Kern Council
of Governments

March 20, 2015

Mr. Bruce De Terra
California Department of Transportation
Division of Transportation Programming, MS82
P.O. Box 942874
Sacramento, CA 94274-0001

Attention: Mr. Muhaned Aljabiry

Subject: Submittal of the Kern Council of Governments' Amendment No. 4 to the 2015 Federal Transportation Improvement Program

Dear Mr. De Terra:

Enclosed for your review and approval is Amendment No. 4 to the 2015 Federal Transportation Improvement Program (FTIP) that relies on a federally approved Conformity Analysis. The final adopted documents meet all applicable transportation planning requirements per 23 CFR Part 450 and 40 CFR Part 93.

A 30-day public review and interagency consultation period was completed on March 9, 2015. A public hearing was held on February 19, 2015. No comments were received. The public participation process for Amendment No. 4 to the 2015 FTIP is consistent with Kern COG Board adopted public participation plan. On March 19, 2015, the Kern COG Board of Directors approved Amendment No. 4 to the 2015 FTIP. State and federal approval is required.

Included with this letter are two hard copies of Amendment No. 4 to the 2015 FTIP. An electronic copy of the four year financial plan will be sent via email. The Amendment No. 4 to the 2015 FTIP is available online on Kern COG's website at www.kerncog.org

If you should have any questions, please feel free to call Raquel Pacheco at (661) 861-2191.

Sincerely,

AHRON HAKIMI,
EXECUTIVE DIRECTOR

AH/rp

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

Enclosures

cc:

Muhaned Aljabiry, Caltrans, Div. Of Programs (2 copies)
Gail Miller, Caltrans District 6 (letter)
Jim Perrault, Caltrans District 6 (electronic)
Forest Becket, Caltrans District 9 (electronic)
Scott Carson, FHWA (electronic)
Ted Matley, FTA (electronic)
Hymie Luden, FTA (letter)
Karina O'Connor, US EPA (electronic)
Matthew Lakin, US EPA (electronic)
Cari Anderson, ARB (electronic)
Chelsea Gonzales, SJVAPCD (electronic)
Glen Stephens, EKAPCD (electronic)
Executive Directors, Valley COGs (electronic)

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

RESOLUTION NO. 15-18

In the matter of:

2015 Federal Transportation Improvement Program Amendment #4 that relies on a previous Conformity Analysis

---

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

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

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

WHEREAS, 2015 Federal Transportation Improvement Program Amendment #4 (2015 FTIP Amendment #4) has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the Kern Council of Governments forum and general public involvement; and

WHEREAS, the 2015 FTIP Amendment #4 program listing is consistent with: 1) the 2014 Regional Transportation Plan; 2) the 2014 State Transportation Improvement Program; and 3) the Conformity Analysis for the 2015 FTIP and 2014 RTP; and

WHEREAS, the 2015 FTIP Amendment #4 contain the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2015 FTIP Amendment #4 meet all applicable transportation planning requirements per 23 CFR Part 450.

WHEREAS, projects submitted in 2015 FTIP Amendment #4 must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the 2015 FTIP Amendment #4 relies on the federally approved Conformity Analysis for 2015 FTIP and 2014 RTP; and

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

WHEREAS, the 2015 FTIP Amendment #4 does not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the 2015 FTIP Amendment #4 conforms to the applicable SIPs; and

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

WHEREAS, a public hearing was conducted on February 19, 2015 to hear and consider comments on the 2015 FTIP Amendment #4; and

NOW, THEREFORE, BE IT RESOLVED, that Kern COG adopts the 2015 FTIP Amendment #4 effective upon the effective date of Docket No. EPA-HQ-OAR-2010-0885 (April 6, 2015).

BE IT FURTHER RESOLVED, that the Kern COG finds that the 2015 FTIP Amendment #4 is in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

AUTHORIZED AND SIGNED THIS 19TH DAY OF MARCH 2015.

AYES: Hanson, Wood, Hill, McFarland, Breeden, Prout, Krier, Smith, Wegman, Couch, Miller, Parra

NOES: None

ABSTAIN: None

ABSENT: Flores, Wilke, Scrivner

Harold W. Hanson, Chairman
Kern Council of Governments

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Kern Council of Governments duly adopted at a regular meeting thereof held on the 19th day of March 2015.

Ahron Hakimi, Executive Director
Kern Council of Governments

MAR 20 2015

Date:

ATTACHMENT 1

Caltrans Summary of Changes

“CTIPS” Printout - Revised Records

Caltrans Summary of Changes

Amendment Type: Formal
Amendment #: 4

Existing or New Project	MPO FTIP/RTP ID	PROJECT TITLE	FFY of Current Programming	FFY to be Programmed	Phase	Fund Source	% Cost Increase/ Decrease	DESCRIPTION OF CHANGE
Exisitng	KER050104	IN BFL: CENTENNIAL CORRIDOR (ELEMENT OF BFL BELTWAY SYSTEM), I-5 TO SR58 AT COTTONWOOD; NEW 6 LN FWY FM SR58/SR99 TO WESTSIDE PWY (SR58 CONNECTOR); OP IMPROVE ($2,296,294 toll credits as part of match)	FFY 14/15	FFY 14/15	**RW**	NCIIP	N/A	Move $4,860,042 to PE
			FFY 14/15	FFY 15/16	**RW**	NCIIP	N/A	Move $5,119,958 to CON
			FFY 17/18	FFY 15/16	**CON**	NCIIP	N/A	Move $34,888,932 to CON
			FFY 17/18	FFY 14/15	**CON**	Local	N/A	Move $629,670 to PE
			FFY 17/18	FFY 15/16	**CON**	Local	N/A	Move $16,947,110 to CON
			FFY 17/18	N/A	**CON**	Local	4%	Delete $14,450,288
Exisitng	KER050106	IN BAKERSFIELD: SR178 AT MORNING DRIVE; CONSTRUCT NEW INTERCHANGE WITH FREEWAY	Prior Year	N/A	**PE**	NCIIP	1%	Delete $349,127
			Prior Year	N/A	**PE**	Local	1%	Delete $45,233
			Prior Year	N/A	**CON**	NCIIP	3%	Delete $1,423,562
			Prior Year	N/A	**CON**	Local	1%	Delete $184,438
Exisitng	KER120103	IN BAKERSFIELD: 24TH/23RD ST (SR178) FM SR99 TO EAST OF M ST; INTERSECTION IMPROVEMENTS AT OAK ST & WIDEN EXISTING HIGHWAY	FFY 14/15	FFY 15/16	**CON**	NCIIP	N/A	Move $7,620,027
			FFY 14/15	FFY 15/16	**CON**	Local	N/A	Move $28,379,973
Existing	KER140502	IN BAKERSFIELD: ON THE CALIFORNIA STATE UNIVERSITY, BAKERSFIELD CAMPUS; CONSTRUCTION OF A PUBLIC TRANSIT CENTER	N/A	N/A	**N/A**	CMAQ	N/A	Change project description

LEGEND

CMAQ Congestion Mitigation Air Quality Program
NCIIP National Corridor Infrastructure Improvement Program

ATTACHMENT A - REVISED RECORDS
Kern Council of Governments: Amendment No. 4 to the 2015 Federal Transportation Improvement Program

PROGRAM: State Highway / Regional Choice Program

Route Postmile PIN Ste/Fed ID Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (construction costs escalated per Caltrans percentages) — Four Year Element 14-15	15-16	16-17	17-18	18-19	19-20	Funding Summary: Local	State	Federal
178 KER120103 NCIIP Bakersfield	IN BAKERSFIELD: 24TH/23RD ST (SR178) FROM SR99 TO EAST OF M ST; INTERSECTION IMPROVEMENTS AT OAK ST & WIDEN EXISTING HIGHWAY $54,000,000 20400000649	PE RW Con Total	$4,000,000 $14,000,000 $18,000,000		$36,000,000 $36,000,000					RTP Reference: KER08RTP014 Prior Yr Status: --- Future Cost Est: --- Prior $2,064,600 Current $28,379,973		$15,935,400 $7,620,027
178 KER050106 NCIIP Bakersfield	IN BAKERSFIELD: SR178 AT MORNING DRIVE; CONSTRUCT NEW INTERCHANGE WITH FREEWAY $39,108,422 20400000393	PE RW Con Total	$7,405,640 $1,560,210 $30,142,572 $39,108,422							RTP Reference: KER08RTP010 Prior Yr Status: Project Completion Pending Future Cost Est: --- Prior $4,485,737 Current		$34,622,685
Regional KER050104 NCIIP Bakersfield	IN BFL: CENTENNIAL CORRIDOR (ELEMENT OF BFL BELTWAY SYSTEM), I-5 TO SR58 AT COTTONWOOD; NEW 6 LN FWY SR58/SR99 TO WESTSIDE PWY $384,149,712 20400000391	PE RW Con Total	$64,000,000 $64,000,000	$5,489,712 $20,020,000 $25,509,712	$56,956,000 $56,956,000		$237,684,000 $237,684,000			RTP Reference: KER08RTP020 Prior Yr Status: --- Future Cost Est: --- Prior $7,340,800 Current 222,259,780		$56,659,200 $97,889,932

ATTACHMENT A - REVISED RECORDS
Kern Council of Governments: Amendment No. 4 to the 2015 Federal Transportation Improvement Program

PROGRAM: Congestion Mitigation and Air Quality Program (Transit Projects)

Route Postmile PIN Ste/Fed ID Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (construction costs escalated per Caltrans percentages) — Four Year Element 14-15	15-16	16-17	17-18	18-19	19-20	Funding Summary Local	State	Federal
KER140502 CMAQ 5.06 GET	IN BAKERSFIELD: ON THE CALIFORNIA STATE UNIVERSITY, BAKERSFIELD CAMPUS; CONSTRUCTION OF A PUBLIC TRANSIT CENTER $1,345,100 20400000730	PE RW Con Total		$130,985 $130,985	$1,214,115 $1,214,115					RTP Reference: 2014 RTP, Page 5-4 Prior Yr Status: --- Future Cost Est: --- Prior Current $154,300		$1,190,800

ATTACHMENT 2

Updated Financial Plan

TABLE 1: REVENUE

LG: 10/1/2014

Kern Council of Governments
2014/15 - 2017/18 Federal Transportation Improvement Program
Amendment No. 4
($ in 1,000)

Funding Source		NOTES	4 YEAR (FSTIP Cycle)								
			2014/15		2015/16		2016/17		2017/18		CURRENT TOTAL
			Amendment		Amendment		Amendment		Amendment		
			Prior	Current	Prior	Current	Prior	Current	Prior	Current	
			No. 2	No. 4	No. 2	No. 4	No. 2	No. 4	No. 2	No. 4	
LOCAL	-- Gas Tax (Subventions to Cities)		$7,252	$7,252	$5,798	$5,798	$1,286	$1,286	$9	$9	$14,343
	-- Street Taxes and Developer Fees		$108,900	$79,377	$65,150	$110,477			$236,710	$204,683	$394,538
	Local Total		$116,152	$86,629	$70,948	$116,275	$1,286	$1,286	$236,719	$204,692	$408,881
STATE	SHOPP		$68,583	$68,583	$50,199	$50,199	$146,686	$146,686	$35,629	$35,629	$301,097
	State Minor Program		$2,874	$2,874	$568	$568					$3,442
	STIP	1	$20,291	$20,291	$8,049	$8,049	$39,497	$39,497	$33,300	$33,300	$101,137
	Highway Maintenance (HM)		$5,796	$5,796							$5,796
	Active Transportation Program		$1,388	$1,388	$6,772	$6,772					$8,160
	State Total		$98,932	$98,932	$65,588	$65,588	$186,183	$186,183	$68,929	$68,929	$419,632
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		$6,400	$6,400	$5,502	$5,502					$11,902
	5310 - Mobility of Seniors and Individuals with Disabilities										
	5311 - Formula Grants for Rural Areas										
	5316 - Job Access and Reverse Commute Program										
	5317 - New Freedom										
	Federal Transit Total		$6,400	$6,400	$5,502	$5,502					$11,902
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		$9,901	$9,901	$9,901	$9,901	$9,901	$9,901	$9,901	$9,901	$39,605
	Corridor Infrastructure Improvement Program		$64,948	$53,891		$47,629			$34,889		$101,520
	High Priority Projects (HPP) and Demo				$16,750	$16,750					$16,750
	Highway Bridge Program (HBP)		$89	$89	$549	$549			$66	$66	$704
	Highway Safety Improvement Program (HSIP)		$592	$592	$580	$580	$1,578	$1,578			$2,750
	Projects of National/Regional Significance		$96,112	$96,112							$96,112
	Recreational Trails										
	Safe Routes to School (SRTS)		$1,492	$1,492	$583	$583					$2,075
	Surface Transportation Program (RSTP)		$10,365	$10,365	$10,365	$10,365	$10,365	$10,365	$10,365	$10,365	$41,460
	Other (see Appendix 5)		$377	$377							$377
	Federal Highway Total		$183,876	$172,818	$38,728	$86,357	$21,844	$21,844	$55,222	$20,333	$301,352
	Federal Total		$190,276	$179,219	$44,231	$91,860	$21,844	$21,844	$55,222	$20,333	$313,255
REVENUE TOTAL			$405,360	$364,780	$180,766	$273,722	$209,312	$209,312	$360,869	$293,953	$1,141,768

MPO Financial Summary Notes:

1. STIP includes IIP and other County RIP for projects that are jointly funded by Caltrans, Inyo County, and Mono County.
2. STIP includes STIP-AC for projects previously funded with TE.

This financial plan includes 2015 FTIP Amendment No. 3 and 4.

