.881E-03	3.669E-02	2.032E-02	3.098E-04	1.848E-03	1.700E-03	3.247E+01	2.922E+01
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd55_TOT	AllMYr	547	0.03%	5.447E-05	5.121E-04	3.828E-04	8.962E-06	2.955E-05	2.718E-05	9.394E-01	8.455E-01
Vh	Kern (SJV)	2035	Annual	T7IS	Spd55_TOT	AllMYr	1,866	0.09%	5.473E-04	1.137E-02	5.250E-02	0.000E+00	1.876E-07	1.740E-07	9.922E-01	8.930E-01
Vh	Kern (SJV)	2035	Annual	UBUS	Spd55_TOT	AllMYr	2,081	0.11%	4.082E-04	1.416E-02	4.175E-03	0.000E+00	1.164E-04	1.071E-04	4.266E+00	3.840E+00
							1,969,057									

								9.072E-01	MTons/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd55_TOT	AllMYr	1,843	0.09%	6.561E-08	1.023E-06	4.106E-07	9.614E-09	5.402E-08	4.970E-08	1.008E-03	9.069E-04
Vh	Kern (SJV)	2035	Annual	LDA	Spd55_TOT	AllMYr	281,394	14.29%	6.810E-09	5.138E-08	4.838E-07	0.000E+00	1.503E-09	1.395E-09	3.037E-04	1.806E-04
Vh	Kern (SJV)	2035	Annual	LDT1	Spd55_TOT	AllMYr	43,851	2.23%	8.300E-09	5.966E-08	5.666E-07	0.000E+00	1.497E-09	1.389E-09	3.526E-04	2.144E-04
Vh	Kern (SJV)	2035	Annual	LDT2	Spd55_TOT	AllMYr	107,514	5.46%	8.460E-09	6.359E-08	5.663E-07	0.000E+00	1.489E-09	1.381E-09	4.124E-04	2.800E-04
Vh	Kern (SJV)	2035	Annual	LHD1	Spd55_TOT	AllMYr	111,492	5.66%	2.889E-08	6.751E-07	3.088E-07	0.000E+00	7.501E-09	6.902E-09	5.039E-04	4.535E-04
Vh	Kern (SJV)	2035	Annual	LHD2	Spd55_TOT	AllMYr	25,277	1.28%	3.582E-08	8.081E-07	3.553E-07	0.000E+00	9.757E-09	8.977E-09	5.125E-04	4.612E-04
Vh	Kern (SJV)	2035	Annual	MCY	Spd55_TOT	AllMYr	4,821	0.24%	2.548E-06	1.251E-06	2.360E-05	0.000E+00	2.396E-10	2.072E-10	1.623E-04	1.460E-04
Vh	Kern (SJV)	2035	Annual	MDV	Spd55_TOT	AllMYr	141,890	7.21%	1.169E-08	8.524E-08	7.528E-07	0.000E+00	1.452E-09	1.348E-09	5.283E-04	3.673E-04
Vh	Kern (SJV)	2035	Annual	MH	Spd55_TOT	AllMYr	11,323	0.58%	1.983E-08	8.528E-07	2.034E-07	0.000E+00	1.342E-08	1.234E-08	6.110E-04	5.499E-04
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd55_TOT	AllMYr	2,373	0.12%	1.259E-07	1.526E-06	8.875E-07	1.486E-08	7.849E-08	7.221E-08	1.557E-03	1.402E-03
Vh	Kern (SJV)	2035	Annual	OBUS	Spd55_TOT	AllMYr	3,266	0.17%	7.486E-09	1.996E-07	2.268E-07	0.000E+00	9.493E-11	8.808E-11	4.824E-04	4.342E-04
Vh	Kern (SJV)	2035	Annual	SBUS	Spd55_TOT	AllMYr	1,290	0.07%	9.285E-08	2.215E-06	1.074E-06	5.640E-09	4.171E-08	3.837E-08	7.968E-04	7.171E-04
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd55_TOT	AllMYr	4,788	0.24%	6.399E-08	9.743E-07	4.004E-07	9.615E-09	5.219E-08	4.801E-08	1.008E-03	9.071E-04
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd55_TOT	AllMYr	247	0.01%	5.588E-08	7.992E-07	3.497E-07	9.613E-09	4.388E-08	4.037E-08	1.008E-03	9.069E-04
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd55_TOT	AllMYr	857	0.04%	5.310E-08	7.349E-07	3.323E-07	9.613E-09	4.097E-08	3.770E-08	1.008E-03	9.069E-04
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd55_TOT	AllMYr	7,757	0.39%	6.298E-08	9.630E-07	3.941E-07	9.614E-09	5.130E-08	4.719E-08	1.008E-03	9.069E-04
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd55_TOT	AllMYr	21,228	1.08%	5.737E-08	8.338E-07	3.591E-07	9.613E-09	4.544E-08	4.181E-08	1.008E-03	9.069E-04
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd55_TOT	AllMYr	18,218	0.93%	6.308E-08	9.653E-07	3.948E-07	9.614E-09	5.140E-08	4.729E-08	1.008E-03	9.069E-04
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd55_TOT	AllMYr	49,652	2.52%	5.741E-08	8.347E-07	3.593E-07	9.613E-09	4.548E-08	4.184E-08	1.008E-03	9.069E-04
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd55_TOT	AllMYr	142	0.01%	5.588E-08	7.992E-07	3.497E-07	9.613E-09	4.388E-08	4.037E-08	1.008E-03	9.069E-04
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd55_TOT	AllMYr	491	0.02%	5.310E-08	7.349E-07	3.323E-07	9.613E-09	4.097E-08	3.770E-08	1.008E-03	9.069E-04
Vh	Kern (SJV)	2035	Annual	T6 public	Spd55_TOT	AllMYr	1,999	0.10%	4.740E-08	1.024E-06	2.943E-07	9.637E-09	3.580E-08	3.294E-08	1.010E-03	9.091E-04
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd55_TOT	AllMYr	521	0.03%	4.473E-08	5.401E-07	2.799E-07	9.613E-09	3.220E-08	2.963E-08	1.008E-03	9.069E-04
Vh	Kern (SJV)	2035	Annual	T6TS	Spd55_TOT	AllMYr	13,660	0.69%	6.792E-09	1.874E-07	2.078E-07	0.000E+00	9.727E-11	9.025E-11	4.824E-04	4.342E-04
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd55_TOT	AllMYr	21,330	1.08%	1.333E-07	1.651E-06	9.392E-07	1.486E-08	8.409E-08	7.736E-08	1.558E-03	1.402E-03
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd55_TOT	AllMYr	238,934	12.13%	1.373E-07	1.745E-06	9.685E-07	1.486E-08	8.798E-08	8.094E-08	1.557E-03	1.402E-03
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd55_TOT	AllMYr	9,806	0.50%	1.373E-07	1.745E-06	9.686E-07	1.486E-08	8.799E-08	8.095E-08	1.557E-03	1.402E-03
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd55_TOT	AllMYr	268,792	13.65%	1.192E-07	1.400E-06	8.400E-07	1.486E-08	7.297E-08	6.713E-08	1.557E-03	1.402E-03
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd55_TOT	AllMYr	87,014	4.42%	1.373E-07	1.745E-06	9.685E-07	1.486E-08	8.798E-08	8.094E-08	1.557E-03	1.402E-03
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd55_TOT	AllMYr	3,881	0.20%	1.652E-07	2.278E-06	1.167E-06	1.486E-08	1.111E-07	1.022E-07	1.557E-03	1.402E-03
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd55_TOT	AllMYr	24,141	1.23%	1.652E-07	2.278E-06	1.167E-06	1.486E-08	1.111E-07	1.022E-07	1.557E-03	1.402E-03
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd55_TOT	AllMYr	39,575	2.01%	1.652E-07	2.278E-06	1.167E-06	1.486E-08	1.111E-07	1.022E-07	1.557E-03	1.402E-03
Vh	Kern (SJV)	2035	Annual	T7 public	Spd55_TOT	AllMYr	3,033	0.15%	9.060E-08	3.322E-06	6.145E-07	1.496E-08	5.394E-08	4.963E-08	1.568E-03	1.411E-03
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd55_TOT	AllMYr	21,972	1.12%	1.083E-07	1.191E-06	7.624E-07	1.486E-08	6.390E-08	5.878E-08	1.557E-03	1.402E-03
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd55_TOT	AllMYr	25,366	1.29%	1.083E-07	1.191E-06	7.626E-07	1.486E-08	6.392E-08	5.881E-08	1.557E-03	1.402E-03
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd55_TOT	AllMYr	6,300	0.32%	1.024E-07	1.308E-06	7.187E-07	1.487E-08	5.880E-08	5.409E-08	1.559E-03	1.403E-03
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd55_TOT	AllMYr	339,614	17.25%	1.379E-07	1.754E-06	9.728E-07	1.486E-08	8.840E-08	8.133E-08	1.557E-03	1.402E-03
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd55_TOT	AllMYr	18,912	0.96%	1.382E-07	1.760E-06	9.749E-07	1.486E-08	8.865E-08	8.155E-08	1.557E-03	1.402E-03
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd55_TOT	AllMYr	547	0.03%	9.031E-08	8.491E-07	6.347E-07	1.486E-08	4.899E-08	4.507E-08	1.557E-03	1.402E-03
Vh	Kern (SJV)	2035	Annual	T7IS	Spd55_TOT	AllMYr	1,866	0.09%	2.661E-07	5.529E-06	2.552E-05	0.000E+00	9.119E-11	8.461E-11	4.824E-04	4.342E-04
Vh	Kern (SJV)	2035	Annual	UBUS	Spd55_TOT	AllMYr	2,081	0.11%	1.780E-07	6.173E-06	1.820E-06	0.000E+00	5.075E-08	4.669E-08	1.860E-03	1.674E-03
							1,969,057									

									2.000E+03	lbs/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd55_TOT	AllMYr	1,843	0.09%		1.446E-04	2.255E-03	9.052E-04	2.120E-05	1.191E-04	1.096E-04	2.222E+00	1.999E+00
Vh	Kern (SJV)	2035	Annual	LDA	Spd55_TOT	AllMYr	281,394	14.29%		1.501E-05	1.133E-04	1.067E-03	0.000E+00	3.315E-06	3.075E-06	6.694E-01	3.982E-01
Vh	Kern (SJV)	2035	Annual	LDT1	Spd55_TOT	AllMYr	43,851	2.23%		1.830E-05	1.315E-04	1.249E-03	0.000E+00	3.300E-06	3.062E-06	7.774E-01	4.727E-01
Vh	Kern (SJV)	2035	Annual	LDT2	Spd55_TOT	AllMYr	107,514	5.46%		1.865E-05	1.402E-04	1.249E-03	0.000E+00	3.282E-06	3.045E-06	9.091E-01	6.173E-01
Vh	Kern (SJV)	2035	Annual	LHD1	Spd55_TOT	AllMYr	111,492	5.66%		6.370E-05	1.488E-03	6.808E-04	0.000E+00	1.654E-05	1.522E-05	1.111E+00	9.999E-01
Vh	Kern (SJV)	2035	Annual	LHD2	Spd55_TOT	AllMYr	25,277	1.28%		7.896E-05	1.782E-03	7.832E-04	0.000E+00	2.151E-05	1.979E-05	1.130E+00	1.017E+00
Vh	Kern (SJV)	2035	Annual	MCY	Spd55_TOT	AllMYr	4,821	0.24%		5.618E-03	2.757E-03	5.203E-02	0.000E+00	5.282E-07	4.568E-07	3.577E-01	3.219E-01
Vh	Kern (SJV)	2035	Annual	MDV	Spd55_TOT	AllMYr	141,890	7.21%		2.578E-05	1.879E-04	1.660E-03	0.000E+00	3.202E-06	2.971E-06	1.165E+00	8.097E-01
Vh	Kern (SJV)	2035	Annual	MH	Spd55_TOT	AllMYr	11,323	0.58%		4.372E-05	1.880E-03	4.485E-04	0.000E+00	2.958E-05	2.721E-05	1.347E+00	1.212E+00
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd55_TOT	AllMYr	2,373	0.12%		2.775E-04	3.365E-03	1.957E-03	3.276E-05	1.730E-04	1.592E-04	3.434E+00	3.090E+00
Vh	Kern (SJV)	2035	Annual	OBUS	Spd55_TOT	AllMYr	3,266	0.17%		1.650E-05	4.400E-04	5.001E-04	0.000E+00	2.093E-07	1.942E-07	1.064E+00	9.572E-01
Vh	Kern (SJV)	2035	Annual	SBUS	Spd55_TOT	AllMYr	1,290	0.07%		2.047E-04	4.882E-03	2.368E-03	1.243E-05	9.195E-05	8.460E-05	1.757E+00	1.581E+00
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd55_TOT	AllMYr	4,788	0.24%		1.411E-04	2.148E-03	8.828E-04	2.120E-05	1.151E-04	1.059E-04	2.222E+00	2.000E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd55_TOT	AllMYr	247	0.01%		1.232E-04	1.762E-03	7.710E-04	2.119E-05	9.673E-05	8.899E-05	2.221E+00	1.999E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd55_TOT	AllMYr	857	0.04%		1.171E-04	1.620E-03	7.327E-04	2.119E-05	9.033E-05	8.311E-05	2.221E+00	1.999E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd55_TOT	AllMYr	7,757	0.39%		1.388E-04	2.123E-03	8.689E-04	2.119E-05	1.131E-04	1.040E-04	2.222E+00	1.999E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd55_TOT	AllMYr	21,228	1.08%		1.265E-04	1.838E-03	7.916E-04	2.119E-05	1.002E-04	9.217E-05	2.221E+00	1.999E+00
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd55_TOT	AllMYr	18,218	0.93%		1.391E-04	2.128E-03	8.704E-04	2.119E-05	1.133E-04	1.043E-04	2.222E+00	1.999E+00
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd55_TOT	AllMYr	49,652	2.52%		1.266E-04	1.840E-03	7.921E-04	2.119E-05	1.003E-04	9.224E-05	2.221E+00	1.999E+00
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd55_TOT	AllMYr	142	0.01%		1.232E-04	1.762E-03	7.710E-04	2.119E-05	9.673E-05	8.899E-05	2.221E+00	1.999E+00
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd55_TOT	AllMYr	491	0.02%		1.171E-04	1.620E-03	7.327E-04	2.119E-05	9.033E-05	8.311E-05	2.221E+00	1.999E+00
Vh	Kern (SJV)	2035	Annual	T6 public	Spd55_TOT	AllMYr	1,999	0.10%		1.045E-04	2.258E-03	6.488E-04	2.125E-05	7.894E-05	7.262E-05	2.227E+00	2.004E+00
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd55_TOT	AllMYr	521	0.03%		9.862E-05	1.191E-03	6.172E-04	2.119E-05	7.099E-05	6.531E-05	2.221E+00	1.999E+00
Vh	Kern (SJV)	2035	Annual	T6TS	Spd55_TOT	AllMYr	13,660	0.69%		1.497E-05	4.131E-04	4.582E-04	0.000E+00	2.144E-07	1.990E-07	1.064E+00	9.572E-01
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd55_TOT	AllMYr	21,330	1.08%		2.938E-04	3.639E-03	2.071E-03	3.276E-05	1.854E-04	1.706E-04	3.434E+00	3.091E+00
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd55_TOT	AllMYr	238,934	12.13%		3.027E-04	3.847E-03	2.135E-03	3.276E-05	1.940E-04	1.784E-04	3.433E+00	3.090E+00
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd55_TOT	AllMYr	9,806	0.50%		3.027E-04	3.847E-03	2.135E-03	3.276E-05	1.940E-04	1.785E-04	3.433E+00	3.090E+00
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd55_TOT	AllMYr	268,792	13.65%		2.628E-04	3.085E-03	1.852E-03	3.276E-05	1.609E-04	1.480E-04	3.433E+00	3.090E+00
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd55_TOT	AllMYr	87,014	4.42%		3.027E-04	3.847E-03	2.135E-03	3.276E-05	1.940E-04	1.784E-04	3.433E+00	3.090E+00
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd55_TOT	AllMYr	3,881	0.20%		3.642E-04	5.021E-03	2.572E-03	3.276E-05	2.450E-04	2.254E-04	3.433E+00	3.090E+00
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd55_TOT	AllMYr	24,141	1.23%		3.642E-04	5.021E-03	2.572E-03	3.276E-05	2.450E-04	2.254E-04	3.433E+00	3.090E+00
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd55_TOT	AllMYr	39,575	2.01%		3.642E-04	5.021E-03	2.572E-03	3.276E-05	2.450E-04	2.254E-04	3.433E+00	3.090E+00
Vh	Kern (SJV)	2035	Annual	T7 public	Spd55_TOT	AllMYr	3,033	0.15%		1.997E-04	7.324E-03	1.355E-03	3.298E-05	1.189E-04	1.094E-04	3.456E+00	3.111E+00
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd55_TOT	AllMYr	21,972	1.12%		2.387E-04	2.625E-03	1.681E-03	3.276E-05	1.409E-04	1.296E-04	3.434E+00	3.090E+00
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd55_TOT	AllMYr	25,366	1.29%		2.388E-04	2.626E-03	1.681E-03	3.276E-05	1.409E-04	1.296E-04	3.434E+00	3.090E+00
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd55_TOT	AllMYr	6,300	0.32%		2.258E-04	2.884E-03	1.584E-03	3.279E-05	1.296E-04	1.193E-04	3.437E+00	3.093E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd55_TOT	AllMYr	339,614	17.25%		3.041E-04	3.868E-03	2.145E-03	3.276E-05	1.949E-04	1.793E-04	3.434E+00	3.090E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd55_TOT	AllMYr	18,912	0.96%		3.047E-04	3.880E-03	2.149E-03	3.276E-05	1.954E-04	1.798E-04	3.434E+00	3.090E+00
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd55_TOT	AllMYr	547	0.03%		1.991E-04	1.872E-03	1.399E-03	3.276E-05	1.080E-04	9.936E-05	3.434E+00	3.090E+00
Vh	Kern (SJV)	2035	Annual	T7IS	Spd55_TOT	AllMYr	1,866	0.09%		5.866E-04	1.219E-02	5.627E-02	0.000E+00	2.010E-07	1.865E-07	1.064E+00	9.572E-01
Vh	Kern (SJV)	2035	Annual	UBUS	Spd55_TOT	AllMYr	2,081	0.11%		3.923E-04	1.361E-02	4.013E-03	0.000E+00	1.119E-04	1.029E-04	4.100E+00	3.690E+00
							1,969,057										

									Tons/Day							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd60_TOT	AllMYr	2,060	0.21%	1.401E-04	2.337E-03	9.922E-04	2.186E-05	1.412E-04	1.299E-04	2.292E+00	2.063E+00
Vh	Kern (SJV)	2035	Annual	LDA	Spd60_TOT	AllMYr	228,669	23.33%	1.840E-03	1.323E-02	1.138E-01	0.000E+00	4.075E-04	3.780E-04	8.227E+01	4.893E+01
Vh	Kern (SJV)	2035	Annual	LDT1	Spd60_TOT	AllMYr	35,634	3.63%	3.482E-04	2.401E-03	2.079E-02	0.000E+00	6.316E-05	5.860E-05	1.489E+01	9.053E+00
Vh	Kern (SJV)	2035	Annual	LDT2	Spd60_TOT	AllMYr	87,368	8.91%	8.723E-04	6.264E-03	5.091E-02	0.000E+00	1.540E-04	1.429E-04	4.268E+01	2.898E+01
Vh	Kern (SJV)	2035	Annual	MCY	Spd60_TOT	AllMYr	3,917	0.40%	1.338E-02	5.661E-03	1.303E-01	0.000E+00	1.256E-06	1.087E-06	7.913E-01	7.121E-01
Vh	Kern (SJV)	2035	Annual	MDV	Spd60_TOT	AllMYr	115,304	11.76%	1.587E-03	1.113E-02	8.937E-02	0.000E+00	1.983E-04	1.840E-04	7.216E+01	5.017E+01
Vh	Kern (SJV)	2035	Annual	MH	Spd60_TOT	AllMYr	12,845	1.31%	2.685E-04	1.207E-02	3.137E-03	0.000E+00	2.169E-04	1.996E-04	9.275E+00	8.347E+00
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd60_TOT	AllMYr	752	0.08%	9.816E-05	1.273E-03	7.831E-04	1.234E-05	7.492E-05	6.893E-05	1.293E+00	1.164E+00
Vh	Kern (SJV)	2035	Annual	OBUS	Spd60_TOT	AllMYr	3,722	0.38%	2.968E-05	8.450E-04	1.045E-03	0.000E+00	3.785E-07	3.512E-07	2.220E+00	1.998E+00
Vh	Kern (SJV)	2035	Annual	SBUS	Spd60_TOT	AllMYr	718	0.07%	6.974E-05	1.771E-03	9.352E-04	4.471E-06	3.799E-05	3.495E-05	6.512E-01	5.861E-01
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd60_TOT	AllMYr	5,351	0.55%	3.549E-04	5.782E-03	2.514E-03	5.681E-05	3.544E-04	3.261E-04	5.955E+00	5.359E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd60_TOT	AllMYr	277	0.03%	1.602E-05	2.451E-04	1.135E-04	2.936E-06	1.540E-05	1.417E-05	3.077E-01	2.769E-01
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd60_TOT	AllMYr	958	0.10%	5.271E-05	7.803E-04	3.733E-04	1.016E-05	4.979E-05	4.581E-05	1.065E+00	9.587E-01
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd60_TOT	AllMYr	8,670	0.88%	5.660E-04	9.259E-03	4.009E-03	9.203E-05	5.644E-04	5.192E-04	9.646E+00	8.682E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd60_TOT	AllMYr	23,726	2.42%	1.411E-03	2.194E-02	9.993E-03	2.518E-04	1.368E-03	1.259E-03	2.640E+01	2.376E+01
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd60_TOT	AllMYr	20,362	2.08%	1.332E-03	2.180E-02	9.430E-03	2.161E-04	1.328E-03	1.222E-03	2.265E+01	2.039E+01
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd60_TOT	AllMYr	55,495	5.66%	3.303E-03	5.137E-02	2.339E-02	5.890E-04	3.203E-03	2.947E-03	6.174E+01	5.557E+01
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd60_TOT	AllMYr	159	0.02%	9.185E-06	1.405E-04	6.505E-05	1.683E-06	8.829E-06	8.123E-06	1.764E-01	1.588E-01
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd60_TOT	AllMYr	549	0.06%	3.022E-05	4.474E-04	2.140E-04	5.827E-06	2.854E-05	2.626E-05	6.107E-01	5.497E-01
Vh	Kern (SJV)	2035	Annual	T6 public	Spd60_TOT	AllMYr	2,234	0.23%	1.104E-04	2.546E-03	7.710E-04	2.378E-05	1.017E-04	9.354E-05	2.492E+00	2.243E+00
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd60_TOT	AllMYr	582	0.06%	2.701E-05	3.489E-04	1.913E-04	6.182E-06	2.380E-05	2.190E-05	6.480E-01	5.832E-01
Vh	Kern (SJV)	2035	Annual	T6TS	Spd60_TOT	AllMYr	15,564	1.59%	1.127E-04	3.317E-03	4.004E-03	0.000E+00	1.622E-06	1.505E-06	9.285E+00	8.357E+00
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd60_TOT	AllMYr	6,761	0.69%	9.339E-04	1.238E-02	7.448E-03	1.109E-04	7.215E-04	6.637E-04	1.163E+01	1.046E+01
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd60_TOT	AllMYr	75,730	7.72%	1.078E-02	1.465E-01	8.604E-02	1.242E-03	8.455E-03	7.779E-03	1.302E+02	1.172E+02
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd60_TOT	AllMYr	3,108	0.32%	4.423E-04	6.014E-03	3.531E-03	5.098E-05	3.470E-04	3.193E-04	5.344E+00	4.810E+00
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd60_TOT	AllMYr	85,193	8.69%	1.053E-02	1.322E-01	8.395E-02	1.398E-03	7.889E-03	7.258E-03	1.465E+02	1.318E+02
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd60_TOT	AllMYr	27,579	2.81%	3.925E-03	5.336E-02	3.133E-02	4.524E-04	3.079E-03	2.833E-03	4.742E+01	4.268E+01
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd60_TOT	AllMYr	1,230	0.13%	2.106E-04	3.106E-03	1.684E-03	2.018E-05	1.735E-04	1.596E-04	2.115E+00	1.903E+00
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd60_TOT	AllMYr	7,651	0.78%	1.310E-03	1.932E-02	1.047E-02	1.255E-04	1.079E-03	9.928E-04	1.316E+01	1.184E+01
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd60_TOT	AllMYr	12,543	1.28%	2.148E-03	3.168E-02	1.717E-02	2.058E-04	1.769E-03	1.628E-03	2.157E+01	1.941E+01
Vh	Kern (SJV)	2035	Annual	T7 public	Spd60_TOT	AllMYr	961	0.10%	9.243E-05	3.572E-03	6.912E-04	1.587E-05	6.629E-05	6.099E-05	1.664E+00	1.497E+00
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd60_TOT	AllMYr	6,964	0.71%	7.817E-04	9.195E-03	6.228E-03	1.142E-04	5.647E-04	5.195E-04	1.197E+01	1.078E+01
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd60_TOT	AllMYr	8,040	0.82%	9.027E-04	1.062E-02	7.192E-03	1.319E-04	6.522E-04	6.000E-04	1.382E+01	1.244E+01
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd60_TOT	AllMYr	1,997	0.20%	2.124E-04	2.900E-03	1.683E-03	3.279E-05	1.490E-04	1.371E-04	3.437E+00	3.093E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd60_TOT	AllMYr	107,640	10.98%	1.539E-02	2.094E-01	1.228E-01	1.766E-03	1.208E-02	1.111E-02	1.851E+02	1.666E+02
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd60_TOT	AllMYr	5,994	0.61%	8.588E-04	1.170E-02	6.855E-03	9.834E-05	6.743E-04	6.204E-04	1.031E+01	9.277E+00
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd60_TOT	AllMYr	173	0.02%	1.624E-05	1.633E-04	1.291E-04	2.845E-06	1.078E-05	9.919E-06	2.982E-01	2.684E-01
Vh	Kern (SJV)	2035	Annual	T7IS	Spd60_TOT	AllMYr	463	0.05%	1.293E-04	2.938E-03	1.458E-02	0.000E+00	4.525E-08	4.199E-08	2.763E-01	2.487E-01
Vh	Kern (SJV)	2035	Annual	UBUS	Spd60_TOT	AllMYr	3,406	0.35%	6.682E-04	2.791E-02	7.647E-03	0.000E+00	1.927E-04	1.773E-04	7.035E+00	6.332E+00
							980,351									