TABLE 1: REVENUE - APPENDICES

LG: 10/1/2014

Kern Council of Governments

2014/15 - 2017/18 Federal Transportation Improvement Program

Amendment No. 4

($ in 1,000)

Appendix 5 - Federal Highway Other

Federal Highway Other	2014/15		2015/16		2016/17		2017/18		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Transportation & Community & System Preservation Program	$377	$377							$377
Federal Highway Other Total	$377	$377							$377

TABLE 2: PROGRAMMED

LG: 10/1/2014

Kern Council of Governments
2014/15 - 2017/18 Federal Transportation Improvement Program
Amendment No. 4
($ in 1,000)

Funding Source		NOTES	4 YEAR (FSTIP Cycle)								
			2014/15		2015/16		2016/17		2017/18		CURRENT TOTAL
			Amendment		Amendment		Amendment		Amendment		
			Prior	Current	Prior	Current	Prior	Current	Prior	Current	
			No. 2	No. 4	No. 2	No. 4	No. 2	No. 4	No. 2	No. 4	
LOCAL	Local Total		$116,152	$86,629	$70,948	$116,275	$1,286	$1,286	$236,719	$204,692	$408,881
STATE	SHOPP		$68,583	$68,583	$50,199	$50,199	$146,686	$146,686	$35,629	$35,629	$301,097
	State Minor Program		$2,874	$2,874	$568	$568					$3,442
	STIP	1	$20,291	$20,291	$8,049	$8,049	$39,497	$39,497	$33,300	$33,300	$101,137
	Highway Maintenance (HM)		$5,796	$5,796							$5,796
	Active Transportation Program		$1,388	$1,388	$6,772	$6,772					$8,160
	State Total		$98,932	$98,932	$65,588	$65,588	$186,183	$186,183	$68,929	$68,929	$419,632
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		$6,400	$6,400	$5,502	$5,502					$11,902
	5310 - Mobility of Seniors and Individuals with Disabilities										
	5311 - Formula Grants for Rural Areas										
	5316 - Job Access and Reverse Commute Program										
	5317 - New Freedom										
	Federal Transit Total		$6,400	$6,400	$5,502	$5,502					$11,902
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		$9,901	$9,901	$9,901	$9,901	$6,186	$6,186			$25,989
	Corridor Infrastructure Improvement Program		$64,948	$53,891		$47,629			$34,889		$101,520
	High Priority Projects (HPP) and Demo				$16,750	$16,750					$16,750
	Highway Bridge Program (HBP)		$89	$89	$549	$549			$66	$66	$704
	Highway Safety Improvement Program (HSIP)		$592	$592	$580	$580	$1,578	$1,578			$2,750
	Projects of National/Regional Significance		$96,112	$96,112							$96,112
	Recreational Trails										
	Safe Routes to School (SRTS)		$1,492	$1,492	$583	$583					$2,075
	Surface Transportation Program (RSTP)		$10,365	$10,365	$10,365	$10,365					$20,730
	Other (see Appendix D)		$377	$377							$377
	Federal Highway Total		$183,876	$172,818	$38,728	$86,357	$7,764	$7,764	$34,955	$66	$267,006
	Federal Total		$190,276	$179,219	$44,231	$91,860	$7,764	$7,764	$34,955	$66	$278,908
PROGRAMMED TOTAL			$405,360	$364,780	$180,766	$273,722	$195,232	$195,232	$340,603	$273,687	$1,107,421

MPO Financial Summary Notes:

1. STIP includes IIP and other County RIP for projects that are jointly funded by Caltrans, Inyo County, and Mono County.
2. STIP includes STIP-AC for projects previously funded with TE.

This financial plan includes 2015 FTIP Amendment No. 3 and 4.

TABLE 2: PROGRAMMED - APPENDICES

LG: 10/1/2014

Kern Council of Governments

2014/15 - 2017/18 Federal Transportation Improvement Program

Amendment No. 4

($ in 1,000)

Appendix D - Federal Highway Other

Federal Highway Other	2014/15		2015/16		2016/17		2017/18		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Transportation & Community & System Preservation Program	$377	$377							$377
Federal Highway Other Total	$377	$377							$377

TABLE 3: REVENUE-PROGRAMMED

LG: 10/1/2014

Kern Council of Governments
2014/15 - 2017/18 Federal Transportation Improvement Program
Amendment No. 4
($ in 1,000)

Funding Source			4 YEAR (FSTIP Cycle)								
			2014/15		2015/16		2016/17		2017/18		CURRENT TOTAL
			Amendment		Amendment		Amendment		Amendment		
			Prior	Current	Prior	Current	Prior	Current	Prior	Current	
			No. 2	No. 4	No. 2	No. 4	No. 2	No. 4	No. 2	No. 4	
LOCAL	Local Total										
STATE	SHOPP										
	State Minor Program										
	STIP										
	Highway Maintenance (HM)										
	Active Transportation Program										
	State Total										
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants										
	5310 - Mobility of Seniors and Individuals with Disabilities										
	5311 - Formula Grants for Rural Areas										
	5316 - Job Access and Reverse Commute Program										
	5317 - New Freedom										
	Federal Transit Total										
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program						$3,715	$3,715	$9,901	$9,901	$13,616
	Corridor Infrastructure Improvement Program										
	High Priority Projects (HPP) and Demo										
	Highway Bridge Program (HBP)										
	Highway Safety Improvement Program (HSIP)										
	Projects of National/Regional Significance										
	Recreational Trails										
	Safe Routes to School (SRTS)										
	Surface Transportation Program (RSTP)						$10,365	$10,365	$10,365	$10,365	$20,730
	Other										
	Federal Highway Total						$14,080	$14,080	$20,266	$20,266	$34,346
	Federal Total						$14,080	$14,080	$20,266	$20,266	$34,346
REVENUE - PROGRAM TOTAL							$14,080	$14,080	$20,266	$20,266	$34,346

ATTACHMENT 3

Conformity Analysis

CONFORMITY ANALYSIS FOR THE 2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND 2014 REGIONAL TRANSPORTATION PLAN

JUNE 19, 2014

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

U.S. Department of Transportation
Federal Highway Administration

California Division

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

December 15, 2014

RECEIVED
DEC 15 2014
KERN COUNCIL
OF GOVERNMENTS

In Reply, Refer To:
HDA-CA

Mr. Ahron Hakimi
Executive Director
Kern Council of Governments
1401 19th Street
Suite 300
Bakersfield, CA 93301

SUBJECT: Conformity Determination for the Kern Council of Governments (Kern COG) 2015 Federal Transportation Improvement Program

Dear Mr. Hakimi:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the conformity determination for the Kern Council of Governments (Kern COG) 2015 Federal Transportation Improvement Program (FTIP). A FHWA/FTA air quality conformity determination is required pursuant to the Environmental Protection Agency's (EPA) *Transportation Conformity Rule*, 40 CFR Parts 51 and 93, and the United States Department of Transportation's *Final Rule on Statewide and Metropolitan Planning,* 23 CFR Part 450.

On June 19, 2014, Kern COG adopted the 2015 FTIP and made the corresponding conformity determination via Resolution 14-19. The conformity analysis submitted indicates that all air quality conformity requirements have been met. Based on our review, and after consultation with the EPA Region 9 office, we find that the 2015 FTIP conforms to the applicable State Implementation Plan in accordance with the provisions of 40 CFR Parts 51 and 93. In accordance with the July 15, 2004, *Memorandum of Understanding (MOU) between the Federal Highway Administration, California Division, and the Federal Transit Administration, Region IX*, the FTA has concurred with this conformity determination.

In accordance with the above MOU, the FHWA's single signature constitutes FHWA and FTA's joint air quality conformity determination for the Kern COG 2015 FTIP. If you have any questions pertaining to this conformity finding, please contact Jack Lord, FHWA, at (916) 498-5888, or by email at jack.lord@dot.gov.

Sincerely,

For: Vincent P. Mammano
Division Administrator

U.S. Department of Transportation
Federal Highway Administration

California Division

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

December 12, 2014

In Reply, Refer To:
HDA-CA

Mr. Ahron Hakimi
Executive Director
Kern Council of Governments
1401 19th Street
Suite 300
Bakersfield, CA 93301

RECEIVED
DEC 15 2014
KERN COUNCIL
OF GOVERNMENTS

SUBJECT: Conformity Determination for the Kern Council of Governments' (Kern COG) 2014 Regional Transportation Plan

Dear Mr. Hakimi:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the conformity determination for the Kern Council of Governments (Kern COG) 2014 Regional Transportation Plan (RTP). A FTA/FHWA air quality conformity determination is required for the new RTP pursuant to the Environmental Protection Agency's (EPA) *Transportation Conformity Rule*, 40 CFR Parts 51 and 93, and the United States Department of Transportation's *Final Rule on Statewide and Metropolitan Planning*, 23 CFR Part 450.

On June 19, 2014, Kern COG adopted the 2014 RTP and made the corresponding conformity determination via Resolution 14-19. The conformity analysis submitted indicates that all air quality conformity requirements have been met. Based on our review, and after consultation with the EPA Region 9 office, we find that the 2014 RTP conforms to the applicable State Implementation Plan in accordance with the provisions of 40 CFR Parts 51 and 93. This conformity determination will remain in effect for four (4) years from the date of this letter and replaces the previous determination made on December 14, 2010. In accordance with the July 15, 2004, *Memorandum of Understanding (MOU) between the Federal Highway Administration, California Division, and the Federal Transit Administration, Region IX*, the FTA has concurred with this conformity determination.

In accordance with the above MOU, the FHWA's single signature constitutes FHWA and FTA's joint air quality conformity determination for the Kern COG 2014 RTP. If you have any questions pertaining to this conformity finding, please contact Jack Lord, FHWA, at (916) 498-5888, or by email at jack.lord@dot.gov.

Sincerely,

For: Vincent Mammano
Division Administrator

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EXECUTIVE SUMMARY

This report presents the Conformity Analysis for the 2015 Federal Transportation Improvement Program (FTIP) and the 2014 Regional Transportation Plan. The Kern Council of Governments is the designated Metropolitan Planning Organization (MPO) in Kern County, California, and is responsible for regional transportation planning.

The Clean Air Act Section 176(c) (42 U.S.C. 7506(c)) and U.S. Environmental Protection Agency (EPA) transportation conformity regulations (40 CFR 93 Subpart A) require that each new RTP and TIP be demonstrated to conform to the State Implementation Plan (SIP) before the RTP and TIP are approved by the MPO or accepted by the U.S. Department of Transportation (DOT). This analysis demonstrates that the criteria specified in the transportation conformity regulations for a conformity determination are satisfied by the 2015 FTIP and 2014 RTP; a finding of conformity is therefore supported. The 2015 FTIP and 2014 RTP and corresponding Conformity Analysis were approved by the Kern Council of Governments Policy Board on June 19, 2014. FHWA/FTA last issued a finding of conformity for the 2013 TIP and 2011 RTP, including amendments, on December 16, 2013.
The 2015 TIP and 2014 RTP have been financially constrained in accordance with the requirements of 40 CFR 93.108 and consistent with the U.S. DOT metropolitan planning regulations (23 CFR Part 450). A discussion of financial constraint and funding sources is included in the appropriate documents.

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

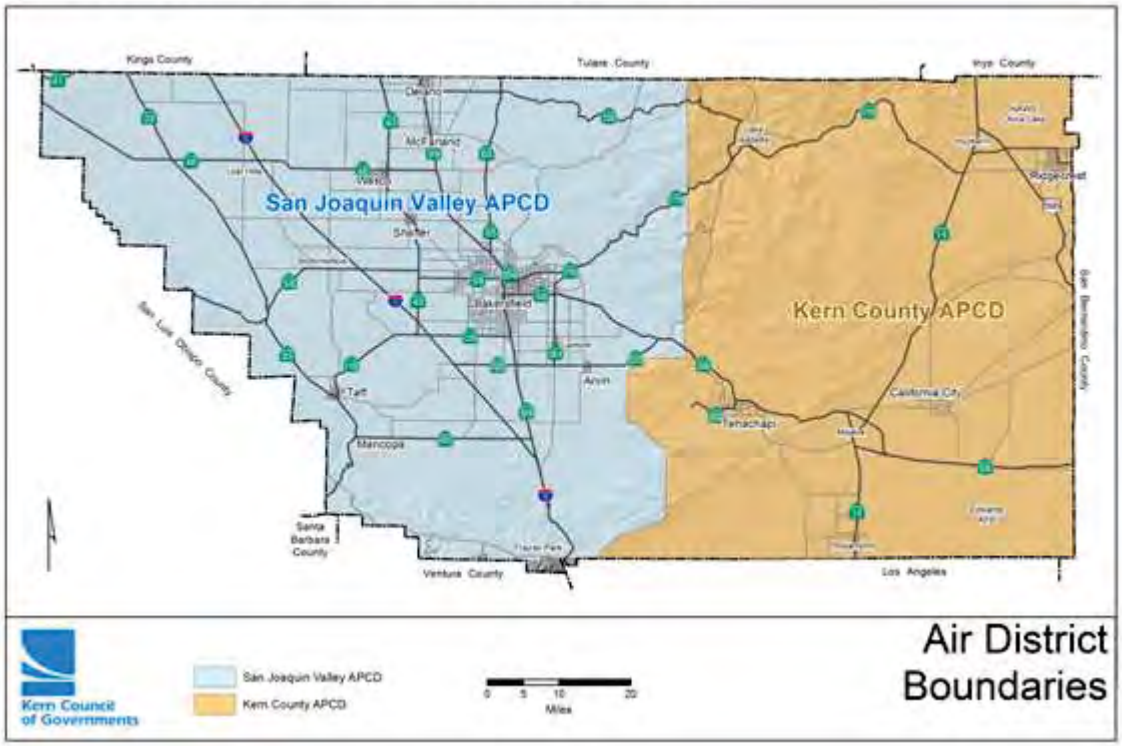
CONFORMITY REQUIREMENTS

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

The conformity regulation applies nationwide to “all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan” (40 CFR 93.102). Currently, the San Joaquin Valley (or portions thereof) is designated as nonattainment with respect to Federal air quality standards for ozone, and particulate matter under 2.5 microns in diameter (PM2.5); and has a maintenance plan for particulate matter under 10 microns in diameter (PM-10), as well as a maintenance plan for carbon monoxide (CO) for the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties. Therefore, transportation plans and programs for the nonattainment areas for

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

Figure 1– Air Pollution Control Districts in the Kern Region



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

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

(1) the TIP and RTP must pass an emissions budget test using a budget that has been found to be adequate by EPA for transportation conformity purposes, or an interim emission test;

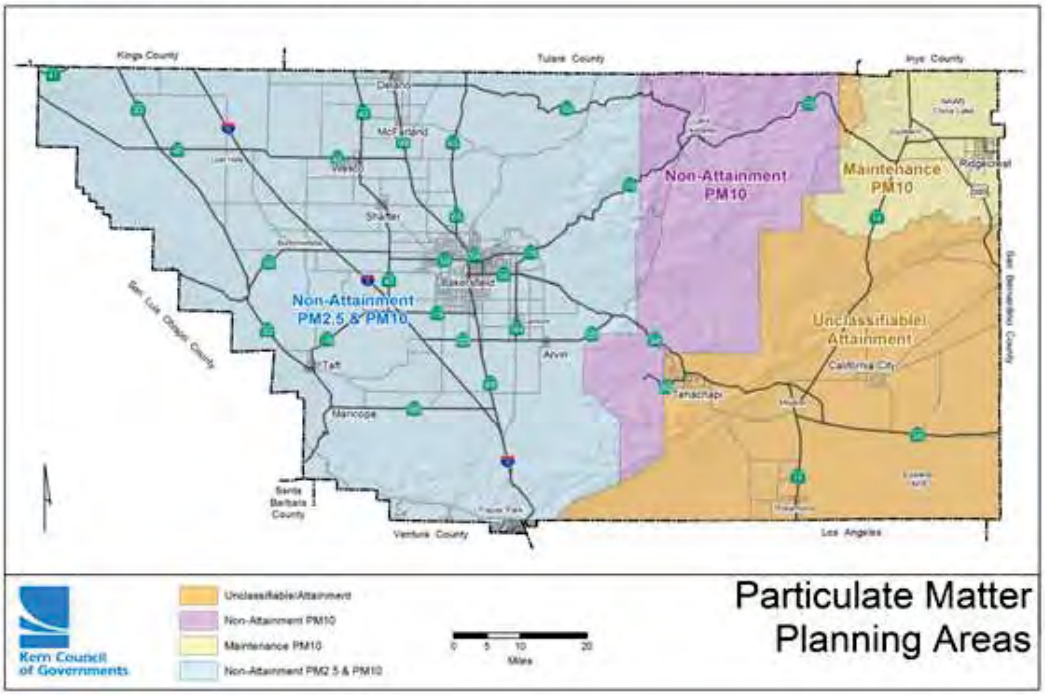
(2) the latest planning assumptions and emission models specified for use in conformity determinations must be employed;

(3) the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and

(4) interagency and public consultation.

Figure 2 – Ozone/Carbon Monoxide Planning Areas

Figure 3 – Particulate Matter Planning Areas



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

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

CONFORMITY TESTS

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

RESULTS OF THE CONFORMITY ANALYSIS

A regional emissions analysis was conducted for the years 2014, 2017, 2018 (via interpolation), 2020, 2023, 2025, 2032, 2035 and 2040 for each applicable pollutant. All analyses were conducted using the latest planning assumptions and emissions models. The major conclusions of the Kern Council of Governments Conformity Analysis are:

- For carbon monoxide, the total regional on-road vehicle-related emissions associated with implementation of the 2015 FTIP and the 2014 RTP for the analysis years are projected to be less than the approved emissions budget established in the *2004 Revision to the California State Implementation Plan for Carbon Monoxide*. The applicable conformity test for carbon monoxide is therefore satisfied.
- For ozone, the total regional on-road vehicle-related emissions (ROG and NOx) associated with implementation of the 2015 FTIP and the 2014 RTP for all years tested are projected to be less than the approved emissions budgets specified in the *2007 Ozone Plan (as revised in 2011)*. The conformity tests for ozone are therefore satisfied.
- For PM-10, the total regional vehicle-related emissions (PM-10 and NOx) associated with implementation of the 2015 FTIP and the 2014 RTP for all years tested are either (1) projected to be less than the approved emissions budgets, or (2) less than the emission

budgets using the approved PM-10 and NOx trading mechanism for transportation conformity purposes from the *2007 PM-10 Maintenance Plan*. The conformity tests for PM-10 are therefore satisfied.

- For PM2.5, the total regional on-road vehicle-related emissions associated with implementation of the 2015 FTIP and the 2014 RTP for the analysis years are either (1) projected to be less than the approved emission budgets, or (2) less than the emission budgets using the approved PM2.5 and NOx trading mechanism for transportation conformity purposes from the *2008 PM2.5 Plan (as revised in 2011)*. The conformity tests for PM2.5 for both the 1997 and 2006 standards are therefore satisfied.
- The 2015 FTIP and the 2014 RTP will not impede and will support timely implementation of the TCMs that have been adopted as part of applicable air quality implementation plans. The current status of TCM implementation is documented in Chapter 4 of this report. Since the local SJV procedures (e.g., Air District Rule 9120 Transportation Conformity) have not been approved by EPA, consultation has been conducted in accordance with Federal requirements.

Regional emissions analyses were also conducted for 2017, 2025, 2035, and 2040 for the Eastern Kern ozone area and the Indian Wells Valley PM-10 area. No emissions analysis was completed for the portion of the SJV PM-10 nonattainment area that is under Kern County Air Pollution Control District jurisdiction (East Kern PM-10 Area).

- For Mojave Desert ozone, the total regional on-road vehicle-related emissions (ROG and NOx) associated with implementation of the 2015 FTIP and the 2014 RTP Amendment for all years tested are projected to be less than the adequate emissions budgets specified in the 8-Hour Ozone Early Progress Plan. The conformity tests for ozone are therefore satisfied.
- For Indian Wells Valley PM-10, the total regional vehicle-related emissions associated with implementation of the 2015 FTIP and the 2014 RTP for all years tested are projected to be less than the approved emissions budgets from the PM-10 Attainment Demonstration, Maintenance Plan, and Re-designation Request. The conformity tests for PM-10 are therefore satisfied.
- For the portion of the SJV PM-10 nonattainment area that is under the jurisdiction of the Kern County APCD (East Kern PM-10 Area), the interim emissions test is satisfied for all years since the transportation projects and planning assumptions in both the “action” and “baseline” scenarios are exactly the same. In accordance with Section 93.119(g)(2), the emissions predicted in the “action” scenario are not greater than the emissions predicted in the “Baseline” scenario for such analysis years. The conformity tests for PM-10 are therefore satisfied.

REPORT ORGANIZATION

The report is organized into six chapters. Chapter 1 provides an overview of the applicable Federal and State conformity regulations and requirements, air quality implementation plans, and conformity test requirements. Chapter 2 contains a discussion of the latest planning assumptions and transportation modeling. Chapter 3 describes the air quality modeling used to estimate emission factors and mobile source emissions. Chapter 4 contains the documentation required under the Federal transportation conformity regulation for transportation control measures. Chapter 5 provides an overview of the interagency requirements and the general approach to

compliance used by the San Joaquin Valley MPOs. The results of the conformity analysis for the TIP/RTP are provided in Chapter 6.

Appendix E includes public meeting documentation conducted on the 2015 FTIP and 2014 RTP and corresponding Conformity Analysis on April 15 and 17, 2014. Comments received on the conformity analysis and responses made as part of the public involvement process are included in Appendix F.

CHAPTER 1:
FEDERAL AND STATE REGULATORY REQUIREMENTS

The criteria for determining conformity of transportation programs and plans under the Federal transportation conformity regulation (40 CFR Parts 51 and 93) and the applicable conformity tests for the San Joaquin Valley nonattainment areas are summarized in this section. The Conformity Analysis for the 2015 Federal Transportation Improvement Program (TIP) and the 2014 Regional Transportation Plan (RTP) was prepared based on these criteria and tests. Presented first is a review of the development of the applicable conformity regulation and guidance procedures, followed by summaries of conformity regulation requirements, air quality designation status, conformity test requirements, and analysis years for the Conformity Analysis.

Kern Council of Governments is the designated Metropolitan Planning Organization (MPO) for Kern County in the San Joaquin Valley. As a result of this designation, Kern Council of Governments prepares the TIP, RTP, and associated conformity analyses. The TIP serves as a detailed four year (FFY 2014/15 – 2017/18) programming document for the preservation, expansion, and management of the transportation system. The 2014 RTP has a 2040 horizon that provides the long term direction for the continued implementation of the freeway/expressway plan, as well as improvements to arterial streets, transit, and travel demand management programs. The TIP and RTP include capacity enhancements to the freeway/expressway system commensurate with available funding.

A. FEDERAL AND STATE CONFORMITY REGULATIONS

CLEAN AIR ACT AMENDMENTS

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

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

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

FEDERAL RULE

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

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

On March 14, 2012, EPA published the Transportation Conformity Rule Restructuring Amendments, effective April 13, 2012 (EPA, 2012). The amendments restructure several sections of the rule so that they apply to any new or revised National Ambient Air Quality Standards. In addition, several clarifications to improve implementation of the rule were finalized.

MULTI-JURISDICTIONAL GUIDANCE

EPA reissued Guidance for Transportation Conformity Implementation in Multi-Jurisdictional Nonattainment and Maintenance Areas in July 2012. This guidance updates and supersedes the July 2004 “multi-jurisdictional” guidance (EPA, 2004a), but does not change the substance of the guidance on how nonattainment areas with multiple agencies should conduct conformity determinations. This guidance applies to the San Joaquin Valley since there are multiple MPOs within a single nonattainment area. The main principle of the guidance is that one regional emissions analysis is required for the entire nonattainment area. However, separate modeling and conformity documents may be developed by each MPO.

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

With respect to PM2.5, the Transportation Conformity Rule PM2.5 and PM10 Amendments published on March 24, 2010 effectively incorporates the “multi-jurisdictional” guidance directly into the rule. The Rule allows MPOs to make independent conformity determinations for their plans and TIPs as long as all of the other subareas in the nonattainment area have conforming

transportation plans and TIPs in place at the time of each MPO and DOT conformity determination.

DISTRICT RULE

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

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

B. CONFORMITY REGULATION REQUIREMENTS

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

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

2) *Methods / Modeling:*

   Latest Planning Assumptions — Section 93.110 specifies that conformity determinations must be based upon the most recent planning assumptions in force at the time the conformity analysis begins. This is defined as "the point at which the MPO begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions. New data that becomes available after an analysis begins is required to be used in the conformity determination only if a significant delay in the analysis has occurred, as determined through interagency consultation" (EPA, 2010b). All analyses for the Conformity Analysis were conducted using the latest planning assumptions and emissions models in force at the time the conformity analysis started in August 2013 (see Chapter 2).

   Latest Emissions Models — Section 93.111 requires that the latest emission estimation models specified for use in SIPs must be used for the conformity analysis. EMFAC2011 was used in the Conformity Analysis and is documented in Chapter 3. EPA issued a federal

register notice on March 6, 2013 formally approving EMFAC2011 for use in conformity determinations.

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

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

- MPOs are required to provide reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, the USDOT and EPA (Section 93.105(a)(1)).
- MPOs are required to establish a proactive public involvement process, which provides opportunity for public review and comment prior to taking formal action on a conformity determination (Section 93.105(e)).

The TIP, RTP, and corresponding conformity determinations are prepared by each MPO. Copies of the Draft documents are provided to member agencies and others, including FHWA, Federal Transit Administration (FTA), EPA, Caltrans, CARB, and the Air District for review. Both the TIP and RTP are required to be publicly available and an opportunity for public review and comment is provided. The consultation process for the conformity analysis includes a 55-day comment period followed by a public meeting.

C. AIR QUALITY DESIGNATIONS APPLICABLE TO THE SAN JOAQUIN VALLEY

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

Kern Council of Governments is located in the federally designated San Joaquin Valley Air Basin. The borders of the basin are defined by mountain and foothill ranges to the east and west. The northern border is consistent with the county line between San Joaquin and Sacramento Counties. The southern border is less defined, but is roughly bounded by the Tehachapi Mountains and, to some extent, the Sierra Nevada range. Conformity for the 2015 FTIP and 2014 RTP includes analysis of existing and future air quality impacts for each applicable pollutant.

The San Joaquin Valley is currently designated as nonattainment for the National Ambient Air Quality Standards (NAAQS) for 8-hour ozone (1997 and 2008 standard), and particulate matter under 2.5 microns in diameter (PM2.5) (1997 and 2006 standards); and has a maintenance plan for particulate matter under 10 microns in diameter (PM-10), as well as a maintenance plan for carbon monoxide (CO) for the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San

Joaquin Counties. State Implementation Plans have been prepared to address carbon monoxide, ozone, PM-10 and PM2.5:

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

- The 2007 8-Hour (1997 Standard) Ozone Plan (as revised in 2011) was approved by EPA on March 1, 2012 (effective April 30, 2012).

- The 2007 PM-10 Maintenance Plan, which included revisions to the attainment plan, was approved (with minor technical corrections to the conformity budgets) by EPA on November 12, 2008.

- The 2008 PM2.5 (1997 Standard) Plan (as revised in 2011) was approved by EPA on November 9, 2011 (effective January 9, 2012).

On November 13, 2009, EPA published Air Quality Designations for the 2006 24-hour PM2.5 standard, effective December 14, 2009. Nonattainment areas are required to meet the standard by 2014; transportation conformity applies by December 14, 2010. In the San Joaquin Valley, the 1997 standards (both 24-hour and annual) will continue to apply. It is important to note that the 2006 24-hour PM2.5 nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 annual standard.

In accordance with the EPA Interim Transportation Conformity Guidance for 2006 PM2.5 NAAQS Nonattainment areas, if a 2006 PM2.5 area has adequate or approved SIP budgets that address the 1997 standards, it must use the budget test until new 2006 PM2.5 standard budgets are found adequate or approved. The new attainment year of 2014 must be modeled.

The SJV 2012 PM2.5 Plan (addressing the 2006 PM2.5 standards) was approved by ARB in January 2013 and subsequently submitted to EPA on March 3, 2013. However, recent U.S Court of Appeals' decision remanding EPA PM2.5 Implementation Rule may postpone EPA's action on the Plan.—EPA is currently assessing the effects of the Court's decision and has not begun the adequacy process on the conformity budgets in the 2012 Plan. As a result, we are assuming that those conformity budgets will not be available for use and that the 2008 PM2.5 Plan conformity budgets are the only budgets applicable and are used for this demonstration.

EPA designated the San Joaquin Valley nonattainment area for the new 2008 Ozone Standard, effective July 20, 2012; the attainment year for the San Joaquin Valley is 2032. Transportation conformity applies one year after the effective date (July 20, 2013). Federal approval for the eight SJV MPO's 2008 Ozone standard conformity demonstrations was received on July 8, 2013. EPA's final rule implementing the 2008 Ozone Standard also revoked the 1997 Ozone Standard for transportation conformity purposes. This revocation became effective July 20, 2013.