									9.072E-01	MTons/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd60_TOT	AllMYr	2,060	0.21%		6.170E-08	1.029E-06	4.370E-07	9.629E-09	6.219E-08	5.722E-08	1.009E-03	9.084E-04
Vh	Kern (SJV)	2035	Annual	LDA	Spd60_TOT	AllMYr	228,669	23.33%		7.299E-09	5.250E-08	4.514E-07	0.000E+00	1.617E-09	1.500E-09	3.264E-04	1.941E-04
Vh	Kern (SJV)	2035	Annual	LDT1	Spd60_TOT	AllMYr	35,634	3.63%		8.864E-09	6.113E-08	5.294E-07	0.000E+00	1.608E-09	1.492E-09	3.790E-04	2.305E-04
Vh	Kern (SJV)	2035	Annual	LDT2	Spd60_TOT	AllMYr	87,368	8.91%		9.057E-09	6.504E-08	5.286E-07	0.000E+00	1.599E-09	1.484E-09	4.431E-04	3.009E-04
Vh	Kern (SJV)	2035	Annual	MCY	Spd60_TOT	AllMYr	3,917	0.40%		3.098E-06	1.311E-06	3.018E-05	0.000E+00	2.910E-10	2.516E-10	1.832E-04	1.649E-04
Vh	Kern (SJV)	2035	Annual	MDV	Spd60_TOT	AllMYr	115,304	11.76%		1.248E-08	8.757E-08	7.031E-07	0.000E+00	1.560E-09	1.447E-09	5.678E-04	3.947E-04
Vh	Kern (SJV)	2035	Annual	MH	Spd60_TOT	AllMYr	12,845	1.31%		1.897E-08	8.525E-07	2.216E-07	0.000E+00	1.532E-08	1.410E-08	6.550E-04	5.895E-04
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd60_TOT	AllMYr	752	0.08%		1.184E-07	1.536E-06	9.444E-07	1.488E-08	9.036E-08	8.313E-08	1.560E-03	1.404E-03
Vh	Kern (SJV)	2035	Annual	OBUS	Spd60_TOT	AllMYr	3,722	0.38%		7.234E-09	2.060E-07	2.547E-07	0.000E+00	9.226E-11	8.560E-11	5.412E-04	4.871E-04
Vh	Kern (SJV)	2035	Annual	SBUS	Spd60_TOT	AllMYr	718	0.07%		8.811E-08	2.237E-06	1.182E-06	5.649E-09	4.799E-08	4.415E-08	8.228E-04	7.405E-04
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd60_TOT	AllMYr	5,351	0.55%		6.017E-08	9.802E-07	4.261E-07	9.631E-09	6.008E-08	5.528E-08	1.009E-03	9.085E-04
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd60_TOT	AllMYr	277	0.03%		5.255E-08	8.040E-07	3.721E-07	9.629E-09	5.051E-08	4.647E-08	1.009E-03	9.083E-04
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd60_TOT	AllMYr	958	0.10%		4.994E-08	7.393E-07	3.537E-07	9.629E-09	4.717E-08	4.340E-08	1.009E-03	9.083E-04
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd60_TOT	AllMYr	8,670	0.88%		5.923E-08	9.688E-07	4.194E-07	9.629E-09	5.905E-08	5.433E-08	1.009E-03	9.084E-04
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd60_TOT	AllMYr	23,726	2.42%		5.395E-08	8.388E-07	3.821E-07	9.629E-09	5.231E-08	4.813E-08	1.009E-03	9.083E-04
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd60_TOT	AllMYr	20,362	2.08%		5.932E-08	9.711E-07	4.201E-07	9.629E-09	5.918E-08	5.444E-08	1.009E-03	9.084E-04
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd60_TOT	AllMYr	55,495	5.66%		5.399E-08	8.397E-07	3.823E-07	9.629E-09	5.236E-08	4.817E-08	1.009E-03	9.083E-04
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd60_TOT	AllMYr	159	0.02%		5.255E-08	8.040E-07	3.721E-07	9.629E-09	5.051E-08	4.647E-08	1.009E-03	9.083E-04
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd60_TOT	AllMYr	549	0.06%		4.994E-08	7.393E-07	3.537E-07	9.629E-09	4.717E-08	4.340E-08	1.009E-03	9.083E-04
Vh	Kern (SJV)	2035	Annual	T6 public	Spd60_TOT	AllMYr	2,234	0.23%		4.481E-08	1.034E-06	3.130E-07	9.653E-09	4.128E-08	3.798E-08	1.012E-03	9.106E-04
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd60_TOT	AllMYr	582	0.06%		4.207E-08	5.434E-07	2.979E-07	9.629E-09	3.707E-08	3.411E-08	1.009E-03	9.083E-04
Vh	Kern (SJV)	2035	Annual	T6TS	Spd60_TOT	AllMYr	15,564	1.59%		6.569E-09	1.933E-07	2.334E-07	0.000E+00	9.453E-11	8.771E-11	5.412E-04	4.871E-04
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd60_TOT	AllMYr	6,761	0.69%		1.253E-07	1.661E-06	9.995E-07	1.488E-08	9.681E-08	8.907E-08	1.560E-03	1.404E-03
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd60_TOT	AllMYr	75,730	7.72%		1.291E-07	1.755E-06	1.031E-06	1.488E-08	1.013E-07	9.318E-08	1.560E-03	1.404E-03
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd60_TOT	AllMYr	3,108	0.32%		1.291E-07	1.755E-06	1.031E-06	1.488E-08	1.013E-07	9.319E-08	1.560E-03	1.404E-03
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd60_TOT	AllMYr	85,193	8.69%		1.121E-07	1.408E-06	8.939E-07	1.488E-08	8.401E-08	7.729E-08	1.560E-03	1.404E-03
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd60_TOT	AllMYr	27,579	2.81%		1.291E-07	1.755E-06	1.031E-06	1.488E-08	1.013E-07	9.318E-08	1.560E-03	1.404E-03
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd60_TOT	AllMYr	1,230	0.13%		1.554E-07	2.291E-06	1.242E-06	1.488E-08	1.279E-07	1.177E-07	1.560E-03	1.404E-03
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd60_TOT	AllMYr	7,651	0.78%		1.554E-07	2.291E-06	1.242E-06	1.488E-08	1.279E-07	1.177E-07	1.560E-03	1.404E-03
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd60_TOT	AllMYr	12,543	1.28%		1.554E-07	2.291E-06	1.242E-06	1.488E-08	1.279E-07	1.177E-07	1.560E-03	1.404E-03
Vh	Kern (SJV)	2035	Annual	T7 public	Spd60_TOT	AllMYr	961	0.10%		8.723E-08	3.371E-06	6.523E-07	1.498E-08	6.256E-08	5.756E-08	1.570E-03	1.413E-03
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd60_TOT	AllMYr	6,964	0.71%		1.018E-07	1.198E-06	8.114E-07	1.488E-08	7.356E-08	6.768E-08	1.560E-03	1.404E-03
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd60_TOT	AllMYr	8,040	0.82%		1.019E-07	1.198E-06	8.116E-07	1.488E-08	7.359E-08	6.770E-08	1.560E-03	1.404E-03
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd60_TOT	AllMYr	1,997	0.20%		9.650E-08	1.318E-06	7.647E-07	1.490E-08	6.772E-08	6.230E-08	1.562E-03	1.405E-03
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd60_TOT	AllMYr	107,640	10.98%		1.297E-07	1.765E-06	1.035E-06	1.488E-08	1.018E-07	9.363E-08	1.560E-03	1.404E-03
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd60_TOT	AllMYr	5,994	0.61%		1.300E-07	1.770E-06	1.038E-06	1.488E-08	1.021E-07	9.389E-08	1.560E-03	1.404E-03
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd60_TOT	AllMYr	173	0.02%		8.492E-08	8.542E-07	6.754E-07	1.488E-08	5.640E-08	5.189E-08	1.560E-03	1.404E-03
Vh	Kern (SJV)	2035	Annual	T7IS	Spd60_TOT	AllMYr	463	0.05%		2.532E-07	5.754E-06	2.855E-05	0.000E+00	8.863E-11	8.223E-11	5.412E-04	4.871E-04
Vh	Kern (SJV)	2035	Annual	UBUS	Spd60_TOT	AllMYr	3,406	0.35%		1.780E-07	7.435E-06	2.037E-06	0.000E+00	5.133E-08	4.722E-08	1.874E-03	1.686E-03
							980,351										

									2.000E+03	lbs/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd60_TOT	AllMYr	2,060	0.21%		1.360E-04	2.269E-03	9.634E-04	2.123E-05	1.371E-04	1.261E-04	2.225E+00	2.003E+00
Vh	Kern (SJV)	2035	Annual	LDA	Spd60_TOT	AllMYr	228,669	23.33%		1.609E-05	1.158E-04	9.951E-04	0.000E+00	3.564E-06	3.306E-06	7.196E-01	4.280E-01
Vh	Kern (SJV)	2035	Annual	LDT1	Spd60_TOT	AllMYr	35,634	3.63%		1.954E-05	1.348E-04	1.167E-03	0.000E+00	3.545E-06	3.289E-06	8.356E-01	5.081E-01
Vh	Kern (SJV)	2035	Annual	LDT2	Spd60_TOT	AllMYr	87,368	8.91%		1.997E-05	1.434E-04	1.165E-03	0.000E+00	3.526E-06	3.272E-06	9.770E-01	6.634E-01
Vh	Kern (SJV)	2035	Annual	MCY	Spd60_TOT	AllMYr	3,917	0.40%		6.829E-03	2.890E-03	6.653E-02	0.000E+00	6.415E-07	5.548E-07	4.040E-01	3.636E-01
Vh	Kern (SJV)	2035	Annual	MDV	Spd60_TOT	AllMYr	115,304	11.76%		2.752E-05	1.931E-04	1.550E-03	0.000E+00	3.439E-06	3.191E-06	1.252E+00	8.702E-01
Vh	Kern (SJV)	2035	Annual	MH	Spd60_TOT	AllMYr	12,845	1.31%		4.181E-05	1.879E-03	4.884E-04	0.000E+00	3.378E-05	3.108E-05	1.444E+00	1.300E+00
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd60_TOT	AllMYr	752	0.08%		2.610E-04	3.385E-03	2.082E-03	3.281E-05	1.992E-04	1.833E-04	3.439E+00	3.095E+00
Vh	Kern (SJV)	2035	Annual	OBUS	Spd60_TOT	AllMYr	3,722	0.38%		1.595E-05	4.541E-04	5.616E-04	0.000E+00	2.034E-07	1.887E-07	1.193E+00	1.074E+00
Vh	Kern (SJV)	2035	Annual	SBUS	Spd60_TOT	AllMYr	718	0.07%		1.942E-04	4.933E-03	2.605E-03	1.245E-05	1.058E-04	9.734E-05	1.814E+00	1.633E+00
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd60_TOT	AllMYr	5,351	0.55%		1.327E-04	2.161E-03	9.395E-04	2.123E-05	1.325E-04	1.219E-04	2.226E+00	2.003E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd60_TOT	AllMYr	277	0.03%		1.158E-04	1.772E-03	8.204E-04	2.123E-05	1.114E-04	1.025E-04	2.225E+00	2.003E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd60_TOT	AllMYr	958	0.10%		1.101E-04	1.630E-03	7.797E-04	2.123E-05	1.040E-04	9.568E-05	2.225E+00	2.003E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd60_TOT	AllMYr	8,670	0.88%		1.306E-04	2.136E-03	9.247E-04	2.123E-05	1.302E-04	1.198E-04	2.225E+00	2.003E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd60_TOT	AllMYr	23,726	2.42%		1.189E-04	1.849E-03	8.424E-04	2.123E-05	1.153E-04	1.061E-04	2.225E+00	2.003E+00
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd60_TOT	AllMYr	20,362	2.08%		1.308E-04	2.141E-03	9.262E-04	2.123E-05	1.305E-04	1.200E-04	2.225E+00	2.003E+00
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd60_TOT	AllMYr	55,495	5.66%		1.190E-04	1.851E-03	8.429E-04	2.123E-05	1.154E-04	1.062E-04	2.225E+00	2.003E+00
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd60_TOT	AllMYr	159	0.02%		1.158E-04	1.772E-03	8.204E-04	2.123E-05	1.114E-04	1.025E-04	2.225E+00	2.003E+00
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd60_TOT	AllMYr	549	0.06%		1.101E-04	1.630E-03	7.797E-04	2.123E-05	1.040E-04	9.568E-05	2.225E+00	2.003E+00
Vh	Kern (SJV)	2035	Annual	T6 public	Spd60_TOT	AllMYr	2,234	0.23%		9.879E-05	2.279E-03	6.901E-04	2.128E-05	9.101E-05	8.373E-05	2.231E+00	2.008E+00
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd60_TOT	AllMYr	582	0.06%		9.274E-05	1.198E-03	6.568E-04	2.123E-05	8.173E-05	7.519E-05	2.225E+00	2.003E+00
Vh	Kern (SJV)	2035	Annual	T6TS	Spd60_TOT	AllMYr	15,564	1.59%		1.448E-05	4.262E-04	5.146E-04	0.000E+00	2.084E-07	1.934E-07	1.193E+00	1.074E+00
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd60_TOT	AllMYr	6,761	0.69%		2.763E-04	3.661E-03	2.203E-03	3.282E-05	2.134E-04	1.964E-04	3.440E+00	3.096E+00
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd60_TOT	AllMYr	75,730	7.72%		2.846E-04	3.870E-03	2.272E-03	3.281E-05	2.233E-04	2.054E-04	3.439E+00	3.095E+00
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd60_TOT	AllMYr	3,108	0.32%		2.847E-04	3.870E-03	2.272E-03	3.281E-05	2.233E-04	2.055E-04	3.439E+00	3.095E+00
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd60_TOT	AllMYr	85,193	8.69%		2.471E-04	3.104E-03	1.971E-03	3.281E-05	1.852E-04	1.704E-04	3.439E+00	3.095E+00
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd60_TOT	AllMYr	27,579	2.81%		2.846E-04	3.870E-03	2.272E-03	3.281E-05	2.233E-04	2.054E-04	3.439E+00	3.095E+00
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd60_TOT	AllMYr	1,230	0.13%		3.425E-04	5.051E-03	2.737E-03	3.281E-05	2.821E-04	2.595E-04	3.439E+00	3.095E+00
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd60_TOT	AllMYr	7,651	0.78%		3.425E-04	5.051E-03	2.737E-03	3.281E-05	2.821E-04	2.595E-04	3.439E+00	3.095E+00
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd60_TOT	AllMYr	12,543	1.28%		3.425E-04	5.051E-03	2.737E-03	3.281E-05	2.821E-04	2.595E-04	3.439E+00	3.095E+00
Vh	Kern (SJV)	2035	Annual	T7 public	Spd60_TOT	AllMYr	961	0.10%		1.923E-04	7.433E-03	1.438E-03	3.303E-05	1.379E-04	1.269E-04	3.462E+00	3.116E+00
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd60_TOT	AllMYr	6,964	0.71%		2.245E-04	2.641E-03	1.789E-03	3.281E-05	1.622E-04	1.492E-04	3.439E+00	3.095E+00
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd60_TOT	AllMYr	8,040	0.82%		2.246E-04	2.642E-03	1.789E-03	3.281E-05	1.622E-04	1.493E-04	3.439E+00	3.095E+00
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd60_TOT	AllMYr	1,997	0.20%		2.127E-04	2.905E-03	1.686E-03	3.284E-05	1.493E-04	1.374E-04	3.443E+00	3.098E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd60_TOT	AllMYr	107,640	10.98%		2.859E-04	3.891E-03	2.282E-03	3.281E-05	2.244E-04	2.064E-04	3.439E+00	3.095E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd60_TOT	AllMYr	5,994	0.61%		2.866E-04	3.903E-03	2.287E-03	3.281E-05	2.250E-04	2.070E-04	3.439E+00	3.095E+00
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd60_TOT	AllMYr	173	0.02%		1.872E-04	1.883E-03	1.489E-03	3.281E-05	1.243E-04	1.144E-04	3.439E+00	3.095E+00
Vh	Kern (SJV)	2035	Annual	T7IS	Spd60_TOT	AllMYr	463	0.05%		5.583E-04	1.268E-02	6.294E-02	0.000E+00	1.954E-07	1.813E-07	1.193E+00	1.074E+00
Vh	Kern (SJV)	2035	Annual	UBUS	Spd60_TOT	AllMYr	3,406	0.35%		3.924E-04	1.639E-02	4.490E-03	0.000E+00	1.132E-04	1.041E-04	4.131E+00	3.718E+00
							980,351										