In accordance with EPA guidance dated July 2012, if a 2008 Ozone area has adequate or approved SIP budgets that address the 1997 standards, it must use the budget test until new 2008 Ozone standard budgets are found adequate or approved. The new attainment year of 2032 must be modeled.

D. CONFORMITY TEST REQUIREMENTS

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

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

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

CARBON MONOXIDE

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

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

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

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

OZONE (2008 STANDARD)

EPA's final rule implementing the 2008 ozone standard also revoked the 1997 ozone standard for transportation conformity purposes. This revocation is effective July 20, 2013. Areas designated nonattainment for the 2008 ozone standard are required to use any existing adequate or approved SIP motor vehicle emissions budgets for a prior ozone standard until budgets for the 2008 ozone standard are either found adequate or approved. Therefore, when a 2008 ozone nonattainment area has adequate or approved budgets for any ozone standard, the budget test requirements (40 CFR 93.118) must be met.

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

EPA approved the 2007 Ozone (1997 standard) Plan (as revised in 2011) and conformity budgets on March 1, 2012, effective April 30, 2012. The SIP identified both reactive organic gases (ROG) and nitrogen oxides (NOx) subarea budgets in tons per average summer day for each MPO in the nonattainment area. It is important to note that the boundaries for both the 2008 ozone standard and previous ozone standard are identical. Consequently, for this conformity analysis, the SJV MPOs will continue to conduct demonstrations for subarea emissions budgets as established in the 2007 Ozone Plan (as revised in 2011).

The approved conformity budgets from Table 5 of the EPA Federal Register notice are provided in the table below. These budgets will be used to compare to emissions resulting from the 2014 RTP and 2015 FTIP.

Table 1-2:
Approved Budgets from the 2007 Ozone Plan (as revised in 2011)
(summer tons/day)

County	2011		2014		2017		2020		2023	
	ROG	NOx	ROG	NOx	ROG	NOx	ROG	NOx	ROG	NOx
Fresno	14.3	36.2	10.7	30.0	9.3	22.6	8.3	17.7	8.0	13.5
Kern (SJV)	12.7	50.3	9.7	42.7	8.7	31.7	8.2	25.1	7.9	18.6
Kings	2.8	10.7	2.1	8.9	1.8	6.7	1.7	5.3	1.6	4.0
Madera	3.4	9.3	2.5	7.7	2.2	5.8	2.0	4.7	1.9	3.6
Merced	5.1	19.9	3.7	16.7	3.2	12.4	2.9	9.9	2.8	7.4
San Joaquin	11.1	24.6	8.4	20.5	7.2	15.6	6.4	12.4	6.3	10.0
Stanislaus	8.5	16.9	6.4	13.9	5.6	10.6	5.0	8.4	4.7	6.4
Tulare	8.8	16.0	6.7	13.2	5.8	10.1	5.3	8.1	4.9	6.2

PM-10

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

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

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

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

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

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

[a] Kern County subarea includes only the portion of Kern County within the San Joaquin Valley Air Basin

PM2.5

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

The 2008 PM2.5 (standard) Plan (as revised in 2011) was approved by EPA on November 9, 2011, which contains motor vehicle emission budgets for PM2.5 and NOx established based on average annual daily emissions, as well as a trading mechanism. The motor vehicle emissions budget for PM2.5 includes directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes. The conformity budgets from table 5 of the November 9, 2011 Federal Register are provided below and will be used to compare emissions resulting from the 2015 TIP and 2014 RTP.

The Clean Air Act requires all states to attain the 1997 PM2.5 standards as expeditiously as practicable beginning in 2010, but by no later than April 5, 2015. States must identify their attainment dates based on the rate of reductions from their control strategies and the severity of the PM2.5 problem. Modeling must be used to verify that the control strategy is as expeditious as practicable. The 2008 PM2.5 Plan shows that the San Joaquin Valley PM2.5 nonattainment area can attain the annual PM2.5 NAAQS in 2014. The SIP has identified subarea budgets for each MPO in the nonattainment area. For this Conformity Analysis, the SJV will continue to conduct determinations for subarea emission budgets as established in the applicable implementation plan.

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

	2012		2014	
County	**PM2.5**	**NOx**	**PM2.5**	**NOx**
Fresno	1.5	35.7	1.1	31.4
Kern (SJV)	1.9	48.9	1.2	43.8
Kings	0.4	10.5	0.3	9.3
Madera	0.4	9.2	0.3	8.1
Merced	0.8	19.7	0.6	17.4
San Joaquin	1.1	24.5	0.9	21.6
Stanislaus	0.7	16.7	0.6	14.6
Tulare	0.7	15.7	0.5	13.8

The CARB technical revisions to the motor vehicle emissions budgets also included a trading mechanism that allows trading from the motor vehicle emissions budget for the PM-2.5 precursor NOx to the motor vehicle emissions budget for primary PM-2.5 using a 9 to 1 ratio. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the 2014 budget for PM-2.5 with a portion of the 2014 budget for NOx, and use these adjusted motor vehicle emissions budgets for PM-2.5 and NOx to demonstrate transportation conformity with the PM-2.5 SIP for analysis years after 2014. As noted above, EPA approved the 2008 PM2.5 Plan (as revised in 2011) on November 9, 2011, which includes continued approval of the trading mechanism.

The trading mechanism will be used only for conformity analyses for analysis years after 2014. To ensure that the trading mechanism does not impact the ability to meet the NOx budget, the NOx emission reductions available to supplement the PM-2.5 budget shall only be those remaining after the NOx budget has been met.

The SJV 2012 PM2.5 Plan (addressing the 2006 PM2.5 standards) was approved by ARB in January 2013 and subsequently submitted to EPA on March 3, 2013. However, recent U.S Court of Appeals' decision remanding EPA PM2.5 Implementation Rule may postpone EPA's action on the Plan. EPA published a proposed rule on November 21, 2013 to address the effects of the Court's decision and has not begun the adequacy process on the conformity budgets in the 2012 Plan. As a result, we are assuming that those conformity budgets will not be available for use and that the 2008 PM2.5 Plan conformity budgets are the only budgets applicable and are used for this demonstration.

As noted above, in accordance with the EPA Transportation Conformity Rule Restructuring Amendments Nonattainment areas allows 2006 PM2.5 areas with adequate or approved 1997 PM2.5 budgets to determine conformity for both of the NAAQS at the same time, using the budget test.

E. ANALYSIS YEARS

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

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

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

attainment year, and the last year of the plan's forecast. Other years may be determined by interpolating between the years for which the regional emissions analysis is performed.

Table 1-5:
San Joaquin Valley Conformity Analysis Years

Pollutant	Budget Years[1]	Attainment/ Maintenance Year	Intermediate Years	RTP Horizon Year
CO	NA	2018	2017/2025/2035	2040
Ozone	2014/2017/2020/2023	2032	N/A	2040
PM-10	NA	2020	2025/2035	2040
PM2.5	NA	2014	2017/2025/2035	2040

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

For PM2.5, the attainment year is 2014 for both the 1997 and 2006 Standards. On March 8, 2005, EPA issued Guidance for Determining the "Attainment Year" for Transportation Conformity in new 8-hour ozone and PM2.5 Nonattainment Areas (EPA, 2005a). Per CAA section 172(a)(2), all PM2.5 nonattainment areas will have an initial maximum statutory attainment date of April 5, 2010. However, the submitted 2008 PM2.5 Plan shows that the San Joaquin Valley PM2.5 nonattainment area can attain the annual PM2.5 NAAQS in 2014. In addition, the attainment year for the 2006 PM2.5 areas will be 2014. Since this is the same attainment year as the 1997 standards noted above, no changes to the conformity analysis years are required.

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

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

[1] Budget years that are not in the time frame of the transportation plan are not included as analysis years (e.g., CO 2003 and 2010, Ozone 2008 and 2011, PM-10 2005, PM2.5 2012), although they may be used to demonstrate conformity.

labeled the East Kern PM-10 Area. Conformity for the 2015 FTIP and2014 RTP also includes analysis of existing and future air quality impacts for each applicable pollutant.

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

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

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

G. CONFORMITY TEST REQUIREMENTS

OZONE

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

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

County	ROG	NOx
Kern – Eastern	5	18

PM-10

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

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

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

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

- A year no more than 5 years beyond the year in which the conformity determination is made (e.g., 2019);
- The last year of the transportation plan's forecast period (e.g., 2040); and
- Any additional years within the time frame of the transportation plan so that analysis years are no more than 10 years apart (e.g., 2025, 2035).

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

H. ANALYSIS YEARS

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

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

Pollutant	Budget Years	Attainment/ Maintenance Year	Intermediate Years	RTP Horizon Year
E. Kern Ozone	NA	[1]	2017/2025/2035	2040
Indian Wells Valley PM-10	NA	[1]	2017/2025/2035	2040
East Kern PM-10	NA	NA	2017/2025/2035	2040

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

CHAPTER 2:
LATEST PLANNING ASSUMPTIONS AND TRANSPORTATION MODELING

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

According to the conformity regulation, the time the conformity analysis begins is "the point at which the MPO or other designated agency begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions." The conformity analysis and initial modeling began in August 2013. A summary of transportation model updates and latest planning assumptions was transmitted to the San Joaquin Valley Interagency Consultation (IAC) for review and comments or concurrence on August 18, 2013. The summary was discussed on the September 17, 2013 IAC conference call. Both EPA and FHWA indicated that there were no comments or concerns regarding the summary.

Key elements of the latest planning assumption guidance include:

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

The Kern Council of Governments uses the CUBE transportation model. The model was validated in 2013 for the 2008 base year. The latest planning assumptions used in the transportation model validation and Conformity Analysis is summarized in Table 2-1.

Table 2-1:
Summary of Latest Planning Assumptions for the Kern Council of Governments Conformity Analysis

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Population	Base Year:2013 Projections: 2009/2012 In October 2009, the Kern COG policy board adopted population projections. In 2011 the forecast was found to be within 1/10th of 1% of the observed 2010 Census population. In December 2011 the distribution was updated based on the 2010 Census using the same forecast total. In 2012, the forecast was validated again using The Planning Center methodology.	This data is disaggregated to the TAZ level using 2010 U.S. Census population and household data for input into the CUBE for the base year validation. Projections use the Uplan Land Use Model for distribution of socio-economic data to the TAZ level based on local adopted general plans.	Population forecast is scheduled to be revisited by the Kern COG policy board in Spring 2015.

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Employment	**Base Year**: 2006/2008 The employment data was geocoded by Kern COG and used to allocate the EDD employment estimates for the 2006 and updated in 2008. The 2008 model validation incorporated the Census' Longitudinal Employer-Household Dynamics (LEHD) data. Minor adjustments to the distribution of employment growth are made by collecting local planning assumptions through the Kern Regional Transportation Modeling, consistent with adopted Kern COG policy. **Projections**: 2006/2008/2014 The 2006 growth forecast is based on the Caltrans Economic Forecast and adjusted for self-employed. The forecast is tied to population forecast which have proven reliable when compared to recent Census data and was reconfirmed in 2008 and 2012. The forecast uses a jobs per household ratio (JPH) historically ranging from 1.1 to 1.3, and assumes a gradual decrease in the current ratio from 1.2 JPH to 1.1 in 2040 as the population ages as well as other factors, consistent with adopted Kern COG policy.	This data is disaggregated to the TAZ level for input into the CUBE for the base year validation. Major adjustments to the employment forecast have coincided with model validation years 2006 and 2008. Projections use the Uplan Land Use Model for distribution of socio-economic data to the TAZ level based on local adopted general plans.	Employment forecast is scheduled to be revisited by the Kern COG policy board in 2015 coinciding with the 2015 Model Update.

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Traffic Counts	542 traffic count locations from the Kern Regional Traffic Count Program were used in 2013 model validation.	CUBE was validated using these traffic counts.	Traffic counts are gathered annually and used updated every four years, as funding is available.
Vehicle Miles of Travel	The transportation model was validated in 2013 to the 2008 base year. The validation came within 2.7% percent of Caltrans HPMS VMT estimate for that year.	CUBE is the transportation model used to estimate VMT in Kern County.	VMT is an output of the transportation model. VMT is affected by the TIP/RTP project updates and is included in each new conformity analysis. VMT is scheduled to be recalibrated to HPMS and observed counts in the 2015 travel model update.

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Speeds	The 2014 transportation model validation was based on survey data on peak and off-peak highway speeds collected in 2008. Speed distributions were updated in EMFAC2011, using methodology approved by ARB and with information from the transportation model.	CUBE. The transportation model includes a feedback loop that assures congested speeds are consistent with travel speeds. EMFAC2011	Speed studies are conducted by the cities and the County on Caltrans functionally classified routes on an on-going basis for setting/enforcing speed limits. This information is gathered and incorporated into each new model validation. Updated speed data will be incorporated in the next model validation scheduled for 2015.
Vehicle Registrations	EMFAC2011 is the most recent model for use in California conformity analyses. Vehicle registration data is included by ARB in the model and cannot be updated by the user.	EMFAC2011	EMFAC2013
State Implementation Plan Measures	Latest implementation status of commitments in prior SIPs.	Emission reduction credits consistent with the SIPs are post-processed via spreadsheets as documented in Ch. 4.	Updated for every conformity analysis.

A. SOCIOECONOMIC DATA

POPULATION, EMPLOYMENT AND LAND USE

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

Supporting Documentation:

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

Land use and socioeconomic data at the zonal level are used for determining trip generation. The TMC updates the distribution of zonal data as new information and planning assumptions are available. The population and household base year estimate is based on the US Census and State of California Department of Finance (DOF) estimates. The model includes 11 housing types distributed using 2010 Census data. The population forecast growth countywide totals were adopted in 2009 by the Kern COG policy board and are based on current and past DOF projections, historic performance and were re-confirmed using The Planning Center study methodology for the San Joaquin Valley in 2013.

The base year employment estimate and forecast was developed using California Employment Development Department (EDD) data, 2006 Caltrans Economic Forecast and U.S. Census 2008 LEHD data. The base year employment is based on the 2008 LEHD and distributed by geocoding using ArcGIS software. The forecast is based on a jobs housing balance ratio assumption developed in 2006 and applied to the 2009 population forecast adopted by the Kern COG Board and re-validated using the planning center methodology in 2014. This method has proven to be very reliable because the population was within 1/10th of 1 percent of the 2010 Census. Employment data is currently stratified into 20 employment sectors using EDD and LEHD data.