									Tons/Day							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd65_DSL	AllMYr	306	0.00%	2.023E-05	3.576E-04	1.585E-04	3.292E-06	2.417E-05	2.224E-05	3.450E-01	3.105E-01
Vh	Kern (SJV)	2035	Annual	LDA	Spd65_DSL	AllMYr	7,502	0.11%	9.877E-05	2.265E-03	4.033E-04	0.000E+00	6.005E-05	5.524E-05	4.164E+00	2.518E+00
Vh	Kern (SJV)	2035	Annual	LDT1	Spd65_DSL	AllMYr	670	0.01%	1.037E-05	2.331E-04	4.067E-05	0.000E+00	5.318E-06	4.893E-06	3.727E-01	2.228E-01
Vh	Kern (SJV)	2035	Annual	LDT2	Spd65_DSL	AllMYr	605	0.01%	9.784E-06	2.307E-04	4.062E-05	0.000E+00	5.035E-06	4.632E-06	3.350E-01	2.284E-01
Vh	Kern (SJV)	2035	Annual	MDV	Spd65_DSL	AllMYr	1,109	0.02%	1.540E-05	3.452E-04	6.167E-05	0.000E+00	9.318E-06	8.573E-06	6.161E-01	4.252E-01
Vh	Kern (SJV)	2035	Annual	MH	Spd65_DSL	AllMYr	431	0.01%	3.208E-05	1.547E-03	2.265E-04	0.000E+00	3.738E-05	3.439E-05	5.037E-01	4.533E-01
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd65_DSL	AllMYr	404	0.01%	5.132E-05	7.055E-04	4.529E-04	6.727E-06	4.644E-05	4.273E-05	7.051E-01	6.346E-01
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd65_TOT	AllMYr	306	0.00%	2.023E-05	3.576E-04	1.585E-04	3.292E-06	2.417E-05	2.224E-05	3.450E-01	3.105E-01
Vh	Kern (SJV)	2035	Annual	LDA	Spd65_TOT	AllMYr	3,074,691	46.91%	2.808E-02	1.843E-01	1.439E+00	0.000E+00	6.216E-03	5.767E-03	1.237E+03	7.358E+02
Vh	Kern (SJV)	2035	Annual	LDT1	Spd65_TOT	AllMYr	479,141	7.31%	5.293E-03	3.355E-02	2.635E-01	0.000E+00	9.624E-04	8.929E-04	2.238E+02	1.361E+02
Vh	Kern (SJV)	2035	Annual	LDT2	Spd65_TOT	AllMYr	1,174,761	17.92%	1.330E-02	8.735E-02	6.442E-01	0.000E+00	2.347E-03	2.178E-03	6.416E+02	4.357E+02
Vh	Kern (SJV)	2035	Annual	MCY	Spd65_TOT	AllMYr	52,675	0.80%	2.293E-01	8.015E-02	2.375E+00	0.000E+00	2.157E-05	1.866E-05	1.248E+01	1.123E+01
Vh	Kern (SJV)	2035	Annual	MDV	Spd65_TOT	AllMYr	1,550,385	23.65%	2.411E-02	1.561E-01	1.132E+00	0.000E+00	3.021E-03	2.803E-03	1.085E+03	7.542E+02
Vh	Kern (SJV)	2035	Annual	MH	Spd65_TOT	AllMYr	1,968	0.03%	4.064E-05	1.851E-03	5.436E-04	0.000E+00	3.753E-05	3.453E-05	1.590E+00	1.431E+00
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd65_TOT	AllMYr	404	0.01%	5.132E-05	7.055E-04	4.529E-04	6.727E-06	4.644E-05	4.273E-05	7.051E-01	6.346E-01
Vh	Kern (SJV)	2035	Annual	OBUS	Spd65_TOT	AllMYr	576	0.01%	4.706E-06	1.333E-04	1.927E-04	0.000E+00	5.930E-08	5.502E-08	4.070E-01	3.663E-01
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd65_TOT	AllMYr	794	0.01%	5.125E-05	8.847E-04	4.015E-04	8.553E-06	6.067E-05	5.582E-05	8.965E-01	8.068E-01
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd65_TOT	AllMYr	41	0.00%	2.313E-06	3.751E-05	1.812E-05	4.420E-07	2.636E-06	2.425E-06	4.633E-02	4.169E-02
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd65_TOT	AllMYr	142	0.00%	7.611E-06	1.194E-04	5.963E-05	1.530E-06	8.523E-06	7.841E-06	1.604E-01	1.443E-01
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd65_TOT	AllMYr	1,286	0.02%	8.173E-05	1.417E-03	6.404E-04	1.386E-05	9.662E-05	8.889E-05	1.452E+00	1.307E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd65_TOT	AllMYr	3,520	0.05%	2.037E-04	3.357E-03	1.596E-03	3.792E-05	2.342E-04	2.155E-04	3.974E+00	3.577E+00
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd65_TOT	AllMYr	3,021	0.05%	1.923E-04	3.335E-03	1.506E-03	3.254E-05	2.274E-04	2.092E-04	3.411E+00	3.070E+00
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd65_TOT	AllMYr	8,233	0.13%	4.769E-04	7.860E-03	3.736E-03	8.868E-05	5.483E-04	5.044E-04	9.295E+00	8.366E+00
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd65_TOT	AllMYr	24	0.00%	1.326E-06	2.150E-05	1.039E-05	2.534E-07	1.511E-06	1.391E-06	2.656E-02	2.390E-02
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd65_TOT	AllMYr	81	0.00%	4.363E-06	6.845E-05	3.419E-05	8.773E-07	4.887E-06	4.496E-06	9.195E-02	8.276E-02
Vh	Kern (SJV)	2035	Annual	T6 public	Spd65_TOT	AllMYr	331	0.01%	1.605E-05	3.890E-04	1.232E-04	3.580E-06	1.744E-05	1.605E-05	3.752E-01	3.377E-01
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd65_TOT	AllMYr	86	0.00%	3.900E-06	5.339E-05	3.056E-05	9.308E-07	4.075E-06	3.749E-06	9.756E-02	8.781E-02
Vh	Kern (SJV)	2035	Annual	T6TS	Spd65_TOT	AllMYr	2,407	0.04%	1.786E-05	5.232E-04	7.385E-04	0.000E+00	2.541E-07	2.357E-07	1.702E+00	1.532E+00
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd65_TOT	AllMYr	3,632	0.06%	4.883E-04	6.857E-03	4.308E-03	6.047E-05	4.472E-04	4.114E-04	6.338E+00	5.705E+00
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd65_TOT	AllMYr	40,682	0.62%	5.635E-03	8.119E-02	4.977E-02	6.773E-04	5.241E-03	4.822E-03	7.099E+01	6.389E+01
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd65_TOT	AllMYr	1,670	0.03%	2.313E-04	3.332E-03	2.043E-03	2.779E-05	2.151E-04	1.979E-04	2.913E+00	2.622E+00
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd65_TOT	AllMYr	45,765	0.70%	5.504E-03	7.326E-02	4.856E-02	7.619E-04	4.890E-03	4.499E-03	7.986E+01	7.187E+01
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd65_TOT	AllMYr	14,815	0.23%	2.052E-03	2.957E-02	1.812E-02	2.466E-04	1.909E-03	1.756E-03	2.585E+01	2.327E+01
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd65_TOT	AllMYr	661	0.01%	1.101E-04	1.721E-03	9.738E-04	1.100E-05	1.075E-04	9.893E-05	1.153E+00	1.038E+00
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd65_TOT	AllMYr	4,110	0.06%	6.851E-04	1.071E-02	6.058E-03	6.843E-05	6.689E-04	6.154E-04	7.172E+00	6.455E+00
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd65_TOT	AllMYr	6,738	0.10%	1.123E-03	1.755E-02	9.931E-03	1.122E-04	1.097E-03	1.009E-03	1.176E+01	1.058E+01
Vh	Kern (SJV)	2035	Annual	T7 public	Spd65_TOT	AllMYr	516	0.01%	4.982E-05	1.972E-03	3.998E-04	8.654E-06	4.155E-05	3.822E-05	9.071E-01	8.164E-01
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd65_TOT	AllMYr	3,741	0.06%	4.087E-04	5.095E-03	3.603E-03	6.228E-05	3.500E-04	3.220E-04	6.528E+00	5.875E+00
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd65_TOT	AllMYr	4,319	0.07%	4.720E-04	5.884E-03	4.160E-03	7.190E-05	4.043E-04	3.719E-04	7.537E+00	6.783E+00
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd65_TOT	AllMYr	1,073	0.02%	1.113E-04	1.606E-03	9.735E-04	1.788E-05	9.245E-05	8.505E-05	1.874E+00	1.686E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd65_TOT	AllMYr	57,824	0.88%	8.046E-03	1.160E-01	7.105E-02	9.627E-04	7.486E-03	6.887E-03	1.009E+02	9.082E+01
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd65_TOT	AllMYr	3,220	0.05%	4.490E-04	6.481E-03	3.965E-03	5.361E-05	4.180E-04	3.845E-04	5.619E+00	5.057E+00
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd65_TOT	AllMYr	93	0.00%	8.488E-06	9.048E-05	7.469E-05	1.551E-06	6.683E-06	6.149E-06	1.626E-01	1.463E-01
Vh	Kern (SJV)	2035	Annual	T7IS	Spd65_TOT	AllMYr	248	0.00%	7.068E-05	1.626E-03	9.225E-03	0.000E+00	2.451E-08	2.274E-08	1.751E-01	1.576E-01
							6,555,007									

									9.072E-01	MTons/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd65_DSL	AllMYr	306	0.00%		6.005E-08	1.061E-06	4.705E-07	9.772E-09	7.176E-08	6.602E-08	1.024E-03	9.219E-04
Vh	Kern (SJV)	2035	Annual	LDA	Spd65_DSL	AllMYr	7,502	0.11%		1.194E-08	2.738E-07	4.877E-08	0.000E+00	7.261E-09	6.680E-09	5.035E-04	3.045E-04
Vh	Kern (SJV)	2035	Annual	LDT1	Spd65_DSL	AllMYr	670	0.01%		1.404E-08	3.155E-07	5.504E-08	0.000E+00	7.198E-09	6.622E-09	5.045E-04	3.015E-04
Vh	Kern (SJV)	2035	Annual	LDT2	Spd65_DSL	AllMYr	605	0.01%		1.468E-08	3.460E-07	6.093E-08	0.000E+00	7.554E-09	6.949E-09	5.026E-04	3.426E-04
Vh	Kern (SJV)	2035	Annual	MDV	Spd65_DSL	AllMYr	1,109	0.02%		1.260E-08	2.824E-07	5.046E-08	0.000E+00	7.624E-09	7.014E-09	5.041E-04	3.479E-04
Vh	Kern (SJV)	2035	Annual	MH	Spd65_DSL	AllMYr	431	0.01%		6.748E-08	3.255E-06	4.764E-07	0.000E+00	7.862E-08	7.233E-08	1.060E-03	9.536E-04
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd65_DSL	AllMYr	404	0.01%		1.152E-07	1.584E-06	1.017E-06	1.510E-08	1.043E-07	9.592E-08	1.583E-03	1.425E-03
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd65_TOT	AllMYr	306	0.00%		6.005E-08	1.061E-06	4.705E-07	9.772E-09	7.176E-08	6.602E-08	1.024E-03	9.219E-04
Vh	Kern (SJV)	2035	Annual	LDA	Spd65_TOT	AllMYr	3,074,691	46.91%		8.285E-09	5.438E-08	4.247E-07	0.000E+00	1.834E-09	1.701E-09	3.650E-04	2.171E-04
Vh	Kern (SJV)	2035	Annual	LDT1	Spd65_TOT	AllMYr	479,141	7.31%		1.002E-08	6.353E-08	4.989E-07	0.000E+00	1.822E-09	1.691E-09	4.238E-04	2.577E-04
Vh	Kern (SJV)	2035	Annual	LDT2	Spd65_TOT	AllMYr	1,174,761	17.92%		1.027E-08	6.746E-08	4.975E-07	0.000E+00	1.813E-09	1.682E-09	4.955E-04	3.364E-04
Vh	Kern (SJV)	2035	Annual	MCY	Spd65_TOT	AllMYr	52,675	0.80%		3.950E-06	1.380E-06	4.090E-05	0.000E+00	3.715E-10	3.214E-10	2.149E-04	1.934E-04
Vh	Kern (SJV)	2035	Annual	MDV	Spd65_TOT	AllMYr	1,550,385	23.65%		1.411E-08	9.135E-08	6.623E-07	0.000E+00	1.767E-09	1.640E-09	6.348E-04	4.413E-04
Vh	Kern (SJV)	2035	Annual	MH	Spd65_TOT	AllMYr	1,968	0.03%		1.873E-08	8.532E-07	2.506E-07	0.000E+00	1.730E-08	1.592E-08	7.331E-04	6.598E-04
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd65_TOT	AllMYr	404	0.01%		1.152E-07	1.584E-06	1.017E-06	1.510E-08	1.043E-07	9.592E-08	1.583E-03	1.425E-03
Vh	Kern (SJV)	2035	Annual	OBUS	Spd65_TOT	AllMYr	576	0.01%		7.419E-09	2.101E-07	3.038E-07	0.000E+00	9.347E-11	8.672E-11	6.415E-04	5.774E-04
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd65_TOT	AllMYr	794	0.01%		5.856E-08	1.011E-06	4.589E-07	9.774E-09	6.933E-08	6.378E-08	1.024E-03	9.220E-04
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd65_TOT	AllMYr	41	0.00%		5.114E-08	8.292E-07	4.007E-07	9.772E-09	5.829E-08	5.362E-08	1.024E-03	9.218E-04
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd65_TOT	AllMYr	142	0.00%		4.860E-08	7.625E-07	3.808E-07	9.772E-09	5.443E-08	5.008E-08	1.024E-03	9.218E-04
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd65_TOT	AllMYr	1,286	0.02%		5.764E-08	9.992E-07	4.516E-07	9.772E-09	6.814E-08	6.269E-08	1.024E-03	9.218E-04
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd65_TOT	AllMYr	3,520	0.05%		5.251E-08	8.652E-07	4.114E-07	9.772E-09	6.037E-08	5.554E-08	1.024E-03	9.218E-04
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd65_TOT	AllMYr	3,021	0.05%		5.774E-08	1.002E-06	4.524E-07	9.772E-09	6.829E-08	6.282E-08	1.024E-03	9.218E-04
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd65_TOT	AllMYr	8,233	0.13%		5.255E-08	8.661E-07	4.117E-07	9.772E-09	6.042E-08	5.558E-08	1.024E-03	9.218E-04
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd65_TOT	AllMYr	24	0.00%		5.114E-08	8.292E-07	4.007E-07	9.772E-09	5.829E-08	5.362E-08	1.024E-03	9.218E-04
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd65_TOT	AllMYr	81	0.00%		4.860E-08	7.625E-07	3.808E-07	9.772E-09	5.443E-08	5.008E-08	1.024E-03	9.218E-04
Vh	Kern (SJV)	2035	Annual	T6 public	Spd65_TOT	AllMYr	331	0.01%		4.391E-08	1.065E-06	3.371E-07	9.796E-09	4.774E-08	4.392E-08	1.027E-03	9.241E-04
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd65_TOT	AllMYr	86	0.00%		4.094E-08	5.605E-07	3.208E-07	9.772E-09	4.278E-08	3.936E-08	1.024E-03	9.218E-04
Vh	Kern (SJV)	2035	Annual	T6TS	Spd65_TOT	AllMYr	2,407	0.04%		6.731E-09	1.972E-07	2.783E-07	0.000E+00	9.577E-11	8.886E-11	6.415E-04	5.774E-04
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd65_TOT	AllMYr	3,632	0.06%		1.220E-07	1.713E-06	1.076E-06	1.511E-08	1.117E-07	1.028E-07	1.583E-03	1.425E-03
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd65_TOT	AllMYr	40,682	0.62%		1.257E-07	1.810E-06	1.110E-06	1.510E-08	1.169E-07	1.075E-07	1.583E-03	1.425E-03
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd65_TOT	AllMYr	1,670	0.03%		1.257E-07	1.811E-06	1.110E-06	1.510E-08	1.169E-07	1.075E-07	1.583E-03	1.425E-03
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd65_TOT	AllMYr	45,765	0.70%		1.091E-07	1.452E-06	9.625E-07	1.510E-08	9.694E-08	8.918E-08	1.583E-03	1.425E-03
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd65_TOT	AllMYr	14,815	0.23%		1.257E-07	1.810E-06	1.110E-06	1.510E-08	1.169E-07	1.075E-07	1.583E-03	1.425E-03
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd65_TOT	AllMYr	661	0.01%		1.512E-07	2.363E-06	1.337E-06	1.510E-08	1.476E-07	1.358E-07	1.583E-03	1.425E-03
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd65_TOT	AllMYr	4,110	0.06%		1.512E-07	2.363E-06	1.337E-06	1.510E-08	1.476E-07	1.358E-07	1.583E-03	1.425E-03
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd65_TOT	AllMYr	6,738	0.10%		1.512E-07	2.363E-06	1.337E-06	1.510E-08	1.476E-07	1.358E-07	1.583E-03	1.425E-03
Vh	Kern (SJV)	2035	Annual	T7 public	Spd65_TOT	AllMYr	516	0.01%		8.752E-08	3.464E-06	7.024E-07	1.520E-08	7.299E-08	6.715E-08	1.594E-03	1.434E-03
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd65_TOT	AllMYr	3,741	0.06%		9.911E-08	1.235E-06	8.736E-07	1.510E-08	8.488E-08	7.809E-08	1.583E-03	1.425E-03
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd65_TOT	AllMYr	4,319	0.07%		9.914E-08	1.236E-06	8.739E-07	1.510E-08	8.491E-08	7.812E-08	1.583E-03	1.425E-03
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd65_TOT	AllMYr	1,073	0.02%		9.414E-08	1.358E-06	8.234E-07	1.512E-08	7.819E-08	7.194E-08	1.585E-03	1.426E-03
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd65_TOT	AllMYr	57,824	0.88%		1.262E-07	1.820E-06	1.115E-06	1.510E-08	1.174E-07	1.080E-07	1.583E-03	1.425E-03
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd65_TOT	AllMYr	3,220	0.05%		1.265E-07	1.826E-06	1.117E-06	1.510E-08	1.178E-07	1.083E-07	1.583E-03	1.425E-03
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd65_TOT	AllMYr	93	0.00%		8.265E-08	8.810E-07	7.273E-07	1.510E-08	6.508E-08	5.987E-08	1.583E-03	1.425E-03
Vh	Kern (SJV)	2035	Annual	T7IS	Spd65_TOT	AllMYr	248	0.00%		2.589E-07	5.958E-06	3.379E-05	0.000E+00	8.979E-11	8.331E-11	6.415E-04	5.774E-04
							6,555,007										

									2.000E+03	lbs/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd65_DSL	AllMYr	306	0.00%		1.324E-04	2.340E-03	1.037E-03	2.154E-05	1.582E-04	1.456E-04	2.258E+00	2.032E+00
Vh	Kern (SJV)	2035	Annual	LDA	Spd65_DSL	AllMYr	7,502	0.11%		2.633E-05	6.037E-04	1.075E-04	0.000E+00	1.601E-05	1.473E-05	1.110E+00	6.713E-01
Vh	Kern (SJV)	2035	Annual	LDT1	Spd65_DSL	AllMYr	670	0.01%		3.096E-05	6.955E-04	1.214E-04	0.000E+00	1.587E-05	1.460E-05	1.112E+00	6.647E-01
Vh	Kern (SJV)	2035	Annual	LDT2	Spd65_DSL	AllMYr	605	0.01%		3.236E-05	7.629E-04	1.343E-04	0.000E+00	1.665E-05	1.532E-05	1.108E+00	7.553E-01
Vh	Kern (SJV)	2035	Annual	MDV	Spd65_DSL	AllMYr	1,109	0.02%		2.777E-05	6.227E-04	1.112E-04	0.000E+00	1.681E-05	1.546E-05	1.111E+00	7.670E-01
Vh	Kern (SJV)	2035	Annual	MH	Spd65_DSL	AllMYr	431	0.01%		1.488E-04	7.177E-03	1.050E-03	0.000E+00	1.733E-04	1.595E-04	2.336E+00	2.102E+00
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd65_DSL	AllMYr	404	0.01%		2.540E-04	3.492E-03	2.242E-03	3.330E-05	2.299E-04	2.115E-04	3.490E+00	3.141E+00
Vh	Kern (SJV)	2035	Annual	All Other Buses	Spd65_TOT	AllMYr	306	0.00%		1.324E-04	2.340E-03	1.037E-03	2.154E-05	1.582E-04	1.456E-04	2.258E+00	2.032E+00
Vh	Kern (SJV)	2035	Annual	LDA	Spd65_TOT	AllMYr	3,074,691	46.91%		1.827E-05	1.199E-04	9.363E-04	0.000E+00	4.043E-06	3.751E-06	8.047E-01	4.786E-01
Vh	Kern (SJV)	2035	Annual	LDT1	Spd65_TOT	AllMYr	479,141	7.31%		2.209E-05	1.401E-04	1.100E-03	0.000E+00	4.017E-06	3.727E-06	9.343E-01	5.681E-01
Vh	Kern (SJV)	2035	Annual	LDT2	Spd65_TOT	AllMYr	1,174,761	17.92%		2.264E-05	1.487E-04	1.097E-03	0.000E+00	3.996E-06	3.708E-06	1.092E+00	7.417E-01
Vh	Kern (SJV)	2035	Annual	MCY	Spd65_TOT	AllMYr	52,675	0.80%		8.707E-03	3.043E-03	9.018E-02	0.000E+00	8.190E-07	7.085E-07	4.738E-01	4.264E-01
Vh	Kern (SJV)	2035	Annual	MDV	Spd65_TOT	AllMYr	1,550,385	23.65%		3.111E-05	2.014E-04	1.460E-03	0.000E+00	3.897E-06	3.615E-06	1.399E+00	9.729E-01
Vh	Kern (SJV)	2035	Annual	MH	Spd65_TOT	AllMYr	1,968	0.03%		4.130E-05	1.881E-03	5.524E-04	0.000E+00	3.814E-05	3.509E-05	1.616E+00	1.455E+00
Vh	Kern (SJV)	2035	Annual	Motor Coach	Spd65_TOT	AllMYr	404	0.01%		2.540E-04	3.492E-03	2.242E-03	3.330E-05	2.299E-04	2.115E-04	3.490E+00	3.141E+00
Vh	Kern (SJV)	2035	Annual	OBUS	Spd65_TOT	AllMYr	576	0.01%		1.636E-05	4.632E-04	6.697E-04	0.000E+00	2.061E-07	1.912E-07	1.414E+00	1.273E+00
Vh	Kern (SJV)	2035	Annual	T6 Ag	Spd65_TOT	AllMYr	794	0.01%		1.291E-04	2.229E-03	1.012E-03	2.155E-05	1.528E-04	1.406E-04	2.259E+00	2.033E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP heavy	Spd65_TOT	AllMYr	41	0.00%		1.128E-04	1.828E-03	8.834E-04	2.154E-05	1.285E-04	1.182E-04	2.258E+00	2.032E+00
Vh	Kern (SJV)	2035	Annual	T6 CAIRP small	Spd65_TOT	AllMYr	142	0.00%		1.072E-04	1.681E-03	8.396E-04	2.154E-05	1.200E-04	1.104E-04	2.258E+00	2.032E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction heavy	Spd65_TOT	AllMYr	1,286	0.02%		1.271E-04	2.203E-03	9.957E-04	2.154E-05	1.502E-04	1.382E-04	2.258E+00	2.032E+00
Vh	Kern (SJV)	2035	Annual	T6 instate construction small	Spd65_TOT	AllMYr	3,520	0.05%		1.158E-04	1.907E-03	9.071E-04	2.154E-05	1.331E-04	1.224E-04	2.258E+00	2.032E+00
Vh	Kern (SJV)	2035	Annual	T6 instate heavy	Spd65_TOT	AllMYr	3,021	0.05%		1.273E-04	2.208E-03	9.973E-04	2.154E-05	1.505E-04	1.385E-04	2.258E+00	2.032E+00
Vh	Kern (SJV)	2035	Annual	T6 instate small	Spd65_TOT	AllMYr	8,233	0.13%		1.158E-04	1.909E-03	9.076E-04	2.154E-05	1.332E-04	1.225E-04	2.258E+00	2.032E+00
Vh	Kern (SJV)	2035	Annual	T6 OOS heavy	Spd65_TOT	AllMYr	24	0.00%		1.128E-04	1.828E-03	8.834E-04	2.154E-05	1.285E-04	1.182E-04	2.258E+00	2.032E+00
Vh	Kern (SJV)	2035	Annual	T6 OOS small	Spd65_TOT	AllMYr	81	0.00%		1.072E-04	1.681E-03	8.396E-04	2.154E-05	1.200E-04	1.104E-04	2.258E+00	2.032E+00
Vh	Kern (SJV)	2035	Annual	T6 public	Spd65_TOT	AllMYr	331	0.01%		9.681E-05	2.347E-03	7.431E-04	2.160E-05	1.052E-04	9.682E-05	2.264E+00	2.037E+00
Vh	Kern (SJV)	2035	Annual	T6 utility	Spd65_TOT	AllMYr	86	0.00%		9.026E-05	1.236E-03	7.072E-04	2.154E-05	9.431E-05	8.676E-05	2.258E+00	2.032E+00
Vh	Kern (SJV)	2035	Annual	T6TS	Spd65_TOT	AllMYr	2,407	0.04%		1.484E-05	4.348E-04	6.136E-04	0.000E+00	2.111E-07	1.959E-07	1.414E+00	1.273E+00
Vh	Kern (SJV)	2035	Annual	T7 Ag	Spd65_TOT	AllMYr	3,632	0.06%		2.689E-04	3.776E-03	2.373E-03	3.330E-05	2.463E-04	2.266E-04	3.491E+00	3.142E+00
Vh	Kern (SJV)	2035	Annual	T7 CAIRP	Spd65_TOT	AllMYr	40,682	0.62%		2.770E-04	3.991E-03	2.447E-03	3.330E-05	2.577E-04	2.371E-04	3.490E+00	3.141E+00
Vh	Kern (SJV)	2035	Annual	T7 CAIRP construction	Spd65_TOT	AllMYr	1,670	0.03%		2.771E-04	3.992E-03	2.447E-03	3.330E-05	2.577E-04	2.371E-04	3.490E+00	3.141E+00
Vh	Kern (SJV)	2035	Annual	T7 NNOOS	Spd65_TOT	AllMYr	45,765	0.70%		2.405E-04	3.202E-03	2.122E-03	3.330E-05	2.137E-04	1.966E-04	3.490E+00	3.141E+00
Vh	Kern (SJV)	2035	Annual	T7 NOOS	Spd65_TOT	AllMYr	14,815	0.23%		2.770E-04	3.991E-03	2.447E-03	3.330E-05	2.577E-04	2.371E-04	3.490E+00	3.141E+00
Vh	Kern (SJV)	2035	Annual	T7 other port	Spd65_TOT	AllMYr	661	0.01%		3.334E-04	5.210E-03	2.948E-03	3.330E-05	3.255E-04	2.995E-04	3.490E+00	3.141E+00
Vh	Kern (SJV)	2035	Annual	T7 POAK	Spd65_TOT	AllMYr	4,110	0.06%		3.334E-04	5.210E-03	2.948E-03	3.330E-05	3.255E-04	2.995E-04	3.490E+00	3.141E+00
Vh	Kern (SJV)	2035	Annual	T7 POLA	Spd65_TOT	AllMYr	6,738	0.10%		3.334E-04	5.210E-03	2.948E-03	3.330E-05	3.255E-04	2.995E-04	3.490E+00	3.141E+00
Vh	Kern (SJV)	2035	Annual	T7 public	Spd65_TOT	AllMYr	516	0.01%		1.930E-04	7.637E-03	1.549E-03	3.352E-05	1.609E-04	1.480E-04	3.513E+00	3.162E+00
Vh	Kern (SJV)	2035	Annual	T7 Single	Spd65_TOT	AllMYr	3,741	0.06%		2.185E-04	2.724E-03	1.926E-03	3.330E-05	1.871E-04	1.722E-04	3.490E+00	3.141E+00
Vh	Kern (SJV)	2035	Annual	T7 single construction	Spd65_TOT	AllMYr	4,319	0.07%		2.186E-04	2.725E-03	1.927E-03	3.330E-05	1.872E-04	1.722E-04	3.490E+00	3.141E+00
Vh	Kern (SJV)	2035	Annual	T7 SWCV	Spd65_TOT	AllMYr	1,073	0.02%		2.075E-04	2.995E-03	1.815E-03	3.333E-05	1.724E-04	1.586E-04	3.494E+00	3.144E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor	Spd65_TOT	AllMYr	57,824	0.88%		2.783E-04	4.013E-03	2.458E-03	3.330E-05	2.589E-04	2.382E-04	3.490E+00	3.141E+00
Vh	Kern (SJV)	2035	Annual	T7 tractor construction	Spd65_TOT	AllMYr	3,220	0.05%		2.789E-04	4.026E-03	2.463E-03	3.330E-05	2.596E-04	2.388E-04	3.490E+00	3.141E+00
Vh	Kern (SJV)	2035	Annual	T7 utility	Spd65_TOT	AllMYr	93	0.00%		1.822E-04	1.942E-03	1.603E-03	3.330E-05	1.435E-04	1.320E-04	3.490E+00	3.141E+00
Vh	Kern (SJV)	2035	Annual	T7IS	Spd65_TOT	AllMYr	248	0.00%		5.708E-04	1.314E-02	7.450E-02	0.000E+00	1.979E-07	1.837E-07	1.414E+00	1.273E+00
							6,555,007										