Income stratification for zonal data is based on the 2010 Census, along with vehicle availability to determine mode choice trip generation rates. School enrollment forecasts and future school location are developed in consultation with Kern County Superintendent of Schools.

The household and employment forecast distribution uses the open source Uplan Land Use Model developed by UC Davis using ArcGIS, incorporating economic factors such as proximity to urban services (sewer, existing urban), rail and interchanges in distribution of employment and households. The model limits distribution based on local general plans and other factors. The model has allowed testing of over 150 scenarios to better balance land use and transportation expenditures in development of the 2014 RTP.

B. TRANSPORTATION MODELING

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

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

As discussed above, the San Joaquin Valley Model Improvement Program (MIP) travel demand model for Kern, from Fehr and Peers, applies an advanced four-step travel demand model system of trip generation, distribution, mode choice, and traffic assignment, with nearly all stages recognizing household demographics, auto availability, modes including explicit auto occupancy, transit by walk and drive access, walk and bike, pricing, and congestion by time of day. Revisions were made to the MIP travel demand model in 2013 by DKS Associates to address a variety of other calibration considerations, including gateway volumes from the statewide and neighboring models, the 2008 National Household Travel Survey, 2001 California Household Travel Survey, 542 traffic count locations, transit route volumes observed in 2008, and travel characteristics and parameters known or derived from other regions in California or the US that were similar to Kern. The 2013 re-calibrated model was then re-subjected to additional sensitivity tests by Fehr & Peers in August 2013 for both the base condition and the dynamic test condition with successful results.[2]

TRAFFIC COUNTS

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

[2] http://www.kerncog.org/images/docs/transmodel/Kern_DynamicValidation_20130828.pdf

Supporting Documentation:

The Kern COG regional travel demand model was validated in 2013 to 2008 observed counts at more than 500 locations from the Kern Regional Traffic Count Program. The validation incorporated data for Kern County from the most recent available 2001 and 2008 household travel surveys. 100% of screen-lines in the 2013 model were within the maximum desirable deviation. Overall freeways, expressways and principal arterials ranged from 4-9 percent of observed counts. 66 percent of all the links are within the maximum desirable deviation. Total VMT is within 2.7% of Highway Performance Monitoring System observed VMT for Kern County, well within the allowable +-5% based on best practice.

SPEEDS

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

Supporting Documentation:

Kern COG's member agencies routinely perform speed surveys on functionally classified routes throughout the region and use the data to update posted speed limits. These observed speeds are input into the model as the free flow speeds. The valley traffic models include a feedback loop that uses congested travel times as an input to the trip distribution step. The feedback loop ensures that the congested travel speeds used as input to the air pollution emission models are consistent with the travel speeds used throughout the traffic model process. The feedback look includes a step for mode choice, ensuring that zone to zone impedances are used in the mode split distribution. In addition, the model validation included a series of speed sensitivity tests. The model responded appropriately for the increased and decreased speed tests.

TRANSIT

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

Supporting Documentation:

Several recent on-board transit surveys have been performed for the transit systems in Kern. The Kern COG regional travel demand model was validated in 2013 to 2008 observed transit ridership

data. Transit boardings were within 16 percent of observed surveys in the 2008 base year, within the +-20 percent best practice guidelines. In addition the model was subjected to a land use sensistivity test that measured the capability of the model to accurately report transit ridership in high quality transit areas. To implement these tests, land use developments by Traffic Analysis Zone (TAZ) were classified into place types and selected to be changed either geographically (move all the development to a different place but retain the development and demographics) or by place type (keep the development in the same location but modify the place type to reflect different "D" variables). The results showed that the Kern travel model provided results with a high level of correlation to the well calibrated small scale test model.

VALIDATION/CALIBRATION

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

Supporting Documentation:

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

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

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

HPMS results are discussed above under traffic counts. In addition, sensitivity testing for speed/time, cost, capacity/congestion, and land use/induced demand were performed. The model performed within expected parameters for each test.

FUTURE NETWORKS

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

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

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

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

Supporting Documentation:

The build highway networks include qualifying projects based on the 2015 Federal Transportation Improvement Program (2015 FTIP) and the 2014 Regional Transportation Plan (2014 RTP). Not all of the street and freeway projects included in the TIP/RTP qualify for inclusion in the highway network. Projects that call for study, design, or non-capacity improvements are not included in the networks. When these projects result in actual facility construction projects, the associated capacity changes are coded into the network as appropriate. Since the networks define capacity in terms of number of through traffic lanes, only construction projects that increase the lane-miles of through traffic are included.

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

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

C. TRAFFIC ESTIMATES

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

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

Horizon Year	Total Population (thousands)	Employment (thousands)	Average Weekday VMT (millions)	Total Lane Miles
2014	767.8	277.4	19.9	N/A
2017	810.2	282.1	21.4	N/A
2020	855.0	305.9	22.9	5647
2023	942.6	321.3	24.3	N/A
2025	980.6	331.7	25.7	5748
2032	1067.9	366.9	28.5	N/A
2035	1128.7	383.7	30.1	6886
2040	1199.8	415.6	31.6	6891

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

Horizon Year	Total Population (thousands)	Employment (thousands)	Average Weekday VMT (millions)	Total Lane Miles
2017	109.5	38.4	3.5	N/A
2025	131.1	46.4	3.7	N/A
2035	148.9	54.1	4.2	N/A
2040	197.7	59.9	4.7	N/A

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

Horizon Year	Total Population (thousands)	Employment (thousands)	Average Weekday VMT (millions)	Total Lane Miles
2017	38.3	15.2	0.6	366
2025	41.5	18.7	0.6	406

2035	43.3	22.7	0.8	429
2040	46.6	24.9	0.9	429

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

Horizon Year	Total Population (thousands)		Employment (thousands)		Average Weekday VMT (millions)		Total Lane Miles	
	Build	NO-Build	Build	No-Build	Build	No-Build	Build	No-Build
2017	38.6	38.6	6.7	6.7	1.0	1.0	452	452
2025	44.0	44.0	7.6	7.6	1.2	1.2	452	452
2035	47.7	47.7	8.2	8.2	1.2	1.2	452	452
2040	55.5	55.5	8.7	8.7	1.5	1.5	452	452

D. VEHICLE REGISTRATIONS

Kern Council of Governments does not estimate vehicle registrations, age distributions or fleet mix. Rather, current forecasted estimates for these data are developed by CARB and included in the EMFAC2011 model (http://www.arb.ca.gov/msei/onroad/latest_version.htm). EMFAC2011 is the most recent model for use in California conformity analyses. Vehicle registrations, age distribution and fleet mix are developed and included in the model by CARB and cannot be updated by the user. EPA issued a federal register notice on March 6, 2013 formally approving EMFAC2011 for conformity.

E. STATE IMPLEMENTATION PLAN MEASURES

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

CARBON MONOXIDE

No committed control measures are included in the conformity demonstration.

OZONE

Committed control measures in the 2007 8-hour Ozone Plan (as revised in 2011) that reduce mobile source emissions and are included in the conformity demonstration are shown in Table 2-3.

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

Measure Description	Pollutants
Existing Local Reductions: Rule 9310 (School Bus Fleets)	Summer NOx
Existing State Reductions: Carl Moyer Program & AB 1493 GHG Standards	Summer ROG Summer NOx
New/Proposed Local Reductions: Rule 9410 (Employer Based Trip Reduction)	Summer ROG Summer NOx
New/Proposed State Reductions: Smog Check & Reformulated Gas (RFG)	Summer ROG Summer NOx

NOTE: This table is consistent with the 2007 8-Hour Ozone Plan (as revised in 2011) which was approved by EPA on March 1, 2012 (effective April 30, 2012). In addition, the ARB "Truck Rule" has been included in EMFAC2011 and removed from the list above.

PM-10

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

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

Measure Description	Pollutants
ARB existing Reflash, Idling, and Moyer	PM-10 annual exhaust NOx annual exhaust
District Rule 8061: Paved and Unpaved Roads	PM-10 paved road dust PM-10 unpaved road dust
District Rule 8021 Controls: Construction, Demolition, Excavation, Extraction, and Other Earth Moving Activities	PM-10 road construction dust

PM2.5

Committed control measures in the 2008 PM2.5 Plan (as revised in 2011) that reduce mobile source emissions and are included in the conformity demonstration are shown in Table 2-5.

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

Measure Description	Pollutants
Existing Local Reductions: Rule 9310 (School Bus Fleets)	Annual PM2.5 Annual NOx
Existing State Reductions: Carl Moyer Program & AB 1493 GHG Standards	Annual PM2.5 Annual NOx
New/Proposed Local Reductions: Rule 9410 (Employer Based Trip Reduction)	Annual PM2.5 Annual NOx
New/Proposed State Reductions: Smog Check	Annual PM2.5 Annual NOx

NOTE: This table is consistent with the 2008 PM2.5 Plan (as revised in 2011) as approved by EPA on November 9, 2011 (effective January 9, 2012). In addition, the ARB "Truck Rule" has been included in EMFAC2011 and removed from the table above.

CHAPTER 3:
AIR QUALITY MODELING

The model used to estimate vehicle exhaust emissions for carbon monoxide, ozone precursors, and particulate matter is EMFAC2011. CARB emission factors for PM-10 have been used to calculate re-entrained paved and unpaved road dust, and fugitive dust associated with road construction. For the Conformity Analysis, model inputs not dependent on the TIP or RTP are consistent with the applicable SIP, which include:

- The 2004 Revision to the California State Implementation Plan for Carbon Monoxide was approved by EPA on November 30, 2005 (effective January 30, 2006).
- The 2007 Ozone Plan (as revised in 2011) was approved by EPA on March 1, 2012 (effective April 30, 2012)
- The 2007 PM-10 Maintenance Plan, which included revisions to the attainment plan, was approved (with minor technical corrections to the conformity budgets) by EPA on November 12, 2008.
- The 2008 PM2.5 Plan (as revised in 2011) was approved by EPA on November 9, 2011 (effective January 9, 2012).

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

A. EMFAC2011

The EMFAC model (short for EMission FACtor) is a computer model that can estimate emission rates for motor vehicles for calendar years from 1990 to 2035 operating in California. Pollutant emissions for hydrocarbons, carbon monoxide, nitrogen oxides, particulate matter, lead, sulfur oxides, and carbon dioxide are output from the model. Emissions are calculated for passenger cars, light, heavy, and medium-duty trucks, motorcycles, urban and school buses and motor homes.

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

Section 93.111 of the conformity regulation requires the use of the latest emission estimation model in the development of conformity determinations. EMFAC2011 is the latest update to the EMFAC model for use by California State and local governments to meet Clean Air Act (CAA, 1990) requirements. On March 6, 2013 EPA announced the availability of this latest version of

the California EMFAC model for use in SIP development in California. EMFAC 2011 will be required for conformity analysis begun on or after September 6, 2013. In accordance with Section 93.111 the latest emission estimation model (EMFAC 2011) will be used in the 2014 RTP Conformity Demonstration.

In addition, EPA approved the CARB EMFAC2011 methodology for the San Joaquin Valley Heavy Duty Diesel Vehicle Vehicle Miles Traveled (VMT) Recession Adjustment January 14, 2014. The methodology explains how VMT should be updated in EMFAC2011 – SG. EPA and FHWA also provided concurrence on the *EMFAC2011 – SG Conformity Analysis and SB 375 Analysis Instructions for the San Joaquin Valley MPOs*.

A transportation data template has been prepared to summarize the transportation model output for use in EMFAC 2011. The template includes allocating VMT by speed bin by modeling period, as well as allocating VMT by vehicle classification to reflect the San Joaquin Valley Heavy Duty Diesel VMT Recession Adjustment Methodology for input into EMFAC 2011.

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

B. ADDITIONAL PM-10 ESTIMATES

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

CALCULATION OF REENTRAINED DUST FROM PAVED ROAD TRAVEL

On January 13, 2011 EPA released a new method for estimating re-entrained road dust emissions from cars, trucks, buses, and motorcycles on paved roads. On February 4, 2011, EPA published the *Official Release of the January 2011 AP-42 Method for Estimating Re-Entrained Road Dust from Paved Roads* approving the January 2011 method for use in regional emissions analysis and beginning a two year conformity grace period, after which use of the January 2011 AP-42 method is required (e.g. February 4, 2013) in regional conformity analyses.

The road dust calculations have been updated to reflect this new methodology. More specifically, the emission factor equation and k value (particle size multiplier) have been updated accordingly. CARB default assumptions for roadway silt loading by roadway class, average vehicle weight, and rainfall correction factor remain unchanged. Emissions are estimated for five roadway

classes including freeways, arterials, collectors, local roads, and rural roads. Countywide VMT information is used for each road class to prepare the emission estimates.

CALCULATION OF REENTRAINED DUST FROM UNPAVED ROAD TRAVEL

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

CALCULATION OF PM-10 FROM ROADWAY CONSTRUCTION

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

PM-10 TRADING MECHANISM

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

C. PM2.5 APPROACH

1997 Standard - EPA and FHWA have indicated that areas violating both the annual and 24-hour standards for PM2.5 must address both standards in the conformity determination. The San Joaquin Valley currently violates both standards, and the conformity determination includes both analyses.

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

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

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

EMFAC2011 incorporates data for temperature, relative humidity, and characteristics for gasoline fuel sold that vary by geographic area, calendar year, and month and season. The annual average represents an average of all the monthly inventories. As a result, EMFAC will be run to estimate direct PM2.5 and NOx emissions from motor vehicles for an annual average day..

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

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

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

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

The SJV MPOs believe that the average annual day calculated from the current traffic models and EMFAC2011 represent the most accurate VMT data available. The MPOs will continue to discuss and research options that look at how VMT varies by month and season according to the local traffic models.

It is important to note that the guidance indicates that EPA expects the most thorough analysis for developing annual inventories will occur during the development of the SIP, taking into account the needs and capabilities of air quality modeling tools and the limitations of available data. Prior

to the development of the SIP, State and local air quality and transportation agencies may decide to use simplified methods for regional conformity analyses.

It is important to note that the San Joaquin Valley 2008 PM2.5 Plan (as revised in 2011) was approved by EPA on November 9, 2011 (effective January 9, 2012). The annual inventory methodology contained in the plan and used to establish emissions budgets is consistent with the methodology used herein. The regional emissions analyses in PM2.5 nonattainment areas must consider directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear, and tire wear. In California, areas will use EMFAC2011. As indicated under the Conformity Test Requirements, re-entrained road dust and construction-related fugitive dust from highway or transit projects is not included at this time. In addition, NOx emissions are included; however, VOC, SOx, and ammonia emissions are not.

1997 Standard – The 2008 PM2.5 Plan contains motor vehicle emission budgets for PM2.5 and NOx established based on average annual daily emissions. The motor vehicle emissions budget for PM2.5 includes directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes.

2006 Standard – In accordance with Transportation Conformity Rule PM2.5 and PM10 Amendments published on March 24, 2010 (effective April 23, 2010) for 2006 PM2.5 NAAQS Nonattainment areas, if a 2006 PM2.5 area has adequate or approved SIP budgets that address the 1997 standards, it must use the budget test to determine conformity for both of the NAAQS at the same time.

PM2.5 TRADING MECHANISM

The PM2.5 SIP (as revised in 2011) allows trading from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary PM2.5 using a 9 to 1 ratio. The trading mechanism will be used only for conformity analyses for analysis years after 2014.

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

For Mojave Desert (Eastern Kern), the model used to estimate emissions for ozone precursors is EMFAC2011 using the methodology described above.

For Indian Wells Valley (Kern County Portion), PM-10 on-road exhaust is not significant and not included in the emissions budgets or the conformity estimates. Paved road dust, unpaved road dust, and fugitive dust associated with road construction have been estimated using the methodology described above. However, there is no PM-10 trading mechanism.

For the Conformity Analysis, model inputs not dependent on the TIP or RTP are consistent with the applicable SIPs, which include:

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

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

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

E. SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES

New step-by-step air quality modeling instructions were developed for SJV MPO use with EMFAC2011-SG including the San Joaquin Valley Heavy Duty Diesel VMT Recession Adjustment Methodology; approved by EPA January 14, 2014. These instructions were provided for interagency consultation in August 2013. EPA, FHWA, and ARB concurred Documentation of the conformity analysis is provided in Appendix C, including:

- 2015 FTIP/2014 RTP Conformity EMFAC Spreadsheet
- 2015 FTIP/2014 RTP Conformity Paved Road Spreadsheet
- 2015 FTIP/2014 RTP Conformity Unpaved Road Dust Spreadsheet
- 2015 FTIP/2014 RTP Conformity Construction Spreadsheet
- 2015 FTIP/2014 RTP Conformity Trading Spreadsheets (PM-10 and PM2.5)
- 2015 FTIP/2014 RTP Conformity Totals Spreadsheet

CHAPTER 4: TRANSPORTATION CONTROL MEASURES

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

A. TRANSPORTATION CONFORMITY REGULATION REQUIREMENTS FOR TCMS

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

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

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

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

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

(i) programs for improved public transit;

(ii) restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;

(iii) employer-based transportation management plans, including incentives;

(iv) trip-reduction ordinances;

(v) traffic flow improvement programs that achieve emission reductions;

(vi) fringe and transportation corridor parking facilities serving multiple occupancy vehicle programs or transit service;

(vii) programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use;

(viii) programs for the provision of all forms of high-occupancy, shared-ride services;

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

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

(xi) programs to control extended idling of vehicles;

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

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

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

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

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

TCM REQUIREMENTS FOR A TRANSPORTATION PLAN

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

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

TCM REQUIREMENTS FOR A TRANSPORTATION IMPROVEMENT PROGRAM

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

> "(1) An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs over other projects within their control, including projects in locations outside the nonattainment or maintenance area;
>
> (2) If TCMs in the applicable implementation plan have previously been programmed for Federal funding but the funds have not been obligated and the TCMs are behind the schedule in the implementation plan, then the TIP cannot be found to conform:
>
> - if the funds intended for those TCMs are reallocated to projects in the TIP other than TCMs, or
> - if there are no other TCMs in the TIP, if the funds are reallocated to projects in the TIP other than projects which are eligible for Federal funding intended for air quality improvement projects, e.g., the Congestion Mitigation and Air Quality Improvement Program;
>
> (3) Nothing in the TIP may interfere with the implementation of any TCM in the applicable implementation plan."

B. APPLICABLE AIR QUALITY IMPLEMENTATION PLANS

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

APPLICABLE IMPLEMENTATION PLAN FOR CARBON MONOXIDE

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

APPLICABLE IMPLEMENTATION PLAN FOR OZONE

The 2007 Ozone Plan (as revised in 2011) was approved by EPA on March 1, 2012 (effective April 30, 2012). However, the Plan does not include TCMs for the San Joaquin Valley.

APPLICABLE IMPLEMENTATION PLAN FOR PM-10

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

The Amended 2003 PM-10 Plan was approved by EPA on May 26, 2004 (effective June 25, 2004). A local government control measure assessment was completed for this plan. The analysis focused on transportation-related fugitive dust emissions, which are not TCMs by definition. The local government commitments are included in the *Regional Transportation Planning Agency Commitments for Implementation Document, April 2003*.

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

APPLICABLE IMPLEMENTATION PLAN FOR PM2.5

The 2008 PM2.5 Plan (as revised in 2011) was approved by EPA on November 9, 2011 (effective January 9, 2012). However, the Plan does not include TCMs for the San Joaquin Valley.

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

C. IDENTIFICATION OF 2002 RACM THAT REQUIRE TIMELY IMPLEMENTATION DOCUMENTATION

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

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

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

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

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

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

The Project TID table that was prepared at the request of FHWA for the 2004 Conformity Analysis, has been updated in each subsequent conformity analysis including the 2013 FTIP and 2011 RTP, as amended. This documentation has been updated as part of this Conformity Analysis. A summary of this information is provided in Appendix E.

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

A new 2002 RACM TID Table was prepared in 2006 to address the more general RACM commitments that require additional timely implementation documentation per EPA. A brief summary of the commitment, including finite end dates if applicable, is included for each measure. The MPOs provided a status update regarding implementation in consultation with their member jurisdictions. If a specific project has been implemented, it is included in the Project TID Table under "Additional Projects Identified". This documentation was included in the Conformity Analysis for the 2007 TIP and 2004 RTP (as amended) that was approved by FHWA in October 2006 as well as the 2013 TIP and 2011 RTP, as amended. The 2002 RACM TID Table has been updated as part of this Conformity Analysis. A summary of this information is provided in Appendix E.

D. TCM FINDINGS FOR THE TIP AND REGIONAL TRANSPORTATION PLAN

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

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

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

In May 2003, the San Joaquin Valley MPO Executive Directors committed to conduct feasibility analyses as part of each new RTP in support of the 2003 PM-10 Plan. This commitment was retained in the 2007 PM-10 Maintenance Plan. In accordance with this commitment, Kern Council of Governments undertook a process to identify and evaluate potential control measures that could be included in the 2014 RTP. The analysis of additional measures included verification of the feasibility of the measures in the PM-10 Plan BACM analysis, as well as an analysis of new PM-10 commitments from other PM-10 nonattainment areas.

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

The Local Government Control Measures considered in the PM-10 Plan BACM analysis that were considered for inclusion in the 2014 RTP included:

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

- Repave or Overlay Paved Roads with Rubberized Asphalt

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

With the adoption of each new RTP, the MPOs will consider the feasibility of these measures, as well as identify any other new PM-10 measures that would be relevant to the San Joaquin Valley. Kern Council of Governments also considered PM-10 commitments from other PM-10 nonattainment areas that had been developed since the previous RTP was approved. Federal websites were reviewed for any PM-10 plans that have been adopted since 2009. New PM-10 plans that have been reviewed include:

a. Puerto Rico, Municipality of Guaynabo, PM-10 Limited Maintenance Plan, submitted March 2009 (EPA adequacy issued 8/25/09). On-road fugitive dust controls include paving, street sweeping and stabilization controls.

b. Nogales, AZ PM-10 Attainment Demonstration, EPA approval notice signed 8/24/12. On-road fugitive dust controls include paving projects and capital improvement projects @ the Ports of Entry.

c. Coso Junction, CA PM-10 Maintenance Plan, dated May 17, 2010 (EPA adequacy issued 9/3/10). No transportation control measures; transportation projects “exempt”.

d. Sacramento, CA PM-10 Implementation / Maintenance Plan, dated October 28, 2010. No new control measures included; no existing on-road controls either.

e. Truckee Meadows, NV PM-10 Maintenance Plan, adopted May 2009 (EPA adequacy issued 6/2/10). On-road fugitive dust controls include sweeping and sanding; contingency measures have already been considered in SJV analysis.

f. Eagle River, AK PM-10 Maintenance Plan, adopted August 2010 (EPA adequacy issued 5/14/12). On-road fugitive dust controls includes paving, winter traction sand; contingency measures include sweeping.

Based on review of commitments from other PM-10 nonattainment areas that have been developed since the previous RTP, no additional on-road fugitive dust controls measures are available for consideration.

Based on consultation with CARB and the Air District, Kern Council of Governments considered priority funding allocations in the 2014 RTPs for PM-10 and NOx emission reduction projects in the post-attainment year timeframe that go beyond the emission reduction commitments made for the attainment year 2010 for the following four measures:

(1) Paving or Stabilizing Unpaved Roads and Alleys

(2) Curbing, Paving, or Stabilizing Shoulders on Paved Roads

(3) Frequent Routine Sweeping or Cleaning of Paved Roads (i.e., funding allocation for the purchase of PM-10 efficient street sweepers for member jurisdictions); and

(4) Repave or Overlay Paved Roads with Rubberized Asphalt

Kern COG and its member jurisdictions consider both short- and long-term PM-10 emission reductions to be a priority as part of adopted policy. Every two to three years, Kern COG conducts a Congestion Mitigation and Air Quality (CMAQ) "Call for Projects" that includes funding for PM-10 projects by five categories including one for PM mitigating projects listed in measures 1-3 above. Funding levels and goals are set by Kern COG as part of each funding cycle, including a commitment to cost effectiveness. Currently, Caltrans has incorporated rubberized asphalt as general policy to meet recycled content requirements on high volume state highway facilities.

In 2003, Caltrans established a goal of using at least 15 percent rubberized asphalt concrete compared to all flexible pavement by weight; Caltrans has exceeded this goal each year. In 2005, AB 338 was passed and requires Caltrans to gradually phase in the use of crumb rubber, which is used to make rubberized-asphalt concrete, on state highway construction and repair projects, to the extent feasible. Kern COG will consider member agency project proposals for use of rubberized asphalt in accordance with adopted program policies including, cost-effectiveness policies.

CHAPTER 5: INTERAGENCY CONSULTATION

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

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

A. INTERAGENCY CONSULTATION

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

The interagency consultation process for the 2015 TIP, 2014 RTP, and corresponding Conformity Analysis began on the September 2013 IAC conference call. Discussion topics included the draft

schedule, procedures and documentation, including analysis years. In August 2013, the Draft Conformity Analysis Years, Latest Planning Assumptions and Transportation Modeling, Air Quality Modeling, Transportation Control Measures, and Draft Conformity Procedures for Regional Emissions Estimates were transmitted for IAC. EPA and FHWA provided concurrence in September 2014. EPA and FHWA concurrence for the draft boilerplate document was provided in January 2014. Minor editorial updates in response to IAC have been incorporated. In addition, EPA approved the San Joaquin Valley Heavy Duty Diesel Vehicle VMT Recession Adjustment Methodology on January 14, 2014.

The Draft 2015 TIP, 2014 RTP, and corresponding Conformity Analysis were released on March 12, 2014 for a 55-day public comment period , followed by Board adoption in June 2014. Federal approval of the 2015 TIP, 2014 RTP, and Conformity Analysis is anticipated by December 14, 2014.

In addition to consultation with our Conformity Partners through the interagency consultation process, a proactive consultation with process with local transportation providers was also included. This consultation is governed by signed memorandums of agreement and includes the Golden Empire Transit District, City of Delano Transit, and the Consolidated Transit Services Agency. Municipal transit service providers are represented by their member agencies on the Kern COG board. The transit agencies include representation on the Regional Planning Advisory Committee (RPAC) and Transportation Technical Advisory Committees (TTAC) which provide oversight for the development of the TIP, RTP and Conformity Analysis. The transit agencies are also represented on the Social Services Technical Advisory Committee which oversees un-met transit needs. In addition to local transit, Kern COG also maintains a memorandum of agreements with both the San Joaquin Unified Air Pollution Control District (APCD) and the East Kern APCD the latter of which also has representation on the TTAC. Both agencies are also include as interagency consultation partners. Kern COG also maintains a comprehensive database of over 1,900 agency and public contacts that receive notices on meeting agendas and document availability.

B. PUBLIC CONSULTATION

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

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

CHAPTER 6:
TIP AND RTP CONFORMITY

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

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

This chapter presents the results of the conformity tests, satisfying the remaining requirement of the transportation conformity regulation. Separate tests were conducted for carbon monoxide (CO), 8-hour ozone (ROG and NOx), PM-10 and PM2.5. The applicable conformity tests were reviewed in Chapter 1. For each test, the required emissions estimates were developed using the transportation and emission modeling approaches required under the transportation conformity regulation and summarized in Chapters 2 and 3. The results are summarized below, followed by a more detailed discussion of the findings for each pollutant. Table 6-1 presents results for CO, ozone (ROG/NOx), PM-10 (PM-10/NOx), and PM2.5 (PM2.5/NOx) respectively, in tons per day for each of the horizon years tested.

For carbon monoxide, the applicable conformity test is the emissions budget test, using the budgets established in the 2004 Revision to the California State Implementation Plan for Carbon Monoxide. The carbon monoxide budgets were approved by EPA for conformity purposes, effective January 30, 2006. The modeling results indicated that the on-road vehicle CO emissions predicted for the “Build” scenario for 2017 are less than the 2010 emissions budgets and 2018, 2025, 2035 and 2040 are less than the 2018 emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for carbon monoxide.

For ozone, the applicable conformity test is the emissions budget test, using the 2007 Ozone Plan (as revised in 2011) budgets established for ROG and NOx for an average summer (ozone) season day. EPA approved the Plan and conformity budgets (as revised in 2011) on March 1, 2012, effective April 30. The modeling results for all analysis years indicate that the on-road vehicle ROG and NOx emissions predicted for each of the “Build” scenarios are less than the emissions budgets. The TIP/RTP therefore satisfy the conformity emissions test for volatile organic compounds and nitrogen oxides.