									Tons/Day							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	LDA	Spd70_TOT	AllMYr	2,292,091	48.56%	2.275E-02	1.408E-01	1.040E+00	0.000E+00	5.044E-03	4.680E-03	9.889E+02	5.881E+02
Vh	Kern (SJV)	2035	Annual	LDT1	Spd70_TOT	AllMYr	357,186	7.57%	4.277E-03	2.567E-02	1.906E-01	0.000E+00	7.800E-04	7.236E-04	1.789E+02	1.088E+02
Vh	Kern (SJV)	2035	Annual	LDT2	Spd70_TOT	AllMYr	875,750	18.55%	1.076E-02	6.673E-02	4.657E-01	0.000E+00	1.901E-03	1.764E-03	5.126E+02	3.481E+02
Vh	Kern (SJV)	2035	Annual	MCY	Spd70_TOT	AllMYr	39,268	0.83%	2.291E-01	6.351E-02	2.552E+00	0.000E+00	2.159E-05	1.869E-05	1.135E+01	1.021E+01
Vh	Kern (SJV)	2035	Annual	MDV	Spd70_TOT	AllMYr	1,155,766	24.49%	1.947E-02	1.197E-01	8.186E-01	0.000E+00	2.447E-03	2.270E-03	8.667E+02	6.026E+02
							4,720,061									

									9.072E-01	MTons/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	LDA	Spd70_TOT	AllMYr	2,292,091	48.56%		9.003E-09	5.571E-08	4.117E-07	0.000E+00	1.996E-09	1.852E-09	3.914E-04	2.328E-04
Vh	Kern (SJV)	2035	Annual	LDT1	Spd70_TOT	AllMYr	357,186	7.57%		1.086E-08	6.520E-08	4.841E-07	0.000E+00	1.981E-09	1.838E-09	4.543E-04	2.762E-04
Vh	Kern (SJV)	2035	Annual	LDT2	Spd70_TOT	AllMYr	875,750	18.55%		1.114E-08	6.912E-08	4.824E-07	0.000E+00	1.970E-09	1.827E-09	5.310E-04	3.606E-04
Vh	Kern (SJV)	2035	Annual	MCY	Spd70_TOT	AllMYr	39,268	0.83%		5.292E-06	1.467E-06	5.896E-05	0.000E+00	4.987E-10	4.317E-10	2.621E-04	2.359E-04
Vh	Kern (SJV)	2035	Annual	MDV	Spd70_TOT	AllMYr	1,155,766	24.49%		1.529E-08	9.393E-08	6.426E-07	0.000E+00	1.920E-09	1.782E-09	6.803E-04	4.730E-04
							4,720,061										

									2.000E+03	lbs/Mile							
RecType	Sub-Area	CalYr	Season	Veh	Tech	MdlYr	VMT	Percent of VMT		ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUNEX	PM2_5_RUNEX	CO2_RUNEX	CO2_RUNEX (Pavley I + LCFS)
Vh	Kern (SJV)	2035	Annual	LDA	Spd70_TOT	AllMYr	2,292,091	48.56%		1.985E-05	1.228E-04	9.077E-04	0.000E+00	4.401E-06	4.083E-06	8.629E-01	5.132E-01
Vh	Kern (SJV)	2035	Annual	LDT1	Spd70_TOT	AllMYr	357,186	7.57%		2.395E-05	1.437E-04	1.067E-03	0.000E+00	4.367E-06	4.052E-06	1.001E+00	6.090E-01
Vh	Kern (SJV)	2035	Annual	LDT2	Spd70_TOT	AllMYr	875,750	18.55%		2.457E-05	1.524E-04	1.064E-03	0.000E+00	4.342E-06	4.029E-06	1.171E+00	7.949E-01
Vh	Kern (SJV)	2035	Annual	MCY	Spd70_TOT	AllMYr	39,268	0.83%		1.167E-02	3.235E-03	1.300E-01	0.000E+00	1.099E-06	9.517E-07	5.779E-01	5.201E-01
Vh	Kern (SJV)	2035	Annual	MDV	Spd70_TOT	AllMYr	1,155,766	24.49%		3.370E-05	2.071E-04	1.417E-03	0.000E+00	4.234E-06	3.928E-06	1.500E+00	1.043E+00
							4,720,061										

Appendix B. CEQA Checklist

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	Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:					
a)	Have a substantial adverse effect on a scenic vista?				
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?				
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				
II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:					
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				
d)	Result in the loss of forest land or conversion of forest land to non-forest use?				
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a)	Conflict with or obstruct implementation of the applicable air quality plan?				
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?				
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Expose sensitive receptors to substantial pollutant concentrations?				
e) Create objectionable odors affecting a substantial number of people?				
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?				
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?				
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				
d) Disturb any human remains, including those interred outside of formal cemeteries?				
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				
ii) Strong seismic ground shaking?				
iii) Seismic-related ground failure, including liquefaction?				
iv) Landslides?				
b) Result in substantial soil erosion or the loss of topsoil?				
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?				
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				

	Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				
IX. HYDROLOGY AND WATER QUALITY. Would the project:					
a)	Violate any water quality standards or waste discharge requirements?				
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site				
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				
e)	Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?				
f)	Otherwise substantially degrade water quality?				
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				
j)	Inundation by seiche, tsunami, or mudflow?				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				
XI. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?				
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				
XII. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				
XIII. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?				
b) Police protection?				
c) Schools?				
d) Parks?				
e) Other public facilities?				
XV. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				
XVI. TRANSPORTATION/TRAFFIC. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?				
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				
e) Result in inadequate emergency access?				
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				
g) OPTIONAL: Result in inadequate parking capacity? (Removed from 2010 CEQA Guidelines.)				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?				
b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				
d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?				
e) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				
g) Comply with federal, state, and local statutes and regulations related to solid waste?				
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)				
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				

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Appendix C. VMT Modeling

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TABLE 1
VMT BY ROADWAY CLASSIFICATION

Roadway Classification	2020			2035		
	Baseline	Project	% Change	Baseline	Project	% Change
Freeway	14,375,535	14,465,462	0.6%	19,406,663	19,825,525	2.2%
Expressway	858,804	847,687	-1.3%	1,271,263	1,263,073	-0.6%
Arterial	12,184,978	12,156,046	-0.2%	17,110,029	16,945,933	-1.0%
Collector	538,025	545,762	1.4%	788,149	764,523	-3.0%
Total	27,957,342	28,014,957	0.2%	38,576,104	38,799,054	0.6%
Freeway VMT	51%	52%	0.4%	50%	51%	1.6%
Expressway VMT	3%	3%	-1.5%	3%	3%	-1.2%
Arterial VMT	44%	43%	-0.4%	44%	44%	-1.5%
Collector VMT	2%	2%	1.2%	2%	2%	-3.6%

TABLE 2

VMT BY SPEED

Speed Range	2020			2035		
	Baseline	Project	Change	Baseline	Project	Change
0.00 - 7.50	33,623	18,675	-44%	26,110	30,478	17%
7.51 - 12.50	80,429	78,936	-2%	113,074	99,426	-12%
12.51 - 17.50	900,174	893,139	-1%	1,196,929	1,197,717	0%
17.51 - 22.50	547,707	547,866	0%	786,690	765,203	-3%
22.51 - 27.50	1,243,349	1,258,538	1%	1,716,624	1,675,332	-2%
27.51 - 32.50	4,090,940	4,095,755	0%	5,427,609	5,375,282	-1%
32.51 - 37.50	2,675,239	2,702,821	1%	3,888,715	3,758,089	-3%
37.51 - 42.50	1,293,237	1,255,822	-3%	1,964,352	1,953,357	-1%
42.51 - 47.50	2,640,826	2,646,666	0%	4,155,338	4,061,873	-2%
47.51 - 52.50	1,847,232	1,762,601	-5%	2,319,397	2,270,373	-2%
52.51 - 57.50	561,897	532,019	-5%	1,183,876	1,149,015	-3%
57.51 - 62.50	468,928	178,114	-62%	580,422	563,479	-3%
62.51 - 67.50	8,918,699	9,406,584	5%	11,680,949	12,401,283	6%
67.51 - 72.50	4,851,391	4,852,101	0%	6,442,069	6,440,043	0%
Under 17.5 MPH	1,014,226	990,750	-2%	1,336,113	1,327,621	-1%
17.5-37.5 MPH	8,557,235	8,604,980	1%	11,819,638	11,573,906	-2%
37.5-57.5 MPH	6,343,192	6,197,108	-2%	9,622,963	9,434,618	-2%
57.5-72.5 MPH	14,239,018	14,436,799	1%	18,703,440	19,404,805	4%

Appendix G –Kern COG Bus Rapid Transit Traffic Impact Analysis

DRAFT

KERNCOG
BUS RAPID TRANSIT

TRAFFIC IMPACT ANALYSIS

Prepared for:

KERN COUNCIL OF GOVERNMENTS

Prepared by:

VRPA Technologies, Inc.
9520 Padgett Street, Suite 213
San Diego, CA 92126

In association with:
IBI

April 20, 2012

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1.0 INTRODUCTION

This report provides a brief traffic analysis of a Bus Rapid Transit (BRT) / HOV system alternative proposed by Kern Council of Governments for the Bakersfield Metro Area. The proposed HOV-BRT system alternative considers two BRT corridors through the Bakersfield Metro Area. The first BRT corridor is proposed to begin from Meadows Field Airport and travel along Chester Avenue/H Street in north-south direction all the way to Panama Road. The first BRT corridor will facilitate connectivity between the northwest/ central/downtown/southern area within the Bakersfield Metro Area. The second BRT corridor is proposed to begin from the Bakersfield College Area and travel in a loop along Mt. Vernon Road/California Avenue/Ming Avenue/Chester Ave and return to Bakersfield College Area. The second corridor will facilitate connectivity between eastern/central/downtown area within the Bakersfield Metro Area between Bakersfield College and California State University (Bakersfield).

The intent of the BRT facilities is to provide faster and more reliable travel times for bus rapid transit vehicles while minimizing any increase in delay to automobile traffic.

Two project alternatives have been analyzed in this report:

- 2020 Mixed Flow: This alternative provides for buses to travel along mixed flow lanes for proposed BRT facilities.

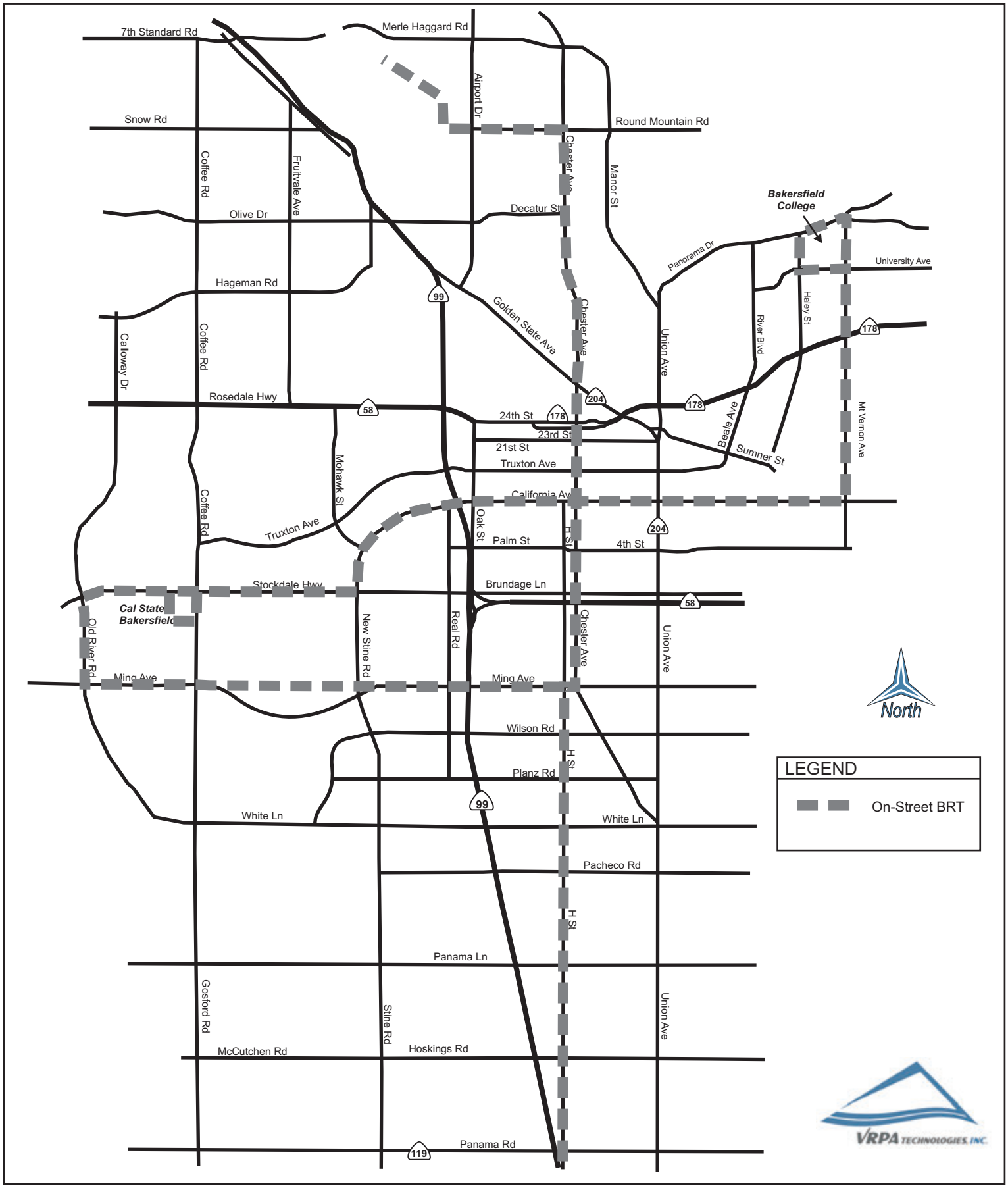
- 2035 Exclusive Lanes: This alternative provides for buses to travel along transit-only exclusive lanes separate from other traffic for proposed BRT facilities.

For both the alternatives it is suggested that the proposed BRT facilities include the implementation of transit signal priority at major intersections along the proposed BRT corridors. In particular, transit signal priority is a low-cost improvement that could be implemented without any of the other improvements proposed by the project.

Figure 1-1 shows the project location and the study area for the traffic analysis. Figure 1-2 shows the proposed BRT system.

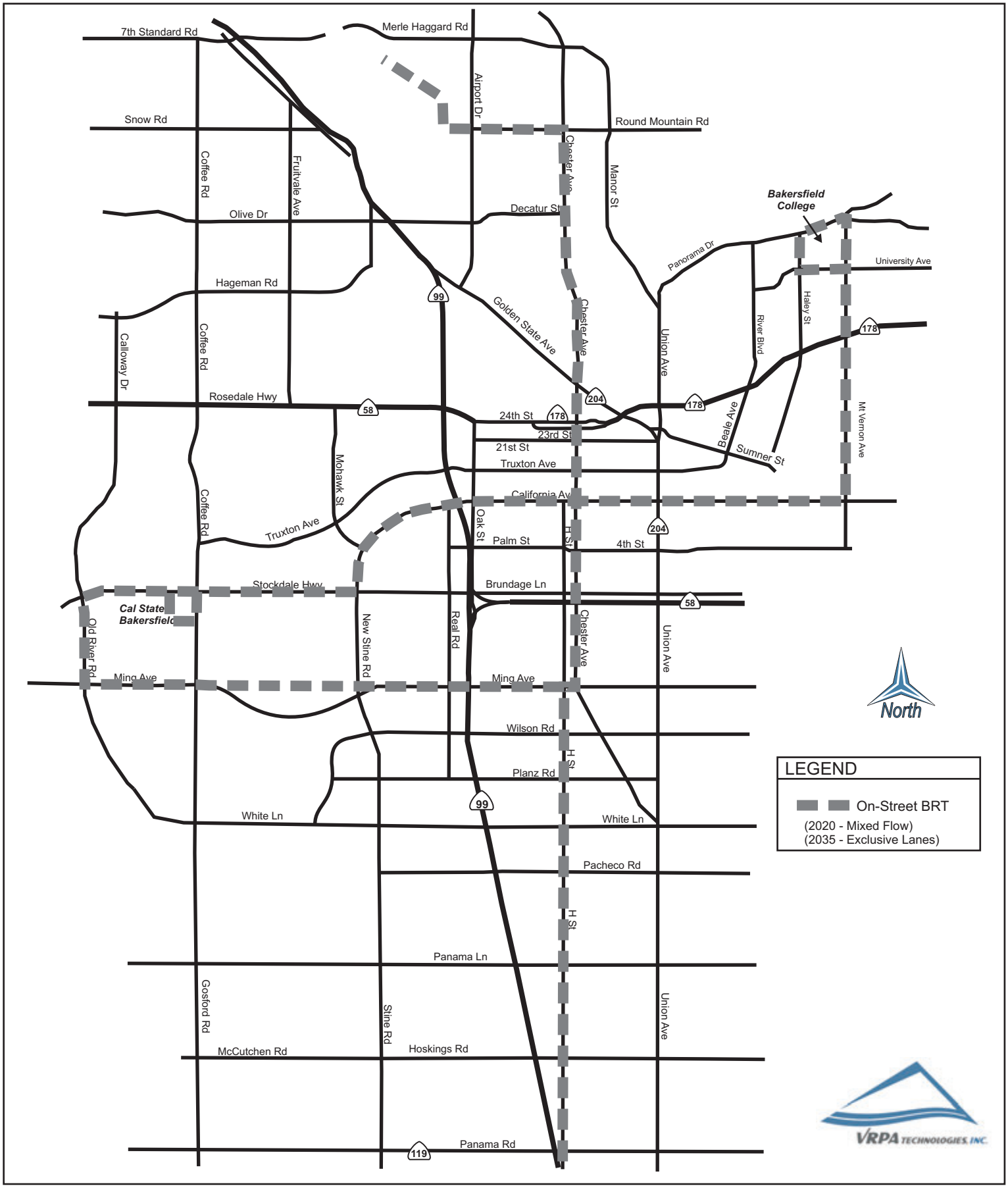
Kern COG BRT
Project Location & Study Area

Figure 1-1



Kern COG BRT
Proposed Bus Rapid Transit System

Figure 1-2



2.0 FUTURE (2020) CONDITIONS

This chapter provides an analysis of future (2020) conditions. It is divided into sections that describe traffic counts and level of service.

TRAFFIC FORECASTS

Figure 2-1 shows the average daily traffic (ADT) for the major roadway segments along the proposed BRT facilities. The ADT for the major roadway segments is based on the information from the BRT volume plots provided by KernCOG.

LEVEL OF SERVICE

The volume/capacity ratio was calculated for the roadway segments along the proposed BRT corridors. Most of the roadway segments along the proposed BRT corridors are classified as prime arterials and the level of service for the roadway segments were calculated using the City of Bakersfield circulation element capacity criteria. The classification for the roadway segments studies based on the proposed improved roadway classification provided in the City of Bakersfield circulation element. Table 2-1 shows the future (2020) roadway capacity analysis.