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

1997 Standards: For PM2.5, the applicable conformity test is the emission budget test, using budgets established in the 2008 PM2.5 Plan. EPA approved the 2008 PM2.5 Plan (as revised in 2011) November 9, 2011 (effective January 9, 2012). The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the "Build" scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

2006 Standard: In accordance with Transportation Conformity Rule PM2.5 and PM10 Amendments published on March 24, 2010 (effective April 23, 2010) for 2006 PM2.5 NAAQS Nonattainment areas, if a 2006 PM2.5 area has adequate or approved SIP budgets that address the 1997 standards, it must use the budget test. For PM2.5, the applicable conformity test is the emission budget test, using budgets established in the 2008 PM2.5 Plan (as revised in 2011). EPA approved the 2008 PM2.5 Plan (as revised in 2011) November 9, 2011 (effective January 9, 2012) The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the "Build" scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

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

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

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

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

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

As all requirements of the Transportation Conformity regulation have been satisfied, a finding of conformity for the Draft 2015 Federal Transportation Improvement Program and the 2014 Regional Transportation Plan is supported.

Table 6-1: Conformity Results Summary

2014 RTP Conformity Results Summary -- KERN

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		CO (tons/day)		CO	
Carbon Monoxide	2010 Budget	180			
	2017	53		YES	
	2018 Budget	180			
	2018	52		YES	
	2025	41		YES	
	2035	40		YES	
	2040	42		YES	
Ozone		ROG (tons/day)	NOx (tons/day)	ROG	NOx
	2014 Budget	9.7	42.7		
	2014	7.1	36.9	YES	YES
	2017 Budget	8.7	31.7		
	2017	6.1	27.7	YES	YES
	2020 Budget	8.2	25.1		
	2020	5.6	22.5	YES	YES
	2023 Budget	7.9	18.6		
	2023	5.4	16.6	YES	YES
	2032	5.3	17.1	YES	YES
	2040	5.6	18.5	YES	YES
PM-10		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
	2020 Budget	14.7	39.5		
	2020	7.6	18.4	YES	YES
	2020 Budget	14.7	39.5		
	2025	8.0	12.6	YES	YES
	2020 Budget	14.7	39.5		
	2035	10.6	13.2	YES	YES
	2020 Budget	14.7	39.5		
	2040	9.4	14.1	YES	YES

Kern San Joaquin Valley – PM 10 Worksheet (cont.)

		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 PM2.5 24-Hour & Annual Standards and 2006 24-Hour Standard	2014 Budget	1.2	43.8		
	2014	1.1	39.1	YES	YES
	2014 Budget	1.2	43.8		
	2017	0.9	29.1	YES	YES
	2014 Budget	1.2	43.8		
	2025	1.0	17.7	YES	YES
	2014 Budget	1.2	43.8		
	2035	1.2	18.3	YES	YES
	2014 Adj. Budget	1.3	42.9		
	2040	1.3	19.2	YES	YES

2014 RTP Conformity Results Summary -- KERN (Mojave Desert)

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
Ozone	2008 Budget	5	18		
	2017	1	3	YES	YES
	2025	1	2	YES	YES
	2035	1	1	YES	YES
	2040	1	2	YES	YES

2014 RTP Conformity Results Summary -- KERN (Indian Wells Valley)

Pollutant	Scenario	Emissions Total	DID YOU PASS?
		PM-10 (tons/day)	PM-10
PM-10	2013 Budget	1.7	
	2017	1.0	YES
	2025	0.9	YES
	2035	0.9	YES
	2040	0.9	YES

Kern Indian Wells Valley – PM 10 Worksheet (cont.)

PM-10	2017	2025	2035	2040
	PM10	PM10	PM10	PM10
Paved Road Dust	0.324	0.347	0.403	0.450
Unpaved Road Dust	0.467	0.467	0.467	0.467
Road Construction Dust	0.175	0.105	0.048	0.000
Total	**0.966**	**0.919**	**0.918**	**0.917**

REFERENCES

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

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

EPA. 2004a. *Companion Guidance for the July 1, 2004, Final Transportation Conformity Rule: Conformity Implementation in Multi-jurisdictional Nonattainment and Maintenance Areas for Existing and New Air Quality Standards*. U.S. Environmental Protection Agency. July 21, 2004.

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

EPA, 2010a. 40 CFR Part 93. *Transportation Conformity Rule PM2.5 and PM10 Amendments; Final Rule.* Federal Register, March 24, 2010, Vol. 75, No. 56, p. 14260.

EPA, 2010b. *Transportation Conformity Regulations EPA-420-B-10-006.* March.

EPA, 2012. 40 CFR Part 93. *Transportation Conformity Rule Restructuring Amendments; Final Rule*. Federal Register, March 14, 2012, Vol. 77, No. 50, p. 14979.

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

USDOT. 2001. Federal Highway Administration. Planning Assistance and Standards. 23 CFR 450. October 16.

APPENDIX A

CONFORMITY CHECKLIST

CONFORMITY ANALYSIS DOCUMENTATION

FHWA Checklist for MPO TIPs/RTPs

June 27, 2005

40 CFR	Criteria	Page	Comments
§93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	Ch. 1, p 7	
§93.104 (b, c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding.	E.S. p. 1	
§93.104 (e)	If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate.	N/A	
§93.106 (a)(2)ii	Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year. Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	Ch. 2, p. 21 App. B p. 61	
§93.108	Document that the TIP/RTP is financially constrained (23 CFR 450).	E.S., p. 1	
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	Ch. 1, 2, 3, 4, 5, 6, p. 7 ff	
§93.109 (c-k)	Provide either a table or text description that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years.	Ch. 1, p. 15	
§93.110 (a, b)	Document the use of latest planning assumptions (source and year) at the "time the conformity analysis begins," including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	Ch. 2, p. 21	

40 CFR	Criteria	Page	Comments
USDOT/EPA guidance	Document the use of planning assumptions less than five years old. If unable, include written justification for the use of older data. (1/18/02)	Ch. 2, p. 21	
§93.110 (c,d,e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination. Document the use of the latest transit fares and road and bridge tolls. Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented. Document the key assumptions and show that they were agreed to through Interagency and public consultation.	Ch. 2, p. 28	
§93.111	Document the use of the latest emissions model approved by EPA.	Ch. 3, p. 34	
§93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450. Include documentation of consultation on conformity tests and methodologies as well as responses to written comments.	Ch. 5, p. 48	
§93.113	Document timely implementation of all TCMs in approved SIPs. Document that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation.	Ch. 4, p. 40 App. D, p. 104	
§93.114	Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2).	Analysis addresses both documents	
§93.118 (a, c, e)[i]	For areas with SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs.	Ch. 6, p. 50 - 52	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	Ch. 1, p. 12	
§93.118 (d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	Ch. 6, p. 50 - 52	
§93.119[1]	For areas without applicable SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with the requirements of the "Action/Baseline", "Action/1990" and/or "Action/2002" interim emissions tests as applicable.	Ch. 6, p. 50	

40 CFR	Criteria	Page	Comments
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.	Ch. 1, p. 7	
§93.119 (h,i)	Document how the baseline and action scenarios are defined for each analysis year.	Ch. 3, p. 34	
§93.122 (a)(1)	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis	Ch. 2, p. 29 App B, p. 61	
§93.122 (a)(2, 3)	Document that only emission reduction credits from TCMs on schedule have been included, or that partial credit has been taken for partially implemented TCMs. Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year.	Ch. 2, p. 32	
§93.122 (a)(4,5,6)	For nonregulatory measures that are not included in the STIP, include written commitments from appropriate agencies. Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios. Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation.	N/A	
§93.122 (b)(1)(i)[ii]	Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).	Ch. 2, p. 27	
§93.122 (b)(1)(ii) [2]	Document the land use, population, employment, and other network-based travel model assumptions.	Ch. 2, p. 22	
§93.122 (b)(1)(iii) [2]	Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.	Ch. 2, p. 22	
§93.122 (b)(1)(iv) [2]	Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes.	Ch. 2, p. 27	

40 CFR	Criteria	Page	Comments
§93.122 (b)(1)(v) [2]	Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split.	Ch. 2, p. 22 p. 28	
§93.122 (b)(1)(vi) [2]	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	Ch. 2, p. 27	
§93.122 (b)(2) [2]	Document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.	Ch. 2, p. 28	
§93.122 (b)(3) [2]	Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT.	Ch. 2, p. 27, 29	
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled	Ch. 2, p. 21	
§93.122 (e, f)	Document, in areas where a SIP identifies construction-related PM10 or PM2.5 as significant pollutants, the inclusion of PM10 and/or PM2.5 construction emissions in the conformity analysis.	Ch. 3, P.35 - 36	
§93.122 (g)	If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis.	N/A	
§93.126, §93.127, §93.128	Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, traffic signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts.	Ch. 2, App B, P. 87	

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

Disclaimers

This checklist is intended solely as an informational guideline to be used in reviewing Transportation Plans and Transportation Improvement Programs for adequacy of their conformity documentation. It is in no way intended to replace or supersede the Transportation Conformity regulations of 40 CFR Parts 51 and 93, the Statewide and Metropolitan Planning Regulations of 23 CFR Part 450 or any other EPA, FHWA or FTA guidance pertaining to transportation conformity or statewide and metropolitan planning. This checklist is not intended for use in documenting transportation conformity for individual transportation projects in nonattainment or maintenance areas. 40 CFR Parts 51 and 93 contain additional criteria for project-level conformity determinations. **Document #46711**

APPENDIX B

TRANPORTATION PROJECT LISTING

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

										Year number of lanes modeled (each direction)							
SORT KEY	AGENCY	AIR BASIN	M 10	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	14	17	20	23	26	32	35	40
1	**Bakersfield**																
2	Bakersfield	SJV		7th STANDARD RD	SANTA FE	ZERKER RD	Add Lanes	KER08RTP005	$57,000,000	2	2	2	2	2	2	2	2
3	Bakersfield	SJV		7th STANDARD RD	JEWETTA	VERDUGO	Add Lanes	KER08RTP005	$57,000,000	2	2	2	2	2	2	2	2
4	Bakersfield	SJV		7th STANDARD RD	VERDUGO	CALLOWAY	Add Lanes	KER08RTP005	$57,000,000	2	2	2	2	2	2	2	2
5	Bakersfield	SJV		AIRPORT	STATE RD	SR99	Add Lanes	Local		2	2	3	3	3	3	3	3
6	Bakersfield	SJV		ALFRED HARRELL	MT VERNON	CHINA GRADE LOOP				2	2	2	2	2	2	2	2
7	Bakersfield	SJV		ALFRED HARRELL	CHINA GRADE LOOP	FAIRFAX				2	2	2	2	2	3	3	3
8	Bakersfield	SJV		ALFRED HARRELL	FAIRFAX	WEST END HARTPARK	Add Lanes	Local		2	2	2	2	2	2	2	2
9	Bakersfield	SJV		ALFRED HARRELL	WEST END HARTPARK	LAKE MING	Add Lanes	Local		1	1	1	1	1	2	2	2
10	Bakersfield	SJV		ALFRED HARRELL	LAKE MING	PALADINO	Add Lanes	Local		1	1	1	1	1	2	2	2
11	Bakersfield	SJV		ALFRED HARRELL	PALADINO	SR178	Add Lanes	Local		1	1	1	1	1	2	2	2
12	Bakersfield	SJV		ALLEN	SR58	BRIMHALL	Add Lanes	Local		2	3	3	3	3	3	3	3
13	Bakersfield	SJV		ALLEN	BRIMHALL	WESTSIDE PARKWAY	Add Lanes		$7,000,000	2	2	2	2	2	2	2	2
14	Bakersfield	SJV		ALLEN	WESTSIDE PARKWAY	STOCKDALE	Add Lanes		$7,000,000	2	2	2	2	2	2	2	2
15	Bakersfield	SJV		ALLEN	STOCKDALE	MING AVE			$124,972	2	2	2	2	2	2	2	2
16	Bakersfield	SJV		ALLEN	MING AVE	CAMPUS PARK				1	1	1	1	1	2	2	2
17	Bakersfield	SJV		ALLEN	CAMPUS PARK	PANAMA LN				0	0	0	1	1	2	2	2
18	Bakersfield	SJV		ALLEN	PANAMA LN	SR 119				0	0	0	1	1	1	1	1
19	Bakersfield	SJV		ASHE RD	PANAMA LN	SR 119				1	1	2	2	2	2	2	2
20	Bakersfield	SJV		BRIMHALL RD	Rudd Road	RENFRO RD				0	0	2	2	2	2	2	2
21	Bakersfield	SJV		BRIMHALL RD	RENFRO RD	ALLEN				1	1	2	2	2	2	2	2
22	Bakersfield	SJV		BUENA VISTA RD	WHITE LN	HARRIS RD				2	2	2	2	2	2	2	2
23	Bakersfield	SJV		BUENA VISTA RD	HARRIS RD	PANAMA LN				1	1	2	2	2	2	2	2
24	Bakersfield	SJV		BUENA VISTA RD	PANAMA LN	SR 119				1	1	2	2	2	2	2	2
25	Bakersfield	SJV		BUENA VISTA RD	SR 119	CURNOW RD				1	1	1	1	1	2	2	2
26	Bakersfield	SJV		CALLOWAY	ETCHART	SNOW	Add Lanes	Local		1	1	1	2	2	2	2	2
27	Bakersfield	SJV		CALLOWAY	SNOW	NORRIS				2	2	2	2	3	3	3	3
28	Bakersfield	SJV		CALLOWAY	NORRIS	OLIVE				3/2	3/2	3/2	3	3	3	3	3
29	Bakersfield	SJV		CALLOWAY	OLIVE	NORIEGA				3	3	3	3	3	3	3	3
30	Bakersfield	SJV		CALLOWAY	NORIEGA	HAGEMAN				3	3	3	3	3	3	3	3
31	Bakersfield	SJV		CALLOWAY	HAGEMAN	MEACHAM				3	3	3	3	3	3	3	3
32	Bakersfield	SJV		CALLOWAY	MEACHAM	SR58				3	3	3	3	3	3	3	3
33	Bakersfield	SJV		CALLOWAY	BRIMHALL	WESTSIDE PARKWAY	Add Lanes	Local		3	3	3	3	3	3	3	3
34	Bakersfield	SJV		CALLOWAY	WESTSIDE PARKWAY	STOCKDALE				3	3	3	3	3	3	3	3
35	Bakersfield	SJV		CALIFORNIA	STOCKDALE	MOHAWK				3	3	3	3	3	3	3	3
36	Bakersfield	SJV		CALIFORNIA	MOHAWK	REAL				3	3	3	3	3	3	3	3
37	Bakersfield	SJV		CALIFORNIA	REAL	SR99				3	3	3	3	3	3	3	3
38	Bakersfield	SJV		CALIFORNIA	SR99	OAK				3	3	3	3	3	3	3	3
39	Bakersfield	SJV		CALIFORNIA	OAK	A ST				3/2	3/2	3/2	3/2	3/2	3/2	3	3
40	Bakersfield	SJV		CALIFORNIA	A ST	H ST				3	3	3	3	3	3	3	3
41	Bakersfield	SJV		CALIFORNIA	H ST	CHESTER				3	3	3	3	3	3	3	3
42	Bakersfield	SJV		CALIFORNIA	CHESTER	L ST				3	3	3	3	3	3	3	3
43	Bakersfield	SJV		CALIFORNIA	L ST	N ST				3	3	3	3	3	3	3	3