Kern COG BRT
Future 2020 Average Daily Traffic with Project

Figure 2-1

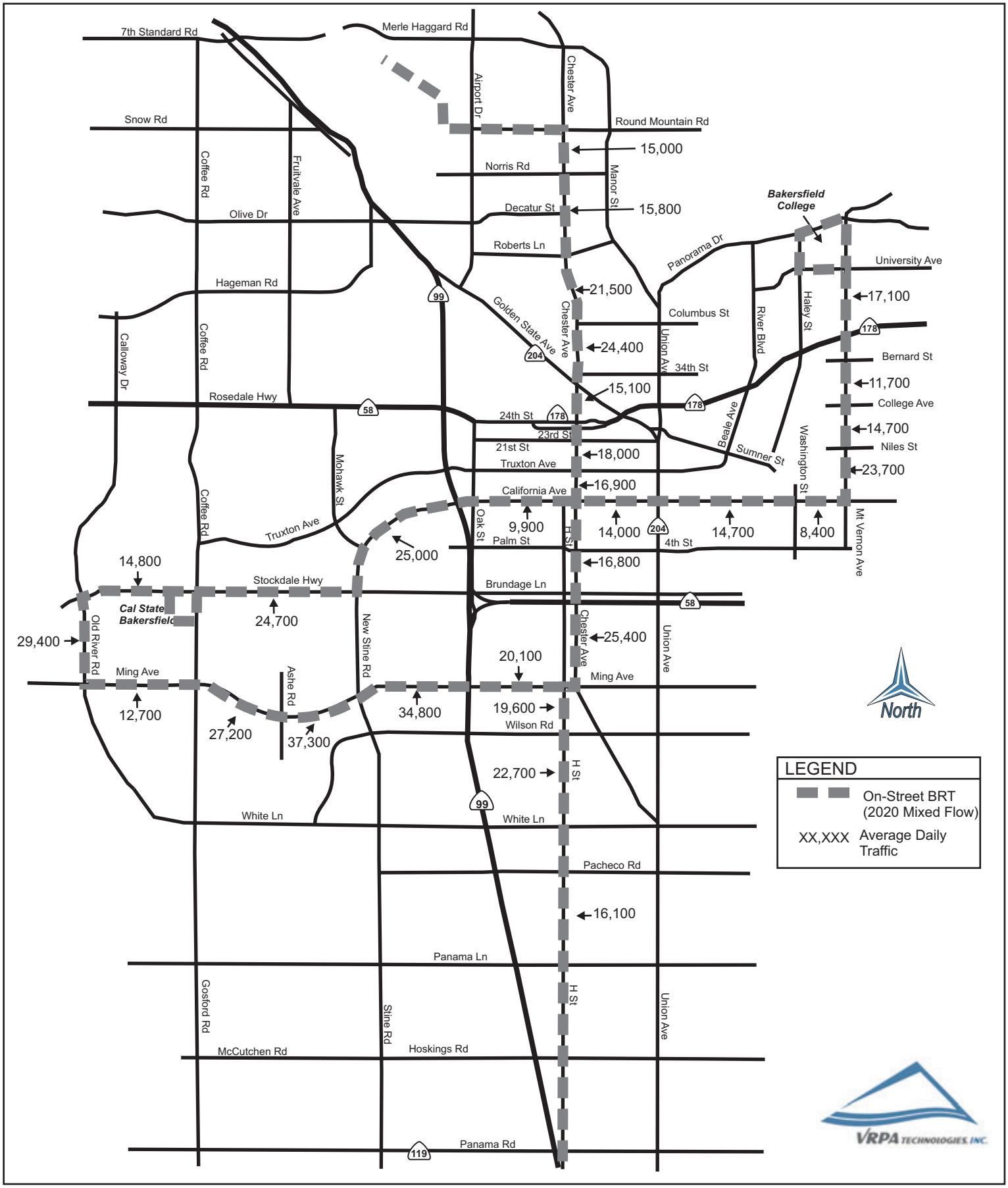


TABLE 2-1 :Future (2020) Roadway Capacity Analysis

STREET	LOCATION	CLASSIFICATION	DAILY CAPACITY AT LOS E	FUTURE		
				VOLUME	LOS	V/C
Chester Ave	Round Mountain Road - Norris Road	Prime Arterial	60,000	15,000	A	0.25
	Norris Road - Roberts Lane	Prime Arterial	60,000	15,800	A	0.26
	Roberts Lane - Columbus Ave	Prime Arterial	60,000	21,500	B	0.36
	Columbus Ave - 34th St/Bernard St	Prime Arterial	60,000	24,400	B	0.41
	34th St - 24th St	Prime Arterial	60,000	15,100	A	0.25
	24th St - Truxtun Ave	Prime Arterial	60,000	18,000	B	0.30
	Truxtun Ave - California Ave	Prime Arterial	60,000	16,900	A	0.28
	California Ave - Brundage Lane	Prime Arterial	60,000	16,800	A	0.28
	Brundage Lane - Ming Ave	Prime Arterial	60,000	25,400	B	0.42
H Street	Ming Ave - Wilson Road	Prime Arterial	60,000	19,600	B	0.33
	Wilson Road - White Lane	Prime Arterial	60,000	22,700	B	0.38
	White Lane - Panama Lane	Prime Arterial	60,000	16,100	A	0.27

TABLE 2-1 :Future (2020) Roadway Capacity Analysis (Contd)

STREET	LOCATION	CLASSIFICATION	DAILY CAPACITY AT LOS E	FUTURE		
				VOLUME	LOS	V/C
Mount Vernon Ave	University Ave - Bernard St	Prime Arterial	60,000	17,100	A	0.29
	Bernard St - College Ave	Prime Arterial	60,000	11,700	A	0.20
	College Ave - Niles St	Prime Arterial	60,000	14,655	A	0.24
	Niles St - California Ave	Prime Arterial	60,000	23,700	B	0.40
California Ave	Mount Vernon Ave - Washington St	Prime Arterial	60,000	8,400	A	0.14
	Washington St - Union Ave	Prime Arterial	60,000	14,700	A	0.25
	Union Ave - Chester Ave	Prime Arterial	60,000	14,000	A	0.23
	Chester Ave - Oak St	Prime Arterial	60,000	9,900	A	0.17
	Oak St - Brundage Lane	Prime Arterial	60,000	25,000	B	0.42
Brundage Lane	California Ave - Coffee Rd	Prime Arterial	60,000	24,700	B	0.41
	Coffee Rd - Old River Rd	Prime Arterial	60,000	14,800	B	0.25
Old River Rd	Brundage Ln - Ming Ave	Prime Arterial	60,000	29,400	B	0.49
Ming Ave	Old River Rd - Coffee Rd	Prime Arterial	60,000	12,700	A	0.21
	Coffe Rd - Ashe Rd	Prime Arterial	60,000	27,200	B	0.45
	Ashe Rd - New Stine Rd	Prime Arterial	60,000	37,300	C	0.62
	New Stine Rd - CA 99	Prime Arterial	60,000	34,800	C	0.58
	CA 99 - Chester Ave	Prime Arterial	60,000	20,100	B	0.34

3.0 FUTURE (2035) CONDITIONS

This chapter provides an analysis of future (2035) conditions. It is divided into sections that describe traffic counts and level of service.

TRAFFIC COUNTS

Figure 3-1 shows the average daily traffic (ADT) for the major roadway segments along the proposed BRT facilities. The ADT for the major roadway segments is based on the information from the BRT volume plots provided by KERN COG.

LEVEL OF SERVICE

The volume/capacity ratio was calculated for the roadway segments along the proposed BRT corridors. Most of the roadway segments along the proposed BRT corridors are classified as prime arterials and the level of service for the roadway segments were calculated using the City of Bakersfield circulation element capacity criteria. The classification for the roadway segments studies based on the proposed improved roadway classification provided in the City of Bakersfield circulation element. Table 3-1 shows the future (2020) roadway capacity analysis.

Kern COG BRT
Future 2035 Average Daily Traffic with Project

Figure 3-1

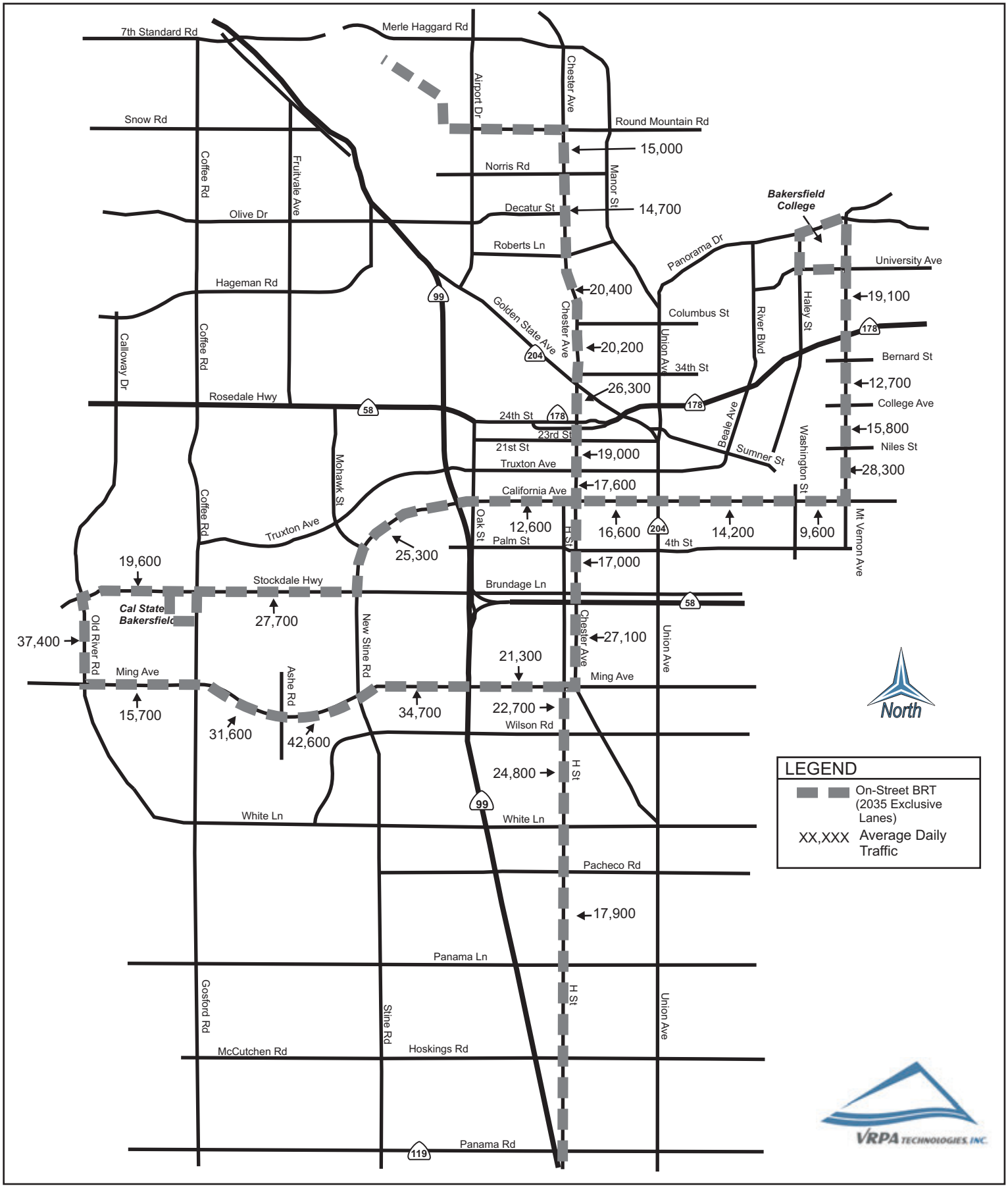


TABLE 3-1 :Future (2035) Roadway Capacity Analysis

STREET	LOCATION	CLASSIFICATION	DAILY CAPACITY AT LOS E	FUTURE		
				VOLUME	LOS	V/C
Chester Ave	Round Mountain Road - Norris Road	Prime Arterial	60,000	15,000	A	0.25
	Norris Road - Roberts Lane	Prime Arterial	60,000	14,700	A	0.25
	Roberts Lane - Columbus Ave	Prime Arterial	60,000	20,400	B	0.34
	Columbus Ave - 34th St/Bernard St	Prime Arterial	60,000	20,200	B	0.34
	34th St - 24th St	Prime Arterial	60,000	26,300	A	0.44
	24th St - Truxtun Ave	Prime Arterial	60,000	19,000	B	0.32
	Truxtun Ave - California Ave	Prime Arterial	60,000	17,600	A	0.29
	California Ave - Brundage Lane	Prime Arterial	60,000	17,000	A	0.28
	Brundage Lane - Ming Ave	Prime Arterial	60,000	27,100	B	0.45
H Street	Ming Ave - Wilson Road	Prime Arterial	60,000	22,700	B	0.38
	Wilson Road - White Lane	Prime Arterial	60,000	24,800	B	0.41
	White Lane - Panama Lane	Prime Arterial	60,000	17,900	A	0.30

TABLE 3-1 :Future (2035) Roadway Capacity Analysis (contd)

STREET	LOCATION	CLASSIFICATION	DAILY CAPACITY AT LOS E	FUTURE		
				VOLUME	LOS	V/C
Mount Vernon Ave	University Ave - Bernard St	Prime Arterial	60,000	19,100	B	0.32
	Bernard St - College Ave	Prime Arterial	60,000	12,700	A	0.21
	College Ave - Niles St	Prime Arterial	60,000	15,800	A	0.26
	Niles St - California Ave	Prime Arterial	60,000	28,300	B	0.47
California Ave	Mount Vernon Ave - Washington St	Prime Arterial	60,000	9,600	A	0.16
	Washington St - Union Ave	Prime Arterial	60,000	14,200	A	0.24
	Union Ave - Chester Ave	Prime Arterial	60,000	16,600	A	0.28
	Chester Ave - Oak St	Prime Arterial	60,000	12,600	A	0.21
	Oak St - Brundage Lane	Prime Arterial	60,000	25,300	B	0.42
Brundage Lane	California Ave - Coffee Rd	Prime Arterial	60,000	27,700	B	0.46
	Coffee Rd - Old River Rd	Prime Arterial	60,000	19,600	B	0.33
Old River Rd	Brundage Ln - Ming Ave	Prime Arterial	60,000	37,400	C	0.62
Ming Ave	Old River Rd - Coffee Rd	Prime Arterial	60,000	15,700	A	0.26
	Coffe Rd - Ashe Rd	Prime Arterial	60,000	31,600	C	0.53
	Ashe Rd - New Stine Rd	Prime Arterial	60,000	42,600	D	0.71
	New Stine Rd - CA 99	Prime Arterial	60,000	34,700	C	0.58
	CA 99 - Chester Ave	Prime Arterial	60,000	21,300	B	0.36

4.0 PROJECT BENEFITS TO BUS OPERATIONS

This chapter provides a description of the expected benefits to bus operations. The project would provide benefits to bus operations through the following improvements:

- Transit-only/Exclusive/HOV lanes are proposed to be provided for future 2035 conditions. These transit-only lanes would allow buses to bypass queued vehicles and therefore reduce delay to buses at signalized intersections. There are no Transit-only/Exclusive/HOV lanes proposed for future 2020 conditions. The buses are expected to travel along the mixed flow lanes in future 2020 conditions.

- It is recommended to provide Transit signal priority for bus movements at major intersections along the proposed BRT corridors for future 2020 and 2035 conditions. This system would detect the presence of buses in the traffic stream and would provide for early green signal indications or extended green signal indications (whenever possible) to allow buses to minimize time spent waiting at traffic signals.

The benefits of these improvements to bus operations calculated in travel time savings are summarized in Tables 4-1 and 4-2 for 2020 and 2035 conditions for the two proposed BRT corridors.

TRANSIT-ONLY LANES

The transit-only lanes that are proposed to be installed along the proposed BRT corridors for future 2035 would allow buses to bypass through vehicles queued for the red phase of traffic signals. The benefit to an individual bus would depend on when it arrives at the intersection during the traffic signal's cycle. A bus arriving on green in the middle to end of the green signal phase without any queued through vehicles would not receive any benefit from the transit-only lane. However, a bus arriving near the end of the red signal phase or at the beginning of the green signal phase would reduce receive a delay reduction due to its ability to bypass queued through vehicles. The extent of the delay reduction would vary depending on such factors as the level of traffic congestion, signal timing, and level of through traffic.

TRANSIT SIGNAL PRIORITY

It is recommended to provide transit signal priority at major intersections along the proposed BRT corridors for future 2020 and 2035 conditions. The delay reduction to any individual bus due to transit signal priority would vary depending on the time of its arrival in the signal cycle. A bus arriving near the end of the green phase would experience the greatest reduction in delay, since it would receive an extended green indication and would avoid waiting through an entire red signal phase. A bus arriving at the end of a red signal phase would receive a modest delay reduction since it would receive an early green and would avoid waiting for the last few seconds of the red signal phase. A bus arriving on green would receive no delay reduction from transit signal priority.

It should be noted that transit signal priority provides only a relatively modest delay reduction on an average basis. However, any individual bus that receives an extended green would reduce its delay by the length of the entire red signal phase. This savings would vary from approximately one minute to three minutes and could be significant for an individual bus, particularly a bus that is behind schedule.

The travel time savings due to transit-only/exclusive/HOV lanes and transit signal priority are typically calculated based on the level of service of the roadway segments. The travel time savings with BRT improvements of transit-only/exclusive/HOV lanes and transit-signal priority for the future 2020 and 2035 conditions are summarized in Tables 4-1 and 4-2.

TABLE 4-1

FUTURE (2020) PEAK PERIOD TRAVEL TIME SAVINGS WITH BRT IMPROVEMENTS

BRT Facility	Limits	Travel Time Savings (mins)		
		Exclusive Lanes	Transit Signal Priority	Total
Round Mountain Road/Chester Avenue/Ming Avenue/H Street/Panama Road	Airport - California Avenue	N/A	1.4	1.4
	California Avenue - Ming Avenue	N/A	0.4	0.4
	Ming Avenue -Panama Road	N/A	0.8	0.8
Mount Vernon Road/California Avenue/Old River Road/Ming Avenue/Chester Avenue/California Avenue/Mount Vernon Road	University Avenue - California Avenue	N/A	0.6	0.6
	California Avenue - Old River Road	N/A	1.0	1.0
	Old River Road - Chester Avenue	N/A	1.2	1.2
	Chester Avenue - California Avenue	N/A	0.4	0.4
	California Avenue - University Avenue	N/A	0.6	0.6

TABLE 4-2

FUTURE (2035) PEAK PERIOD TRAVEL TIME SAVINGS WITH BRT IMPROVEMENTS

BRT Facility	Limits	Travel Time Savings (mins)		
		Exclusive Lanes	Transit Signal Priority	Total
Round Mountain Road/Chester Avenue/Ming Avenue/H Street/Panama Road	Airport - California Avenue	1.5	1.4	2.9
	California Avenue - Ming Avenue	0.5	0.4	0.9
	Ming Avenue -Panama Road	0.8	0.8	1.6
Mount Vernon Road/California Avenue/Old River Road/Ming Avenue/Chester Avenue/California Avenue/Mount Vernon Road	University Avenue - California Avenue	1.0	0.8	1.8
	California Avenue - Old River Road	1.7	1.0	2.7
	Old River Road - Chester Avenue	2.2	1.6	3.8
	Chester Avenue - California Avenue	0.5	0.4	0.9
	California Avenue - University Avenue	1.0	0.8	1.8

Appendix H –Land Use Recommendations

THE PLANNING CENTER DC&E

Technical Memorandum

DATE	May 14, 2012
TO	IBI Group
CONTACT	Bill Delo
FROM	Shannon Kimball
SUBJECT	Land Use Recommendations: Kern County HOV/BRT Feasibility Study
PROJECT NO.	IBI-13.0

INTRODUCTION

This memorandum identifies opportunities to intensify development around the potential future station locations as identified in the Kern County BRT preferred alternative. Focusing urban development around transit facilities is recognized as an essential way to improve the effectiveness of public transportation systems. There is no getting around the fact that "mass transit" needs "critical mass"—densities are necessary to generate enough rides to sustain frequent, high quality service. Studies show that people that live near transit are five times more likely to use it. In turn, BRT can attract denser TOD development that will enhance the BRT system in the future. There are 51 stations in the preferred BRT alternative, less than half of which demonstrate a potential for land use intensification as described in this memo.

This memorandum contains the following sections:

- Opportunities Analysis for Intensifying Land Uses around BRT Stations
- Station Types
- Recommendations for Land Use Intensification
- Residential and Mixed-Use Prototypes

OPPORTUNITIES ANALYSIS FOR INTENSIFYING LAND USES AROUND BRT STATIONS

Opportunities to intensify development around the preferred BRT station locations will of course vary from station area to station area based on several factors as described below:

- **Infill opportunities within the station vicinity.** The station areas that have capacity for infill development will contain greater opportunities for land use intensification in the near to mid-term. Stations that are surrounded by stable neighborhoods or well-performing employment centers and commercial establishments are unlikely

to change in the near to mid-term; however, they most likely already provide the population and/or employment base to support a transit station and could intensify even more in the long-term. Figures 1 through 3 in Attachment 2 at the end of this memo identify vacant and underutilized parcels within each station area's quarter- and half-mile radius, based on an infill opportunity analysis and review of aerial maps of the station locations. According to this analysis, over half of the proposed stations have vacant or underutilized parcels of sufficient size and location to support land use intensification.

- Density and intensity limits. Current literature suggests that for a suburban center with a 10-minute peak service and a mix of office, multifamily residential, retail and entertainment uses, density needs to be a minimum of 20 units per acre. Along a suburban corridor with a 20-minute peak service, density needs to be a minimum of five to eight units per acre. The Kern County BRT stations are proposed to operate with a 15-minute peak service along a corridor with a mix of uses. Recommended densities along the proposed BRT route range from 12-20+ depending on the local context and character of surrounding land uses, keeping in mind that denser mixed-use developments built to a pedestrian scale are much more likely to generate transit ridership than dispersed communities that are designed around the personal car.

- Growth Forecasts. Growth forecasts for the County by TAZ helped identify station areas that are stable versus those that are projected to grow and change in the future. Projected (2020 and 2035) employee, population and household growth by station area are shown in Attachment 1 at the end of this memo. Total 2035 projected densities for employees and households within each station area are depicted in Figures 4 through 9 in Attachment 2 at the end of this memo. These statistics correlate with the infill opportunity analysis in that most station areas with infill potential also show moderate or significant growth potential.

- Land Use Mix. The current mix of land uses around each station allowed under the current General Plan guides opportunities for land use intensification. Existing General Plan designations that already reflect an appropriate land use and density are not recommended for change. However, these areas may still experience growth under the current General Plan based on the degree of vacant and underutilized parcels within the station area. Figures 10 through 12 in Attachment 2 at the end of this memo show the existing General Plan designations around each station. It is important to emphasize that along with higher densities, stations with a mix of uses function as both trip origins and destinations during peak hours. This can result in more efficient, bi-directional flows. Rather than having trains and buses jam-packed in one direction and half-empty in the other, mixed use, transit-oriented corridors ensure a more even, balanced distribution of travel flows. The mix of uses, therefore, is taken into account around each station.

- Station type. There are a variety of station types that differ in their location and local context. For example, an end-of-line station or transfer station offers more opportunities for land use intensification than a neighborhood walk-up station due to the higher volume of transit customers that they attract. The land use mix as described above also factors into the station type and influences the station area's potential for land use intensification. The following section provides a list and description of the station types in the preferred BRT alternative, along with a list of stations that fall within each type.

THE PLANNING CENTER DC&E

STATION TYPES

This section establishes five transit station area types, each with its own unique character and neighborhood scale. This exercise is intended to be a broad level analysis to categorize each station by station type according to the location and surrounding development patterns, and identify preliminary opportunities for land use intensification. An asterisk "*" next to the station indicates an opportunity for land use intensification based on the opportunity analysis above. The station area types are a framework for tailoring density recommendations for each of the station areas in the subsequent section.

END OF LINE STATION

Stations: Skyway Drive/Hanger Way; Bakersfield College*; H Street/Taft Highway*

- Serves surrounding neighborhoods and businesses, up to a 3-mile radius
- Station is at the end of the BRT line—buses start and end service at this location throughout the day
- Provides transfer between BRT and feeder services, possible BRT trunk lines, and employee shuttle or local jitney services
- Ideally located at a high-activity center with easy access from arterials and/or freeway interchange
- Includes parking areas for commuters—ranging from 100-200 spaces
- Multiple service options provide enhanced opportunities for TOD over time, including joint development opportunities at the station

MIXED-USE/NEIGHBORHOOD WALK-UP STATION

Stations: Chester Ave./Merle Haggard*; Chester Ave./China Grade Loop; Chester Ave./Roberts Ln.*; Chester Ave./4th St.*; California Ave./P St.; California Ave./Haley St.*; California Ave./Mt. Vernon Ave.; Mt. Vernon Ave./Niles Pt.; Mt. Vernon Ave./Bernard St.; Mt. Vernon Ave./Columbus St.; Stockdale Hwy./Ash Rd.; Stockdale Hwy./Coffee Rd.; Ming Ave./Scarlet Oak Blvd.*; Ming Ave./Gosford Rd.; Ming Ave./Ash Rd; Ming Ave./New Stine Rd.; Ming Ave./Hughes Ln.*; Chester Ave./Belle Terrace; Chester Ave./Ming Ave.*; H St./Wilson Rd.; H St./Planz Rd.; H St./Pacheco Rd*; H St./Fairview Rd.; H St./Panama Ln.*; H St./Hosking Ave.*

- Serves surrounding neighborhoods and businesses, up to a half-mile radius or 10-minute walk
- Features a mix of uses, predominantly residential with supporting neighborhood or community level retail and services
- Designed as pull-up stations along an arterial and may include transfers between BRT and local bus service
- No park-and-ride lot
- Safe and direct pedestrian and bicycle accessibility from nearby residential and business uses is paramount in TOD design

- New development responds to existing neighborhood fabric but expect intensification and mixing of uses over time

VILLAGE/URBAN CENTER STATION

Stations: Chester Ave./22nd St.; Chester Ave./Truxton Ave.; Chester Ave./California Ave. *

- Serves a multi-use activity and village center for nearby residential neighborhoods, up to a half-mile radius
- Intended for the highest intensity of development within the city, including the downtown station areas, containing a variety of neighborhood and community level retail uses and services, along with the integration of higher intensity housing and office uses in a mixed-use configuration
- Served by an interconnected multi-modal transportation center that provides transfers between BRT and feeder services (local and regional bus), and provides a network of public spaces that will accommodate the highest levels of pedestrian activity
- Functions as both an origin and destination station
- No park-and-ride lot
- Safe and direct pedestrian access from surrounding uses is a key design element
- Typically located within an existing developed corridor with additional opportunity for intensification and integration of a broad mix of uses

CIVIC/INSTITUTIONAL STATION

Stations: Chester Ave./Wilson Ave.; Chester Ave./Columbus St.; Chester Ave./28th St.; California Ave./King St.*; Mt. Vernon Ave./Flower St.; Mt. Vernon Ave./University Ave.*; California Ave./G St.*; Cal State University Bakersfield; Stockdale Hwy./Calloway Dr.*

- Serves predominantly civic and institutional uses, including schools, hospitals, parks, etc., up to a half-mile radius
- Provides transfers between BRT and regional bus services—strong commuter orientation
- Located at a high activity center with additional opportunities for intensification around station
- Safe and direct pedestrian access from buildings is a key design element

COMMERCIAL/EMPLOYMENT CENTER STATION

Stations: Wings Way; Chester Ave./34th St.; Chester Ave./Brundage Ln.; California Ave./Union Ave.; California Ave./ Washington St.; California Ave./Oak St.; California Ave./Easton St.; California Ave./Mohawk St.; Stockdale Hwy/New Stine Rd; Ming Ave./Wible Rd.; H St./White Ln.*

- Serves as concentrated employment areas within the city, containing predominantly large scale commercial and employment centers and supporting uses, up to a half-mile radius
- Provides transfers between BRT and regional bus services—strong commuter orientation

- Designed as either a pull-up station along an arterial, or as an in-line station
- Located at a high activity center with additional opportunities for intensification around station
- Safe and direct pedestrian access from buildings is a key design element

RECOMMENDATIONS FOR LAND USE INTENSIFICATION

This section describes the recommended land use changes for those station areas screened above as having opportunity for land use intensification. Other factors were applied in addition to those identified in the opportunity analysis above to determine which stations have the potential to change and are therefore recommended for land use intensification. This exercise focuses predominantly on opportunities within a quarter-mile walking radius. In addition to the opportunity analysis criteria above, the following criteria helped determine this change potential:

- Stability of the existing on-the-ground land uses
- Degree of underutilization/need for change
- Range (how big is the area that has infill potential)
- Appropriateness of current General Plan land use designations

CHESTER AVE./MERLE HAGGARD DR.—MIXED-USE/NEIGHBORHOOD WALK-UP STATION

This station area has large vacant parcels west of Chester Avenue, north and south of Merle Haggard Drive, as well as north of Merle Haggard Drive, east of Chester Avenue. Given the stability of the surrounding residential neighborhoods, these vacant parcels represent good opportunity for higher density residential/TOD at the station area.

- Land Use Recommendations: High-Medium Density Residential (17-20 du/ac); mid-block opportunity for Mixed-Use (17-20 du/ac, 3-4 stories) west side of Chester between Day and Universe Avenues.

CHESTER AVE./ROBERTS LN.— MIXED-USE/NEIGHBORHOOD WALK-UP STATION

This station area contains large vacant parcels on both sides of Chester Avenue intermixed with commercial uses and a Senior Center, just north of the Kern River. The appearance of the corridor in this area is in need of revitalization. Redesignating mid-block areas for mixed-use and concentrating commercial at the intersections could help attract infill development opportunities and investment in the streetscape.

- Land Use Recommendations: mid-block Mixed-Use (17-20 du/ac, 3-4 stories).

CHESTER AVE./CALIFORNIA AVE.—VILLAGE/URBAN CENTER STATION

This area has small established businesses with surrounding stable neighborhoods, and some apparent vacant and underutilized sites along Chester Avenue. Considerations for this area include extending the Mixed-Use designation south to allow for some mid-block high-density residential/TOD opportunities where retail is oversaturated along Chester Avenue.

- Land Use Recommendations: Mixed-Use along Chester Avenue (20 + du/ac)

CHESTER AVE./4TH ST.—MIXED-USE/NEIGHBORHOOD WALK-UP STATION

This area has small established businesses with surrounding stable neighborhoods, and some apparent vacant and underutilized sites along Chester Avenue. Considerations for this area include allowing high-density residential uses in mid-block areas to allow for some infill development opportunities where retail is oversaturated along Chester Avenue.

- Land Use Recommendations: Mixed-Use or High-Density Residential along Chester Avenue (20 + du/ac)

CALIFORNIA AVE./KING ST.—CIVIC/INSTITUTIONAL STATION

This station area is the home of Dr. Martin Luther King Junior Park, and Union Cemetery further south. Parcels surrounding the park to the west and north appear underutilized. Currently designated as industrial, there is an opportunity to redesignate these parcels as high-density residential, compatible with the park and surrounding residential uses. Other uses that would be appropriate include commercial and office uses. A more detailed study of this area to attract desired land uses is recommended.

- Land Use Recommendations: High-density residential (20 + du/ac), commercial, office

CALIFORNIA AVE./HALEY ST.—MIXED-USE/NEIGHBORHOOD WALK-UP STATION

This station area is made up of predominantly residential land uses, with some underutilized commercial properties at the main intersection of California and Haley. This area appears to have potential for high-density residential TOD immediately around the station. In addition, a large vacant parcel on the south side of California between Owen Street and Robinson Street offers additional opportunity for land use intensification as high-density residential.

- Land Use Recommendations: Medium High-Density Residential (20+ du/ac)

MT. VERNON AVE./UNIVERSITY AVE.—CIVIC/INSTITUTIONAL STATION

This station area is at the south end of Bakersfield College near the Memorial Stadium. Stable residential neighborhoods surround the campus to the south and east. At the northeast corner of Mt. Vernon and University is an underutilized commercial parcel that represents a good opportunity for intensification with higher density residential and mixed-use land uses that will support the college and BRT.

- Land Use Recommendations: Mixed-Use with high-density residential and supporting commercial uses (20 + du/ac)

BAKERSFIELD COLLEGE—END OF LINE STATION

This station area is located at the north end of Bakersfield College at the intersection of Mt. Vernon Avenue and Panorama Drive. There is vacant land to the north and College Park and stable residential neighborhoods to the south and east. To the extent that the land north of Panorama is able to be developed, infill opportunities exist to the north of Panorama, north and south of the China Grade Loop.

- Land Use Recommendations: Need more information into the status of land north of Panorama Drive

CALIFORNIA AVE./G ST.—CIVIC/INSTITUTIONAL STATION

This station area is located at the east end of Bakersfield High School. Stable residential neighborhoods are located to the south and commercial uses are located along California and to the east. While there are no apparent opportunities for new development/redevelopment in the short to mid-term, future intensification exists on the south side of California between C Street and Oak Street, south to Park Street.

- Land Use Recommendations: High Density Residential along south side of California (17-20 du/ac)

STOCKDALE HWY./COFFEE RD.—MIXED-USE/NEIGHBORHOOD WALK-UP STATION

This station area is located just east of California State University Bakersfield, and is developed with predominantly stable residential neighborhoods close to the university and a commercial shopping center at the northwest corner of Stockdale Hwy. and Coffee Rd. A large vacant parcel is located at the northeast corner. This vacant site presents a good opportunity for TOD, including high-density residential and supporting commercial uses that link to the Kern River Parkway Bike Trail.

- Land Use Recommendations: High-Density Residential and support commercial at northeast corner of Stockdale Hwy. and Coffee Rd. (20 + du/ac)

STOCKDALE HWY./CALLOWAY—CIVIC/INSTITUTIONAL CENTER STATION

This station area is located just west of California State University Bakersfield and is also home to Mercy Hospital and other medical offices. Stable residential neighborhoods are located to the south and west. Large vacant sites with potential for TOD are located on the north side of Stockdale Hwy. west of Old River Rd. between the Elephant Bar and The Shops at River Walk. These vacant sites represent an opportunity for mixed-use high-density residential and commercial or office uses that integrate with surrounding commercial and the Kern River Parkway Bike Trail to the north.

- Land Use Recommendations: Mixed-Use with High-Density Residential and Commercial/Office Uses (12-20 du/ac)

MING AVE./HUGHES LN.—MIXED-USE/NEIGHBORHOOD WALK-UP STATION

This station is located at the east end of Valley Plaza Mall and is otherwise surrounded by stable residential neighborhoods to the north, south and east. Some opportunities for intensification exist to the north of Ming Avenue west of Baldwin Rd. on vacant or underutilized sites.

- Land Use Recommendations: Medium- to High-Density Residential north side of Ming Ave. east of Baldwin Rd. and behind street fronting commercial (12-20 du/ac)

CHESTER AVE./MING AVE.—MIXED-USE/NEIGHBORHOOD WALK-UP STATION

This station area is located within a residential community with commercial uses along Chester Avenue, where there appears to be many underutilized commercial parcels in need of revitalization. While there are few vacant sites to accommodate large scale infill developments, considerations for this area include providing opportunities for well-designed mid-block high-density residential uses along Chester Avenue.

- Land Use Recommendations: High-Density Residential along Chester Avenue (20 du/ac)

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H ST./WHITE LN.—COMMERCIAL/EMPLOYMENT CENTER STATION

This station area is centered at the intersection of H Street and White Lane, which is a commercial industrial intersection surrounded by residential neighborhoods. To the extent that there is a demand in the City for higher-density residential product types, this area has potential for growth, particularly on the north and south side of White Lane between H Street and the railroad tracks, where there are large vacant and underutilized parcels. Alternatively, it may be important to retain this area for industrial uses given the limited amount of industrial land in the City.

- Land Use Recommendations: Potential for intensification if industrial is not needed; High-Density Residential (20 + du/ac)

H ST./PACHECO RD.—MIXED-USE/NEIGHBORHOOD WALK-UP STATION

This station area is largely comprised of stable residential neighborhoods. One large vacant site is located at the northwest corner of H Street and Pacheco Road, and a smaller vacant site south of Pacheco on the west side of H Street. These vacant sites present some small-scale TOD opportunities.

- Land Use Recommendations: High-Density Residential with corner commercial on vacant sites (20 du/ac)

H ST./PANAMA LN.—MIXED-USE/NEIGHBORHOOD WALK-UP STATION OR COMMERCIAL/EMPLOYMENT CENTER STATION

This station area is largely comprised of stable residential neighborhoods with supporting corner commercial uses. Just outside of the quarter-mile radius heading west towards the freeway and then south along the west side of H Street are large vacant parcels. These large sites present substantial opportunities for park and ride facilities combined with TOD or other use that demands extensive land area.

- Land Use Recommendations: Large vacant sites near freeway present TOD potential

H ST./HOSKING AVE.—MIXED-USE/NEIGHBORHOOD WALK-UP STATION OR COMMERCIAL/EMPLOYMENT CENTER STATION

Similar to the H St./Panama Ln. station area, this station area contains mostly large vacant parcels on the west side of H Street down to Taft Hwy. The east side of H Street is also vacant south of Hosking, beyond which further east and north is stable residential. The vacant sites present opportunities for large scale TOD, employment centers or other use requiring extensive land area. The absence of a freeway entrance from Hosking Avenue precludes the opportunity for a park-and-ride facility.

- Land Use Recommendations: TOD, employment center or other large-scale use on vacant parcels

H ST./TAFT HWY.—END OF LINE STATION

This station serves as the southernmost station along the proposed BRT route. At the southwest corner is the entrance to the 99 Freeway. Vacant sites are located at the northwest corner with surrounding stable residential neighborhoods. At the southeast corner is a mini storage facility and RV park with surrounding open space. It appears that the market currently does not favor this location nor the two previous stations along the BRT route; however, long term TOD growth potential exists at this station area.

- **Land Use Recommendations:** Long term TOD growth potential at vacant sites

RESIDENTIAL and MIXED-USE PROTOTYPES

Attachment 3 presents examples of residential and mixed-use prototypes to illustrate the range of densities recommended above. Consistent with theories of urban design, the aim is to soften the perception of higher densities by layering in more amenities that improve the image and "feel" of the corridor. As densities increase, so should the amenity package (e.g., landscaping, street furniture, building articulations, multi-modal options such as bike lanes, etc.).

Attachment 1: Tables

Table 1: Station Growth Summary Table: 2020 and 2035

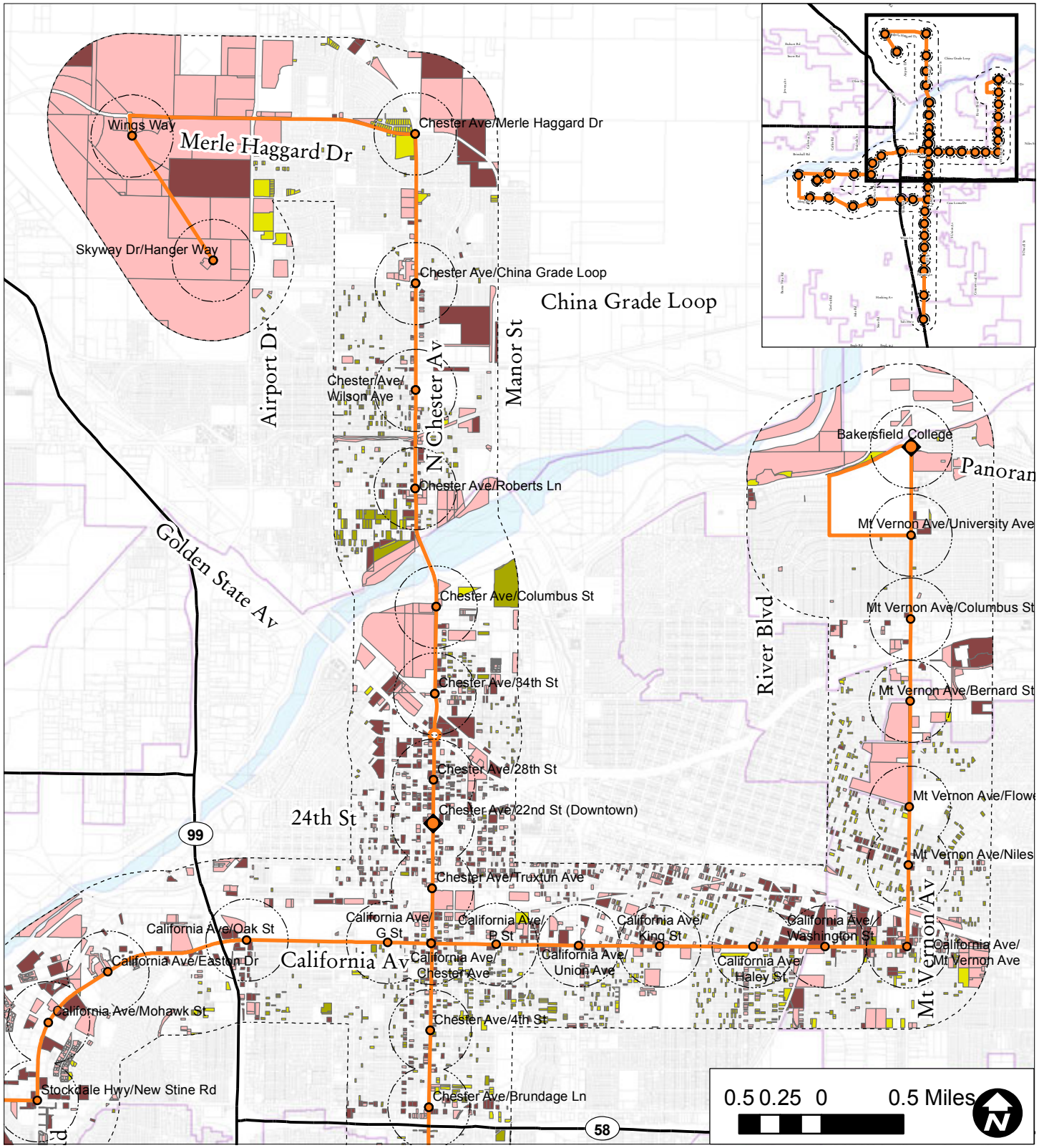
1/4-MILE STATION AREA NAME	HOUSEHOLD INCREASE BETWEEN 2006 AND 2020	HOUSEHOLD INCREASE BETWEEN 2006 AND 2035	POPULATION INCREASE BETWEEN 2006 AND 2020	POPULATION INCREASE BETWEEN 2006 AND 2035	EMPLOYEE INCREASE BETWEEN 2006 AND 2020	EMPLOYEE INCREASE BETWEEN 2006 AND 2035
Bakersfield College	225	537	686	1553	459	998
Cal State University Bakersfield	0	0	2	2	616	1332
California Ave/Chester Ave	82	178	280	535	244	531
California Ave/Easton Dr	0	0	10	10	142	306
California Ave/G St	0	0	6	6	228	499
California Ave/Haley St	0	0	91	91	218	473
California Ave/King St	0	0	108	108	173	375
California Ave/Mohawk St	0	0	8	8	136	292
California Ave/Mt Vernon Ave	0	89	92	325	317	684
California Ave/Oak St	0	0	14	14	213	466
California Ave/P St	82	178	317	572	640	1381
California Ave/Union Ave	0	0	86	86	291	631
California Ave/Washington St	0	0	65	65	245	531
Chester Ave/22nd St (Downtown)	19	46	47	101	614	1330
Chester Ave/28th St	19	46	45	99	647	1398
Chester Ave/34th St	0	0	52	52	492	1069
Chester Ave/4th St	82	178	315	570	96	207
Chester Ave/Belle Ter	28	67	86	168	19	43
Chester Ave/Brundage Ln	14	53	86	168	111	245
Chester Ave/China Grade Loop	31	70	60	265	72	151
Chester Ave/Columbus St	11	40	10	29	231	503
Chester Ave/Merle Haggard Dr	41	292	198	741	319	690
Chester Ave/Roberts Ln	0	0	13	13	190	413
Chester Ave/Truxtun Ave	19	46	47	101	629	1369
Chester Ave/Wilson Ave	0	0	11	11	70	148
H St/Fairview Rd	0	0	169	169	196	424
H St/Hosking Ave	259	840	1021	2456	153	1593
H St/Pachie Rd	0	0	156	156	23	51
H St/Panama Ln	187	448	858	1803	373	2067
H St/Planz Rd	0	0	148	148	29	64

Table 1: Station Growth Summary Table: 2020 and 2035

1/4-MILE STATION AREA NAME	HOUSEHOLD INCREASE BETWEEN 2006 AND 2020	HOUSEHOLD INCREASE BETWEEN 2006 AND 2035	POPULATION INCREASE BETWEEN 2006 AND 2020	POPULATION INCREASE BETWEEN 2006 AND 2035	EMPLOYEE INCREASE BETWEEN 2006 AND 2020	EMPLOYEE INCREASE BETWEEN 2006 AND 2035
H St/Taft Hwy	188	452	785	1724	332	717
H St/White Ln	0	0	135	135	4	12
H St/Wilson Rd	0	0	144	144	98	212
Ming Ave/Ashe Rd	0	0	15	15	0	0
Ming Ave/Chester Ave	17	40	130	263	88	191
Ming Ave/Gosford Rd	157	459	281	1048	755	1635
Ming Ave/Hughes Ln	101	153	325	899	0	0
Ming Ave/Newstine Rd	0	0	14	14	0	0
Ming Ave/Scarlet Oak Blvd	44	178	166	586	1371	2967
Ming Ave/Wible Rd (Hwy 99)	132	161	377	937	4	9
Mt Vernon Ave/Bernard St	1	1	9	9	150	331
Mt Vernon Ave/Columbus St	1	1	17	17	268	586
Mt Vernon Ave/Flower St	11	19	9	48	46	97
Mt Vernon Ave/Niles Pt	0	8	16	55	46	97
Mt Vernon Ave/University Ave	0	0	11	11	334	726
Skyway Dr/Hanger Way	174	174	557	1019	553	1194
Stockdale Hwy/Ashe Rd	39	154	88	341	31	68
Stockdale Hwy/Calloway Dr	188	243	1190	1442	2242	4646
Stockdale Hwy/Coffee Rd	73	282	166	752	861	1862
Stockdale Hwy/New Stine Rd	0	0	11	11	14	32
Wings Way	0	0	0	0	1284	2783

***For each 1/4-mile diameter station area this analysis includes each TAZ that intersects it.** The columns in this table cannot be summarized to get an accurate sum total projection for all planned BRT stations due to TAZs that intersect more than one station area, and station areas overlapping each other. This table is designed to show the projected growth for each station area independently from adjacent stations. A separate analysis would need to be conducted to estimate total forecast growth for all station areas or groupings of station areas with overlap of each other or sharing TAZs.

Attachment 2: Figures



Source: IBI Group

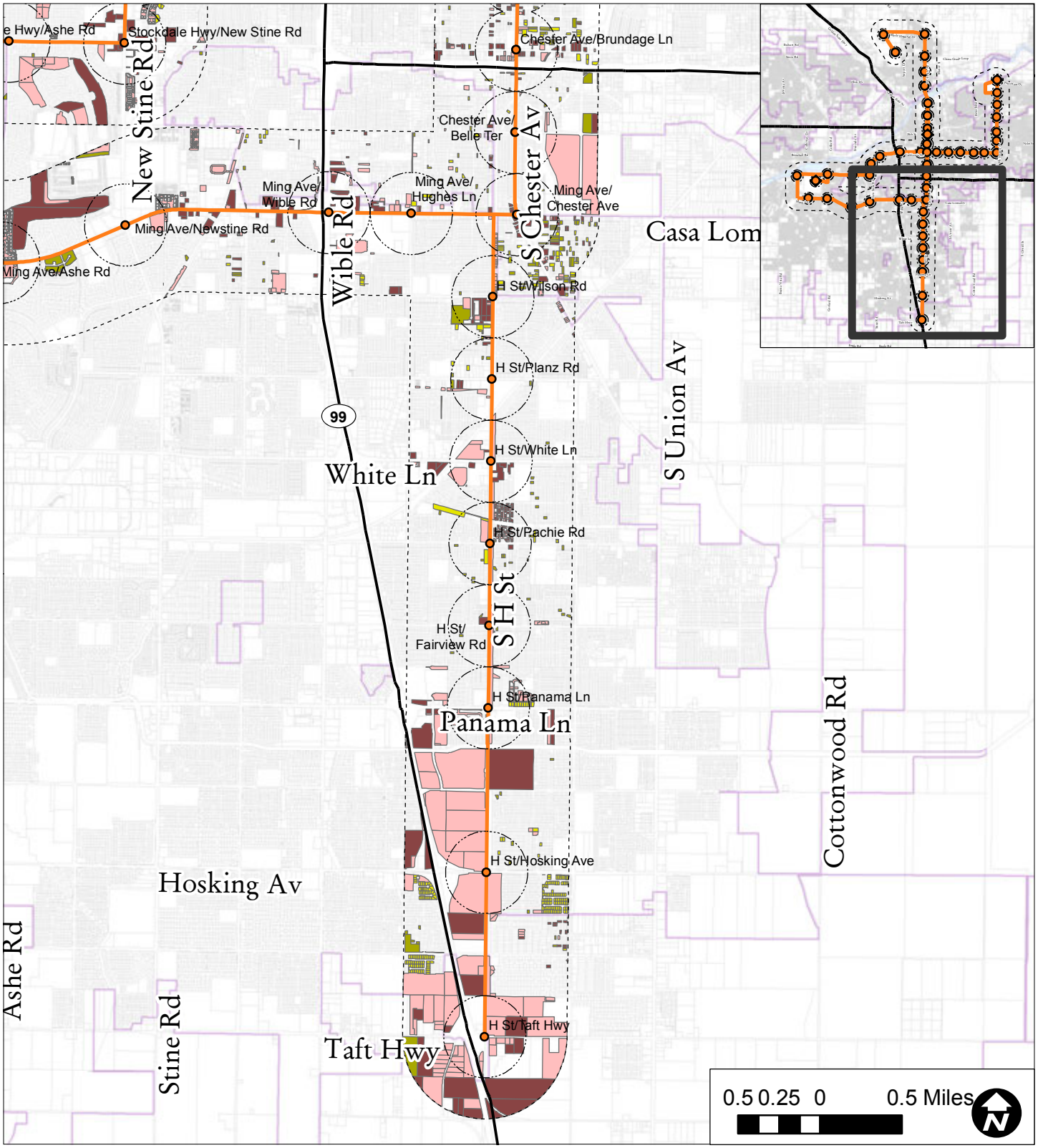
- BRT Station
- BRT Transfer Station
- BRT Line
- Quarter-Mile Buffer
- Half-Mile Buffer
- Bakersfield City Boundary

Infill Opportunity Sites

- Non-Residential; Vacant
- Non-Residential; Underutilized
- Residential; Vacant
- Residential; Underutilized

FIGURE 1

INFILL DEVELOPMENT OPPORTUNITIES-SUBAREA A



Source: IBI Group

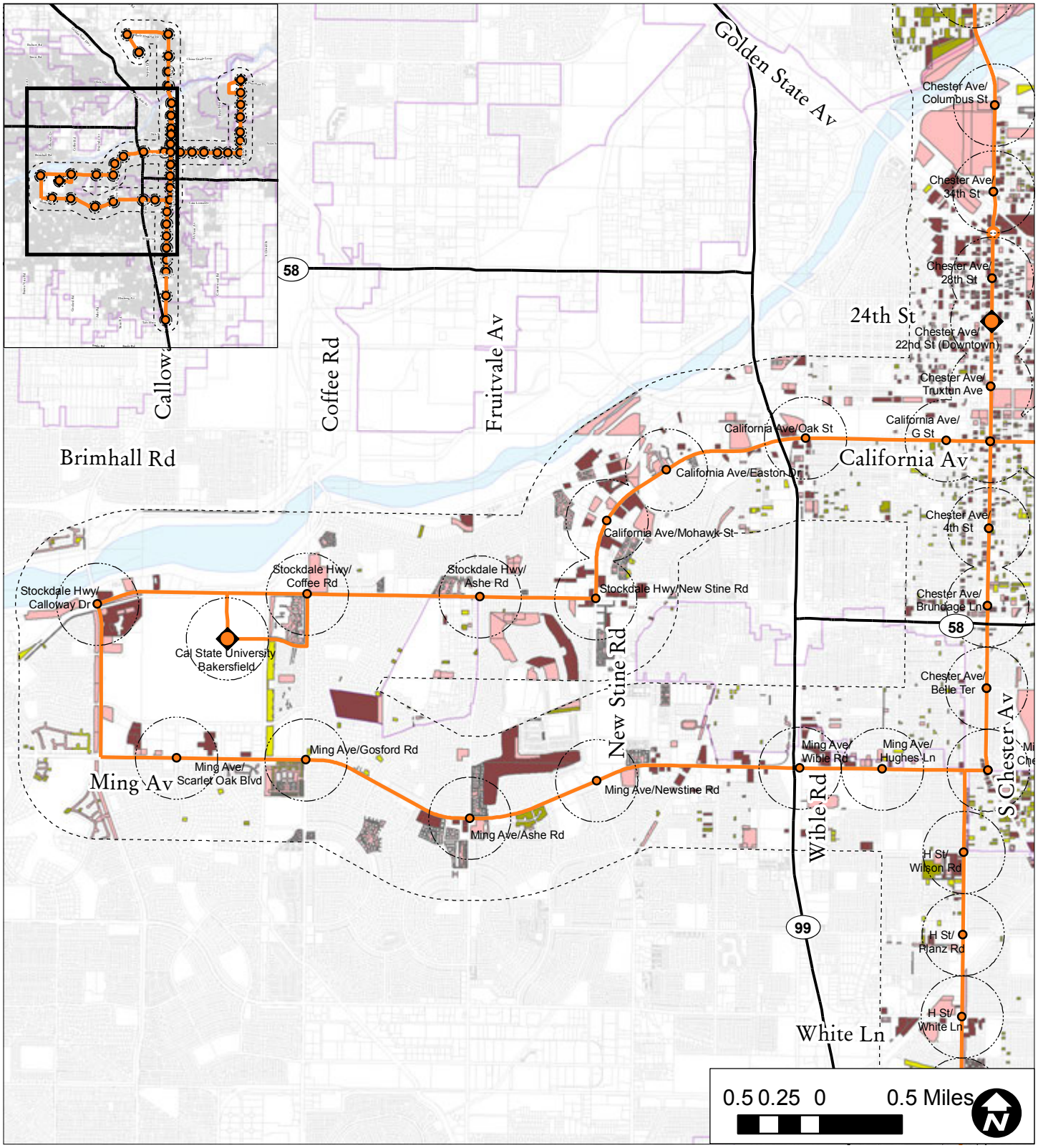
- BRT Station
- BRT Transfer Station
- BRT Line
- Quarter-Mile Buffer
- Half-Mile Buffer
- Bakersfield City Boundary

Infill Opportunity Sites

- Non-Residential; Vacant
- Non-Residential; Underutilized
- Residential; Vacant
- Residential; Underutilized

FIGURE 2

INFILL DEVELOPMENT OPPORTUNITIES-SUBAREA B



Source: IBI Group

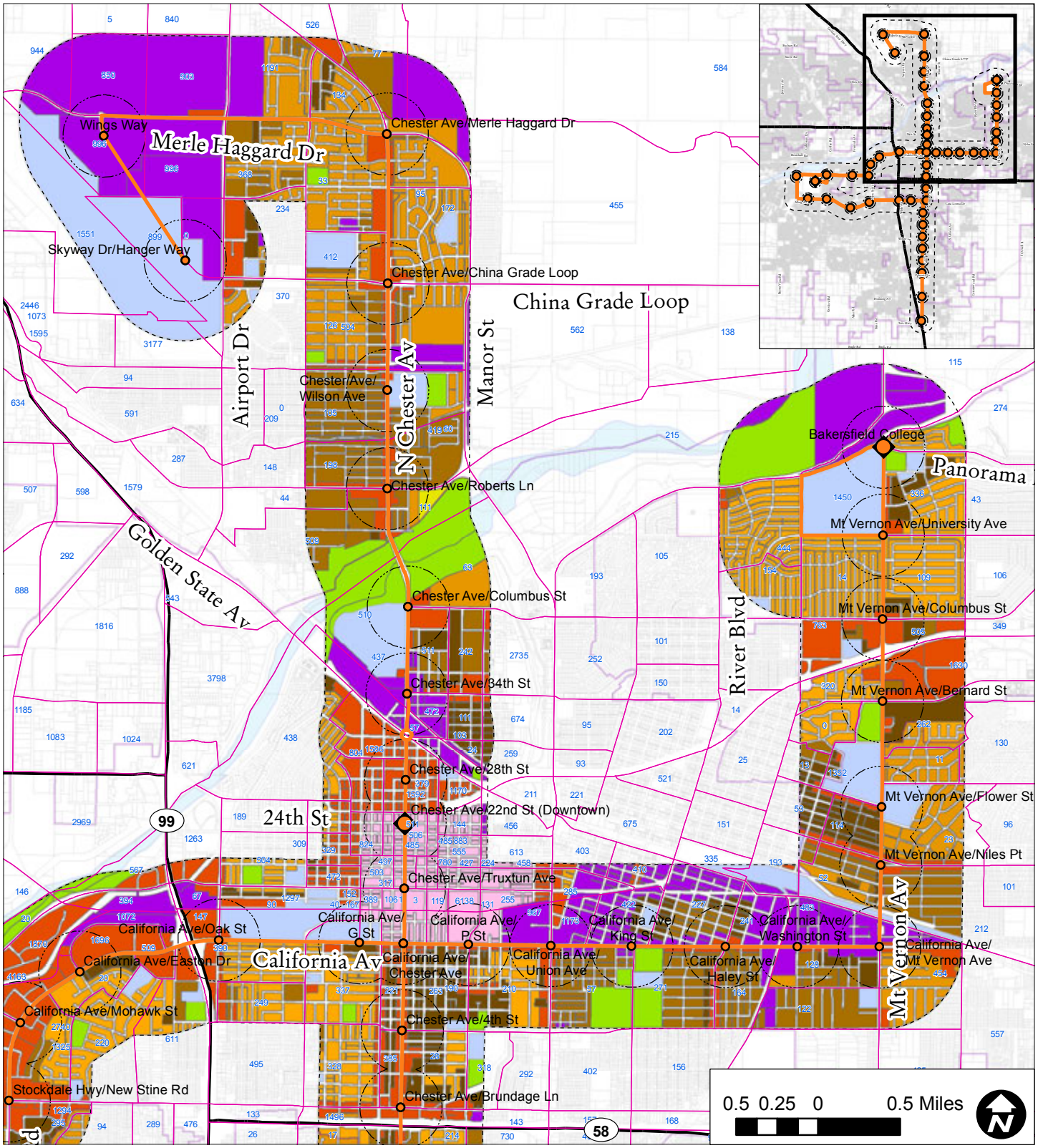
- BRT Station
- BRT Transfer Station
- BRT Line
- Quarter-Mile Buffer
- Half-Mile Buffer
- Bakersfield City Boundary

Infill Opportunity Sites

- Non-Residential; Vacant
- Non-Residential; Underutilized
- Residential; Vacant
- Residential; Underutilized

FIGURE 3

INFILL DEVELOPMENT OPPORTUNITIES-SUBAREA C

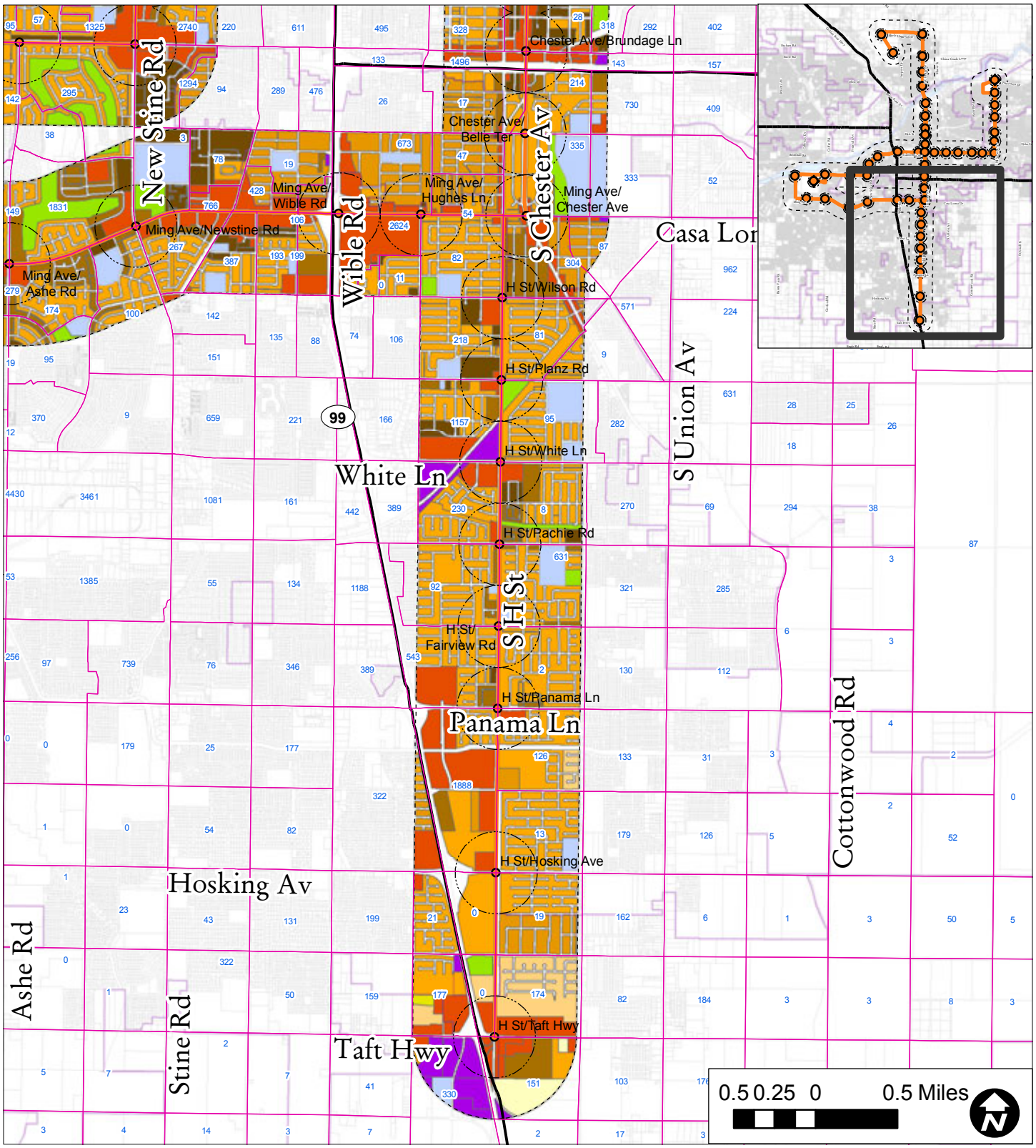


Source: IBI Group.

BRT Station
BRT Transfer Station; Downtown
BRT Line
Quarter-Mile Buffer
Half-Mile Buffer
Employee Total (2035)
Bakersfield City Boundary

General Plan Land Use
Rural Residential - Min. 2.5 Gross Acre/Unit
Estate Residential - Min. 1 Net Acre/Unit
Suburban Residential - Max 4DU/Acre
Low Density Res - Max 7.26 DU/Acre
Low Medium Density Res 10 DU/Acre
High Med Density Res - Max.17.42 DU/Acre
High Density Res - Max 72.6 DU/Acre
Mixed Use
Commercial
Industrial or Petroleum
Schools
Public Facilities
Open Space

FIGURE 4
GENERAL PLAN LAND USE WITH TOTAL EMPLOYEES FORECAST BY 2035, BY TAZ. SUBAREA A



BRT Station
BRT Transfer Station; Downtown
BRT Line
Quarter-Mile Buffer
Half-Mile Buffer
Employee Total (2035)
Bakersfield City Boundary

General Plan Land Use
Rural Residential - Min. 2.5 Gross Acre/Unit
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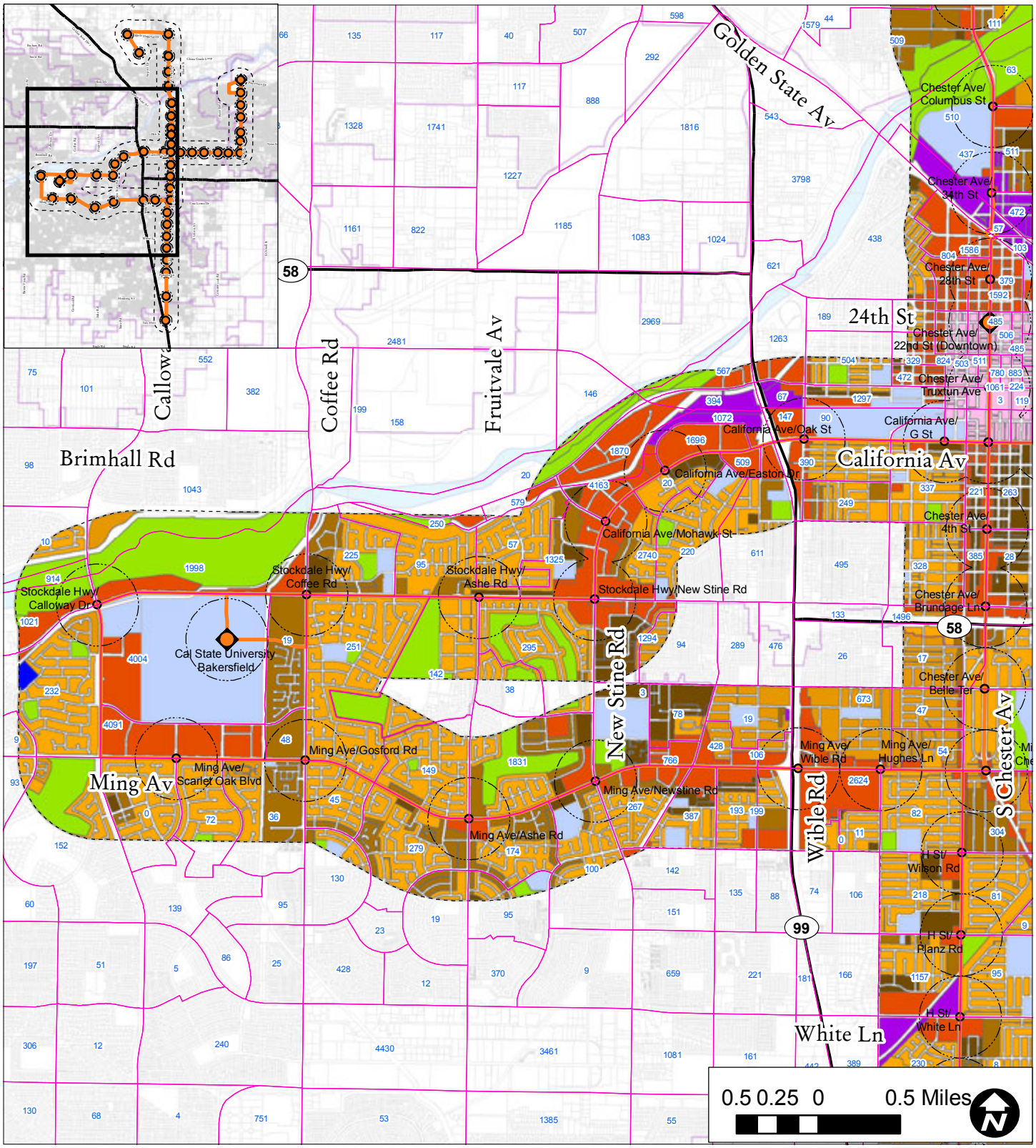
High Density Res - Max 72.6 DU/Acre
Mixed Use
Commercial
Industrial or Petroleum
Schools
Public Facilities
Open Space

Source: IBI Group.

FIGURE 5

GENERAL PLAN LAND USE WITH TOTAL EMPLOYEES FORECAST BY 2035, BY TAZ. SUBAREA B



BRT Station
BRT Transfer Station; Downtown
BRT Line
Quarter-Mile Buffer
Half-Mile Buffer
Employee Total (2035)
Bakersfield City Boundary

General Plan Land Use
Rural Residential - Min. 2.5 Gross Acre/Unit
Estate Residential - Min. 1 Net Acre/Unit
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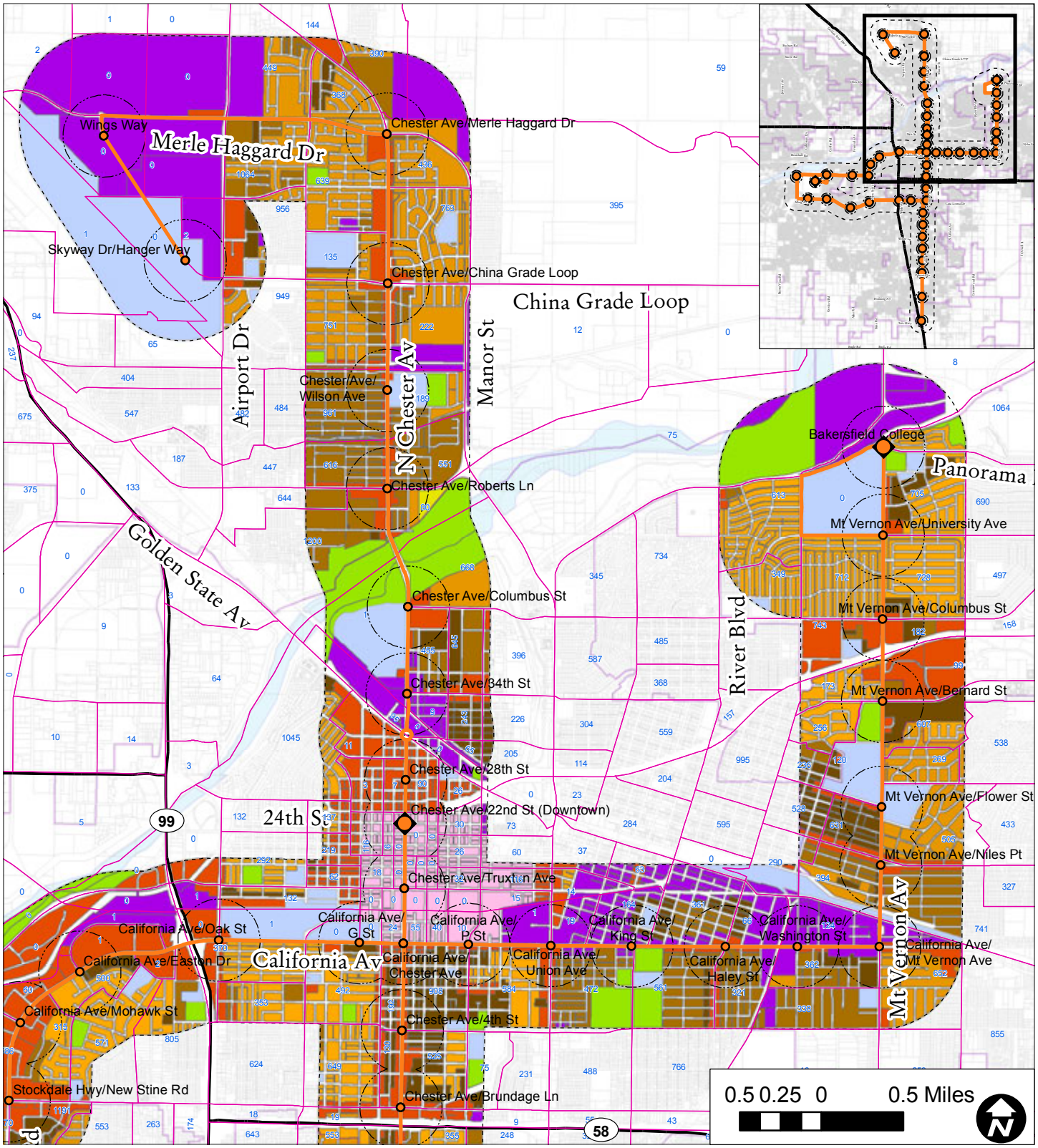
High Density Res - Max 72.6 DU/Acre
Mixed Use
Commercial
Industrial or Petroleum
Schools
Public Facilities
Open Space

Source: IBI Group.

FIGURE 6

GENERAL PLAN LAND USE WITH TOTAL EMPLOYEES FORECAST BY 2035, BY TAZ. SUBAREA C

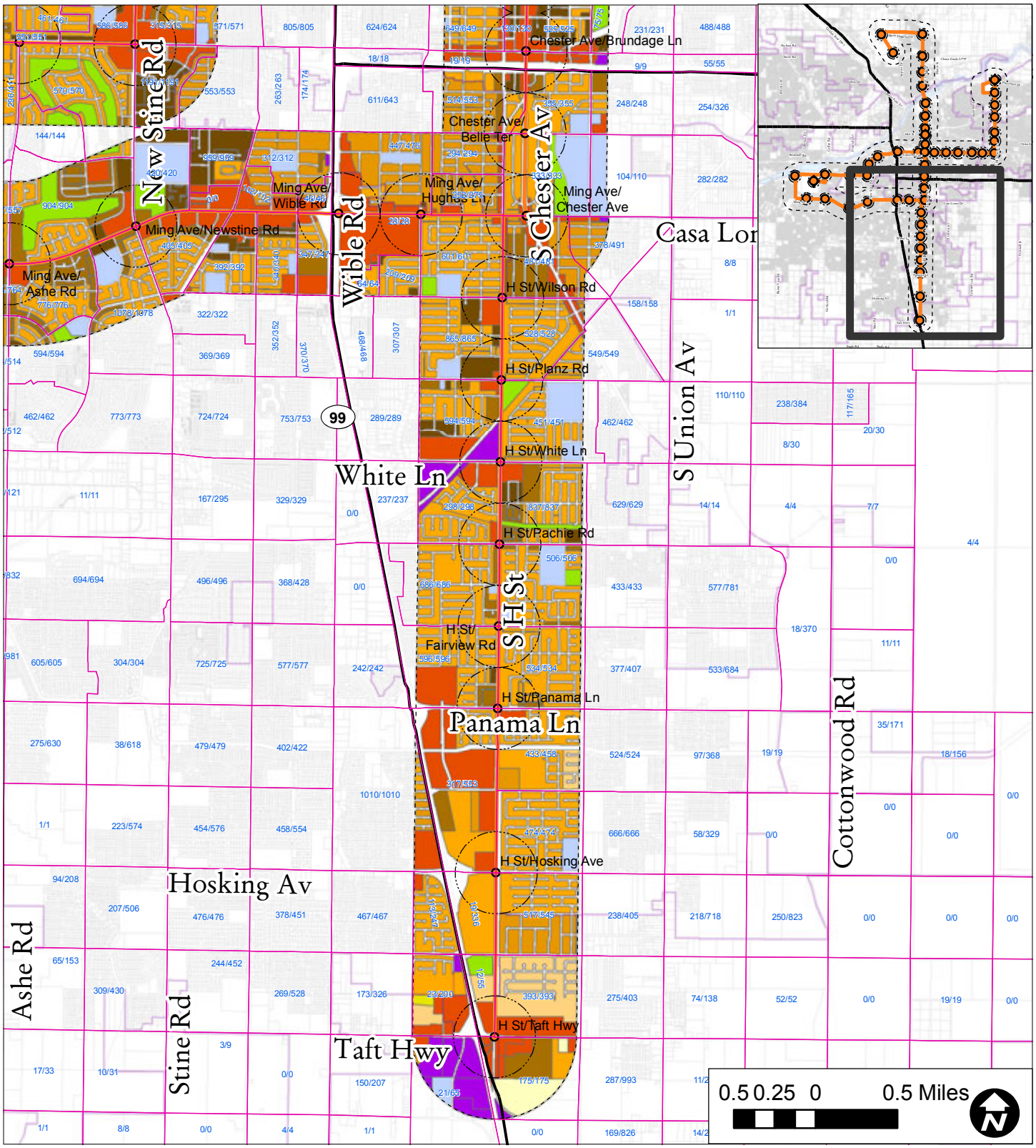


BRT Station
BRT Transfer Station; Downtown
BRT Line
Quarter-Mile Buffer
Half-Mile Buffer
Household Total (2035)
Bakersfield City Boundary

General Plan Land Use
Rural Residential - Min. 2.5 Gross Acre/Unit
Estate Residential - Min. 1 Net Acre/Unit
Suburban Residential - Max 4DU/Acre
Low Density Res - Max 7.26 DU/Acre
Low Medium Density Res 10 DU/Acre
High Med Density Res - Max.17.42 DU/Acre
High Density Res - Max 72.6 DU/Acre
Mixed Use
Commercial
Industrial or Petroleum
Schools
Public Facilities
Open Space

Source: IBI Group.

FIGURE 7
GENERAL PLAN LAND USE WITH TOTAL HOUSEHOLDS FORECAST BY 2035, BY TAZ. SUBAREA A



BRT Station
BRT Transfer Station; Downtown
BRT Line
Quarter-Mile Buffer
Half-Mile Buffer
Household Total (2035)
Bakersfield City Boundary

General Plan Land Use
Rural Residential - Min. 2.5 Gross Acre/Unit
Estate Residential - Min. 1 Net Acre/Unit
Suburban Residential - Max 4DU/Acre
Low Density Res - Max 7.26 DU/Acre
Low Medium Density Res 10 DU/Acre
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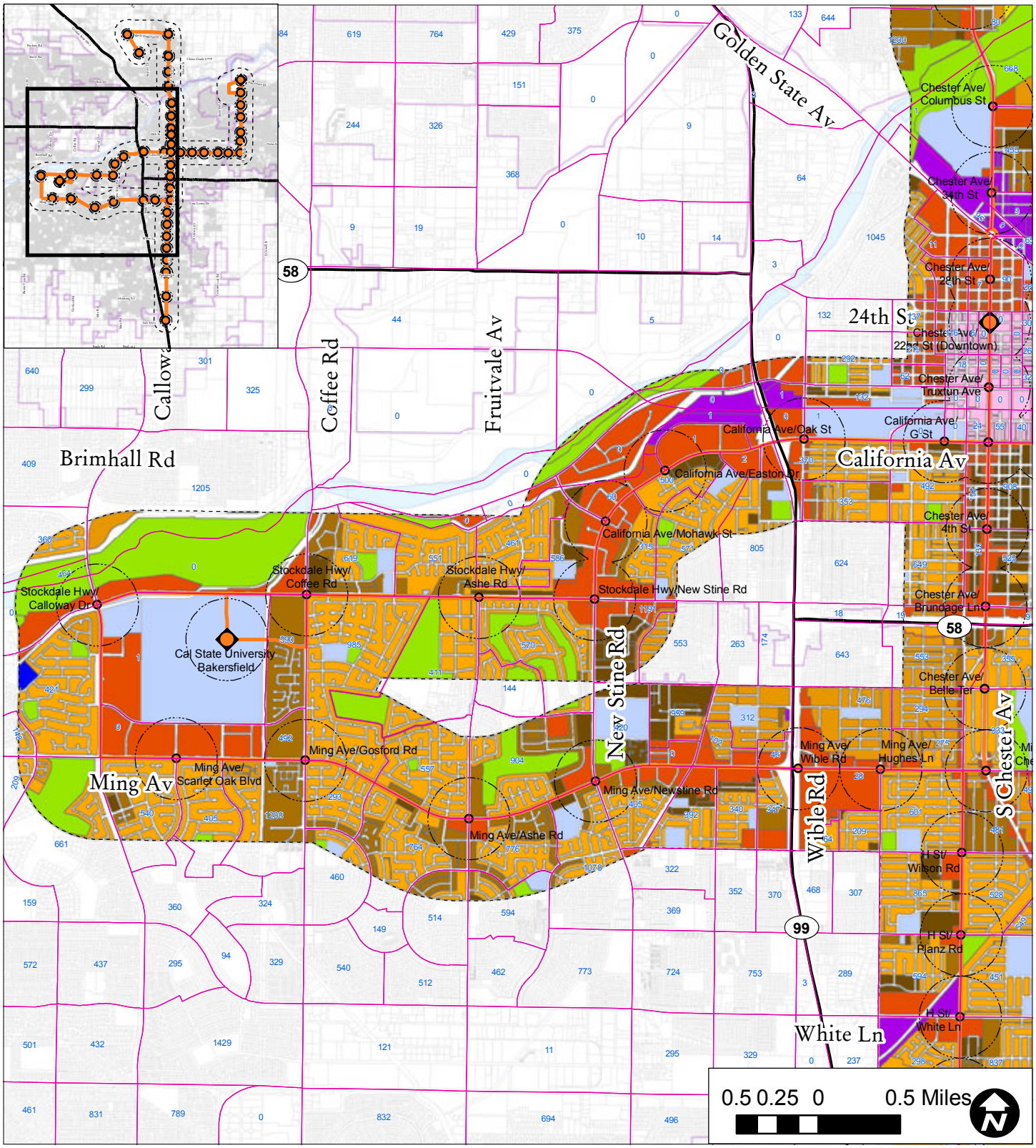
High Density Res - Max 72.6 DU/Acre
Mixed Use
Commercial
Industrial or Petroleum
Schools
Public Facilities
Open Space

Source: IBI Group.

FIGURE 8

GENERAL PLAN LAND USE WITH TOTAL HOUSEHOLDS FORECAST BY 2035, BY TAZ. SUBAREA B



BRT Station
BRT Transfer Station; Downtown
BRT Line
Quarter-Mile Buffer
Half-Mile Buffer
Household Total (2035)
Bakersfield City Boundary

General Plan Land Use
Rural Residential - Min. 2.5 Gross Acre/Unit
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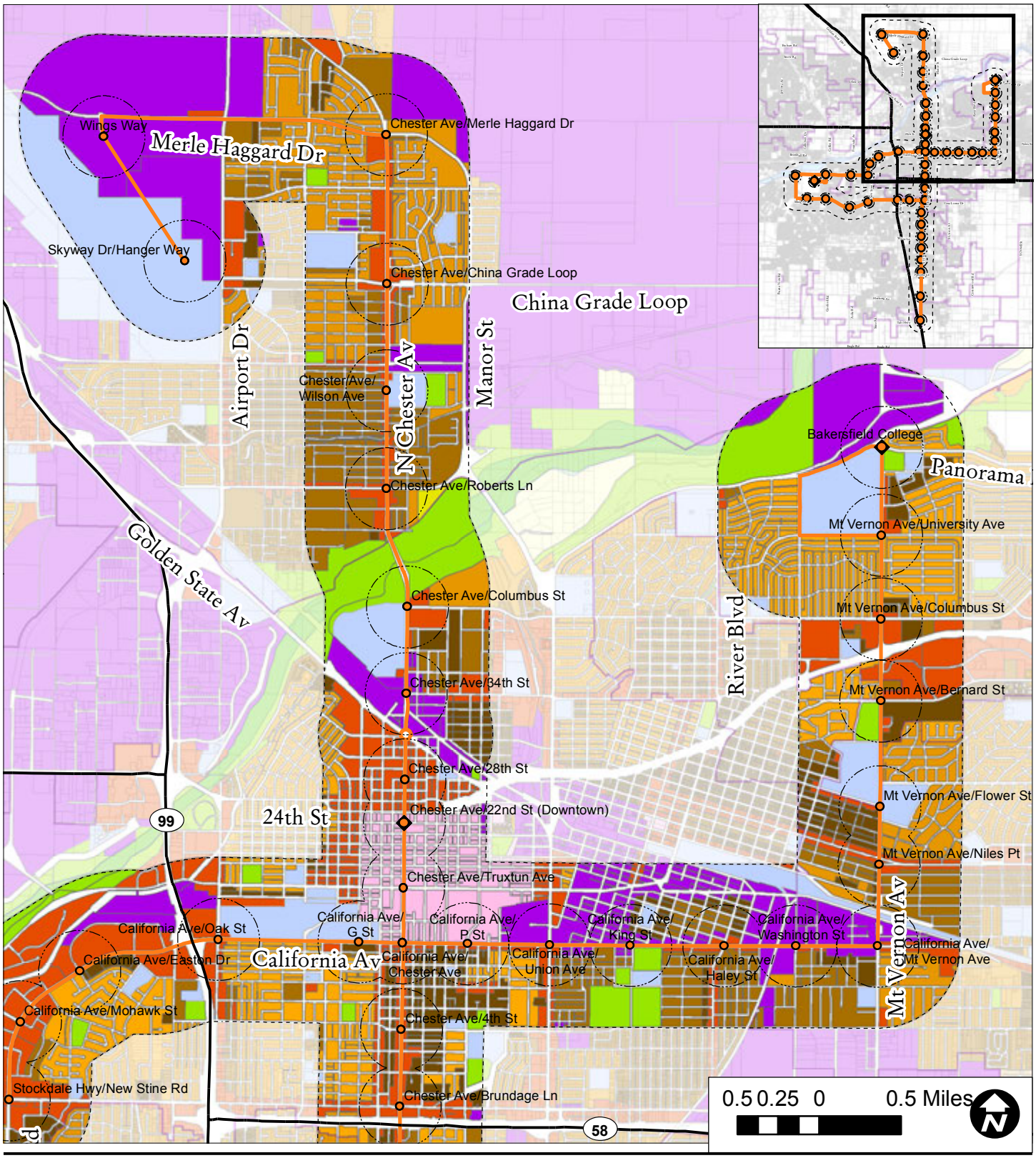
Mixed Use
Commercial
Industrial or Petroleum
Schools
Public Facilities
Open Space

Source: IBI Group.

FIGURE 9

GENERAL PLAN LAND USE WITH TOTAL HOUSEHOLDS FORECAST BY 2035, BY TAZ. SUBAREA C



Source: IBI Group

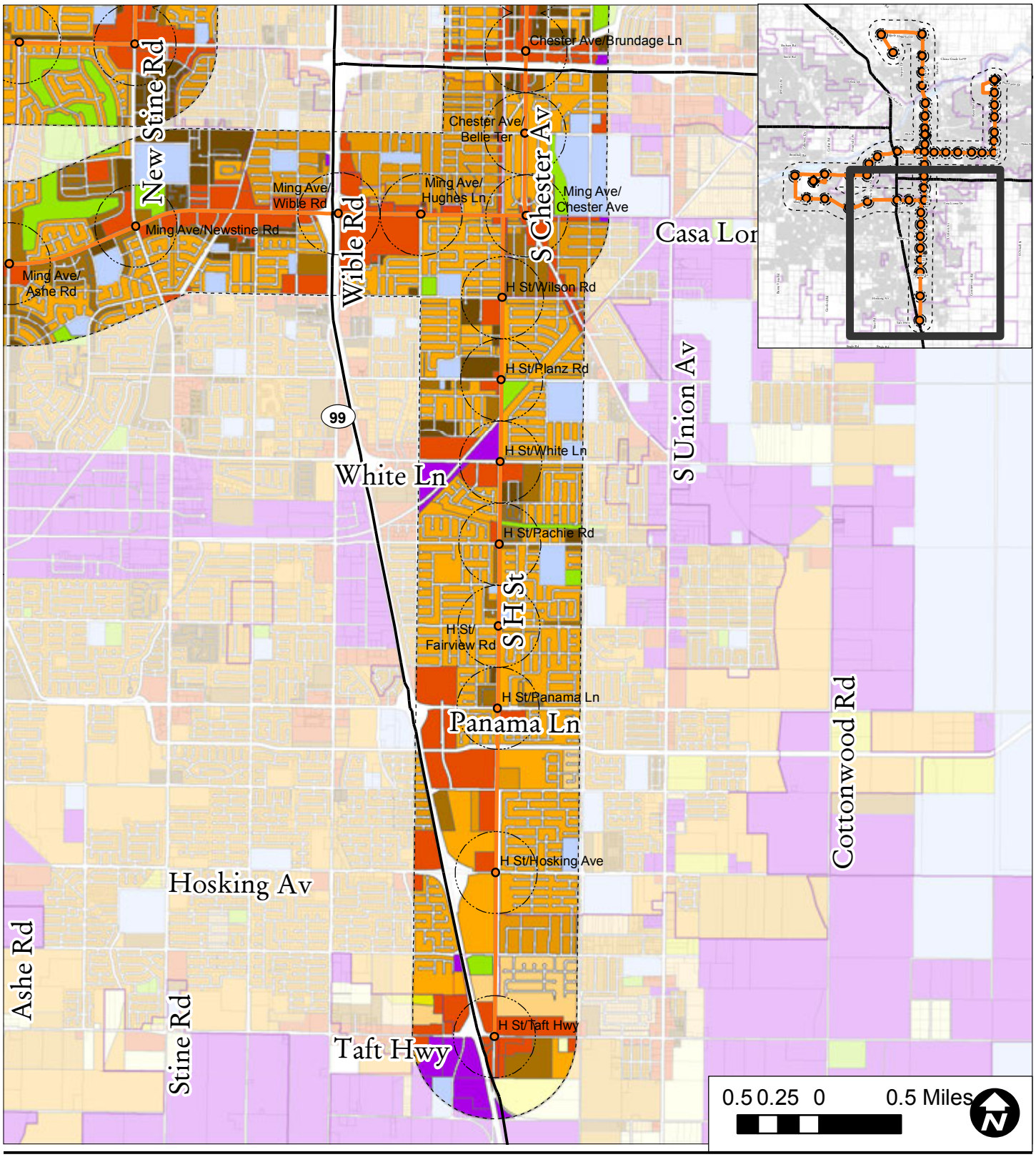
- BRT Station
- BRT Transfer Station; Downtown
- BRT Line
- Quarter-Mile Buffer
- Half-Mile Buffer
- Bakersfield City Boundary

General Plan Land Use

- Rural Residential - Min. 2.5 Gross Acre/Unit
- Estate Residential - Min. 1 Net Acre/Unit
- Suburban Residential - Max 4DU/Acre
- Low Density Res - Max 7.26 DU/Acre
- Low Medium Density Res 10 DU/Acre
- High Med Density Res - Max.17.42 DU/Acre
- High Density Res - Max 72.6 DU/Acre
- Mixed Use
- Commercial
- Industrial or Petroleum
- Schools
- Public Facilities
- Open Space

FIGURE 10

GENERAL PLAN LAND USE-SUBAREA A



Source: IBI Group

- BRT Station
- BRT Transfer Station; Downtown
- BRT Line
- Quarter-Mile Buffer
- Half-Mile Buffer
- Bakersfield City Boundary

General Plan Land Use

- Rural Residential - Min. 2.5 Gross Acre/Unit
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- Suburban Residential - Max 4DU/Acre
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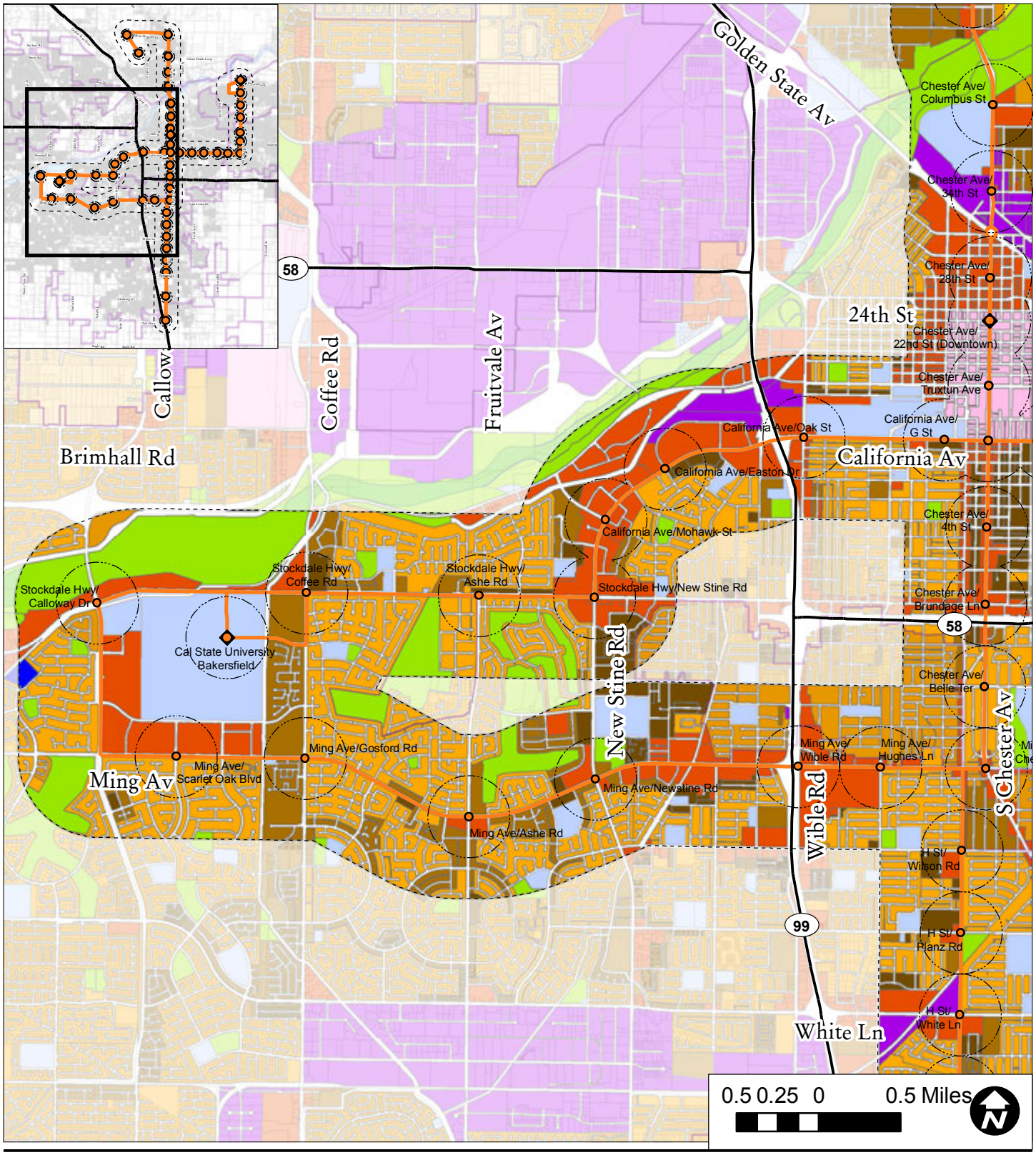
- High Density Res - Max 72.6 DU/Acre
- Mixed Use
- Commercial
- Industrial or Petroleum
- Schools
- Public Facilities
- Open Space

FIGURE 11

GENERAL PLAN LAND USE- SUBAREA B



Source: IBI Group

- BRT Station
- BRT Transfer Station; Downtown
- BRT Line
- Quarter-Mile Buffer
- Half-Mile Buffer
- Bakersfield City Boundary

General Plan Land Use

- Rural Residential - Min. 2.5 Gross Acre/Unit
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- High Density Res - Max 72.6 DU/Acre
- Mixed Use
- Commercial
- Industrial or Petroleum
- Schools
- Public Facilities
- Open Space

FIGURE 12

GENERAL PLAN LAND USE - SUBAREA C

Attachment 3: Density Prototypes

RESIDENTIAL PROTOTYPES (12-17 du/ac)

The images below present examples of residential prototypes with densities of 12 to 17 dwelling units per acre. Residential prototypes within this density range typically consist of two to three story buildings comprised of attached units. These prototypes provide a pedestrian-friendly environment along corridors as they have a strong relationship to the public realm and building masses of comfortable human-scale.

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RESIDENTIAL PROTOTYPES (17-20 du/ac)

The images below present examples of residential prototypes with densities of 17 to 20 dwelling units per acre. Residential prototypes within this density range typically consist of two to three story buildings comprised of attached townhomes and/or flats. These prototypes provide a comfortable composition similar to lower density products but at a greater development efficiency.

RESIDENTIAL PROTOTYPES (20-30 du/ac)

The images below present examples of residential prototypes with densities of 20 to 30 dwelling units per acre. Residential prototypes within this density range typically consist of three to five story buildings. Mass articulation and frontage details are important for these prototypes. They are particularly well-suited for corridors with higher volumes of traffic flow.

MIXED-USE PROTOTYPES (17-20 du/ac)

The images below present examples of mixed-use prototypes in the range of densities between 17 to 20 dwelling units per acre. These prototypes typically consist of three story buildings with a strong street-level presence. Ground-floor commercial uses can be detached or attached to the residential unit above. Mixed-use prototypes within this density range provide active street corridors, especially with on-street parking and enhanced public amenities for pedestrians.

MIXED-USE PROTOTYPES (20-30 du/ac)

The images below present examples of mixed-use prototypes with densities of 20 to 30 dwelling units per acre. Mixed-use prototypes within this range typically consist of buildings of four stories or more with ground-floor commercial uses separate from the residences above. These prototypes are particularly well-suited for development on large parcels adjacent to corridors with higher volumes of traffic flow.