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

										Year number of lanes modeled (each direction)							
SORT KEY	AGENCY	AIR BASIN	M 10	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	14	17	20	23	25	32	36	40
44	Bakersfield	SJV		CALIFORNIA	N ST	Q ST				3	3	3	3	3	3	3	3
45	Bakersfield	SJV		CALIFORNIA	Q ST	UNION				3	3	3	3	3	3	3	3
46	Bakersfield	SJV		CALIFORNIA	UNION	BAKER				3	3	3	3	3	3	3	3
47	Bakersfield	SJV		CALIFORNIA	BAKER	KING				3	3	3	3	3	3	3	3
48	Bakersfield	SJV		CALIFORNIA	KING	BEALE				3	3	3	3	3	3	3	3
49	Bakersfield	SJV		CALIFORNIA	BEALE	HALEY				3	3	3	3	3	3	3	3
50	Bakersfield	SJV		CALIFORNIA	HALEY	WASHINGTON				2	2	2	2	2	2	2	2
51	Bakersfield	SJV		CASA LOMA	UNION	MADISON				1	1	1	2	2	2	2	2
52	Bakersfield	SJV		CASA LOMA	MADISON	COTTONWOOD				1	1	1	2	2	2	2	2
53	Bakersfield	SJV		CASA LOMA	COTTONWOOD	WASHINGTON				1	1	1	2	2	2	2	2
54	Bakersfield	SJV		CASA LOMA	WASHINGTON	FAIRFAX				0	0	0	0	0	2	2	2
55	Bakersfield	SJV		CHESTER	34TH ST	COLUMBUS				2	2	2	2	2	2	2	2
56	Bakersfield	SJV		CHESTER	30TH ST	34TH ST				2	2	2	2	2	2	2	2
57	Bakersfield	SJV		CHESTER	SR178	30TH ST				2	2	2	2	2	2	2	2
58	Bakersfield	SJV		COFFEE	7TH STANDARD	ETCHART	Add Lanes	Local		1	1	2	2	2	3	3	3
59	Bakersfield	SJV		COFFEE	ETCHART	SNOW	Add Lanes	Local		1	1	2	2	2	3	3	3
60	Bakersfield	SJV		COFFEE	NORRIS	OLIVE	Add Lanes	Local		2	2	2	2	2	3	3	3
61	Bakersfield	SJV		COFFEE	OLIVE	HAGEMAN				3	3	3	3	3	3	3	3
62	Bakersfield	SJV		COFFEE	HAGEMAN	MEANY				3	3	3	3	3	3	3	3
63	Bakersfield	SJV		COFFEE	MEANY	DOWNING				3	3	3	3	3	3	3	3
64	Bakersfield	SJV		COFFEE	DOWNING	GRANITE FALLS				3	3	3	3	3	3	3	3
65	Bakersfield	SJV		COFFEE	GRANITE FALLS	SR58				3	3	3	3	3	3	3	3
66	Bakersfield	SJV		COFFEE	SR58	BRIMHALL				3	3	3	3	3	3	3	3
67	Bakersfield	SJV		COFFEE	BRIMHALL	WESTSIDE PARKWAY				3	3	3	3	3	3	3	3
68	Bakersfield	SJV		COFFEE	WESTSIDE PARKWAY	TRUXTUN				3	3	3	3	3	3	3	3
69	Bakersfield	SJV		COFFEE	TRUXTUN	STOCKDALE				3	3	3	3	3	3	3	3
70	Bakersfield	SJV		CENTENNIAL CORRIDOR	SR 58	WESTSIDE PARKWAY	New Freeway	KER08RTP020	$698,000	0	0	3	3	3	3	3	3
71	Bakersfield	SJV		COTTONWOOD	SR 58	PANAMA RD				1	1	1	1	1	2	2	2
72	Bakersfield	SJV		FAIRFAX RD	ALFRED HARRELL HIGH	PALADINO DR				1	1	1	1	2	2	2	2
73	Bakersfield	SJV		FAIRFAX RD	REDBANK RD	PANAMA LN				1	1	1	1	1	2	2	2
74	Bakersfield	SJV		FAIRVIEW RD	MONITOR ST	SOUTH UNION AVE				1	1	1	1	1	2	2	2
75	Bakersfield	SJV		GOSFORD	SR119	MC KEE	Add Lanes	Local		1	1	2	2	2	2	2	2
76	Bakersfield	SJV		GOSFORD	MC KEE	MC CUTCHEN	Add Lanes	Local		1	1	2	2	2	2	2	2
77	Bakersfield	SJV		GOSFORD	MC CUTCHEN	PANAMA LN	Add Lanes	Local		1	1	2	2	2	2	2	2
78	Bakersfield	SJV		GOSFORD	PANAMA LN	HARRIS				3	3	3	3	3	3	3	3
79	Bakersfield	SJV		GOSFORD	HARRIS	PACHECO				3	3	3	3	3	3	3	3
80	Bakersfield	SJV		GOSFORD	PACHECO	DISTRICT				3	3	3	3	3	3	3	3
81	Bakersfield	SJV		GOSFORD	DISTRICT	WHITE LN				3	3	3	3	3	3	3	3
82	Bakersfield	SJV		GOSFORD	WHITE LN	S LAURELGLEN				3	3	3	3	3	3	3	3
83	Bakersfield	SJV		GOSFORD	S LAURELGLEN	N LAURELGLEN				3	3	3	3	3	3	3	3
84	Bakersfield	SJV		GOSFORD	N LAURELGLEN	MING				3	3	3	3	3	3	3	3
85	Bakersfield	SJV		GOSFORD	MING	CAMINO MEDIA				3	3	3	3	3	3	3	3
86	Bakersfield	SJV		GOSFORD	CAMINO MEDIA	STOCKDALE				3	3	3	3	3	3	3	3

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

										Year number of lanes modeled (each direction)							
SORT KEY	AGENCY	AIR BASIN	M 10	STREET	BEGIN	END	Type of Imprvmnt	RTP PROJECT ID/Other ID	COST (RTP, Other)	14	17	20	23	25	32	35	40
87	Bakersfield	SJV		HAGEMAN	ALLEN	OLD FARM				2	2	2	3	3	3	3	3
88	Bakersfield	SJV		HAGEMAN	OLD FARM	JEWETTA				2	2	2	3	3	3	3	3
89	Bakersfield	SJV		HAGEMAN	JEWETTA	VERDUGO				2/1	2/1	2/1	3	3	3	3	3
90	Bakersfield	SJV		HAGEMAN	VERDUGO	CALLOWAY				3	3	3	3	3	3	3	3
91	Bakersfield	SJV		HAGEMAN	CALLOWAY	MAIN PLAZA				3	3	3	3	3	3	3	3
92	Bakersfield	SJV		HAGEMAN	MAIN PLAZA	RIVERLAKES				3	3	3	3	3	3	3	3
93	Bakersfield	SJV		HAGEMAN	RIVERLAKES	COFFEE				3	3	3	3	3	3	3	3
94	Bakersfield	SJV		HAGEMAN	COFFEE	PATTON				3	3	3	3	3	3	3	3
95	Bakersfield	SJV		HAGEMAN	PATTON	FRUITVALE				3	3	3	3	3	3	3	3
96	Bakersfield	SJV		HAGEMAN	FRUITVALE	MOHAWK				3	3	3	3	3	3	3	3
97	Bakersfield	SJV		HAGEMAN	MOHAWK	KNUDSEN DR				2	2	2	2	2	2	3	3
98	Bakersfield	SJV		HAGEMAN	KNUDSEN DR	SR 99	New Ramps	KER08RTP013	$68,900,000	0	0	2	2	2	2	3	3
99	Bakersfield	SJV		HOSKING	BUENA VISTA	GOSFORD				1	1	1	1	2	2	2	2
100	Bakersfield	SJV		HOSKING	GOSFORD	STINE				1	1	1	2	2	2	2	2
101	Bakersfield	SJV		HOSKING	STINE	AKERS RD				1	1	2	2	2	2	2	2
102	Bakersfield	SJV		HOSKING	AKERS RD	WIBLE RD				2	2	2	2	2	2	2	2
103	Bakersfield	SJV		HOSKING	WIBLE RD	SO. H ST	Interchange Imprvmt	KER08RTP009	$31,000,000	1	2	2	3	3	3	3	3
104	Bakersfield	SJV		HOSKING	SO. H ST	UNION				1	1	2	2	2	2	2	2
105	Bakersfield	SJV		JEWETTA AVE	SNOW	HAGEMAN				2	2	2	2	2	2	2	2
106	Bakersfield	SJV		JEWETTA AVE	HAGEMAN	MEACHAM				1	1	2	2	2	2	2	2
107	Bakersfield	SJV		MANOR	ROBERTS LN	UNION				2	2	2	2	2	2	2	2
108	Bakersfield	SJV		MASTERSON ST	ALFRED HARRELL HWY	PALADINO DR				0	0	2	2	2	2	2	2
109	Bakersfield	SJV		MASTERSON ST	PALADINO DR	SR 178				2	2	2	2	2	2	2	2
110	Bakersfield	SJV		MING AVE	WEST BELTWAY	S ALLEN				0	0	2	2	2	2	2	2
111	Bakersfield	SJV		MING AVE	S ALLEN	BUENA VISTA				2	2	2	2	2	2	2	2
112	Bakersfield	SJV		MING AVE	BUENA VISTA	GRAND LAKES				3	3	3	3	3	3	3	3
113	Bakersfield	SJV		MING AVE	GRAND LAKES	OLD RIVER RD				3	3	3	3	3	3	3	3
114	Bakersfield	SJV		MING AVE	OLD RIVER RD	HAGGIN OAKS				3	3	3	3	3	3	3	3
115	Bakersfield	SJV		MING AVE	HAGGIN OAKS	GOSFORD				3	3	3	3	3	3	3	3
116	Bakersfield	SJV		MING AVE	GOSFORD	EL PORTAL				3	3	3	3	3	3	3	3
117	Bakersfield	SJV		MING AVE	EL PORTAL	ASHE				3	3	3	3	3	3	3	3
118	Bakersfield	SJV		MING AVE	ASHE	NEW STINE				3	3	3	3	3	3	3	3
119	Bakersfield	SJV		MING AVE	NEW STINE	STINE RD				3	3	3	3	3	3	3	3
120	Bakersfield	SJV		MING AVE	STINE	AKERS				3	3	3	3	3	3	3	3
121	Bakersfield	SJV		MING AVE	AKERS	REAL				3	3	3	3	3	3	3	3
122	Bakersfield	SJV		MING AVE	REAL	WIBLE				3	3	3	3	3	3	3	3
123	Bakersfield	SJV		MING AVE	WIBLE	HUGHES LN				3	3	3	3	3	3	3	3
124	Bakersfield	SJV		MING AVE	HUGHES LN	H ST				2	2	2	2	2	2	2	2
125	Bakersfield	SJV		MING AVE	H ST	CHESTER				2	2	2	2	2	2	2	2
126	Bakersfield	SJV		MING AVE	CHESTER	P ST				2	2	2	2	2	2	2	2
127	Bakersfield	SJV		MING AVE	P ST	UNION				2	2	2	2	2	2	2	2
128	Bakersfield	SJV		MOHAWK	HAGEMAN	DOWNING				3	3	3	3	3	3	3	3
129	Bakersfield	SJV		MOHAWK	ROSEDALE	TRUXTUN	New Arterial	KER08RTP004	$377,000,000	3	3	3	3	3	3	3	3

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

										Year number of lanes modeled (each direction)							
SORT KEY	AGENCY	AIR BASIN	M 10	STREET	BEGIN	END	Type of Imprvmnt	RTP PROJECT ID/Other ID	COST (RTP, Other)	14	17	20	23	25	32	35	40
130	Bakersfield	SJV		MOHAWK	SR 58	SR 58/Rosedale Highway	0.5 mi s/o			3	3	3	3	3	3	3	3
131	Bakersfield	SJV		MONTEREY	UNION	ALTA VISTA				3	3	3	3	3	3	3	3
132	Bakersfield	SJV		MONTEREY	ALTA VISTA	BAKER				3	3	3	3	3	3	3	3
133	Bakersfield	SJV		MONTEREY	BAKER	BEALE				3	3	3	3	3	3	3	3
134	Bakersfield	SJV		MONTEREY	BEALE	HALEY				3	3	3	3	3	3	3	3
135	Bakersfield	SJV		MONTEREY	HALEY	NILES				3	3	3	3	3	3	3	3
136	Bakersfield	SJV		MORNING DR	ALFRED HARRELL HWY	PALADINO DR				0	0	0	0	1	1	1	1
137	Bakersfield	SJV		MORNING DR	PALADINO DR	SR 178				1	1	2	2	2	2	2	2
138	Bakersfield	SJV		MORNING DR	SR 178	COLLEGE				1	1	1	1	1	1	1	1
139	Bakersfield	SJV		MT VERNON	COLUMBUS	SR178				2	2	2	2	2	2	2	2
140	Bakersfield	SJV		MT VERNON	SR58	BELLE TERRACE				2	2	2	2	2	2	2	2
141	Bakersfield	SJV		MT VERNON	BELLE TERRACE	CASA LOMA DR				2	2	2	2	2	2	2	2
142	Bakersfield	SJV		MT VERNON	WHITE LN/MULLER RD	PANAMA LN				0	0	0	0	0	0	1	1
143	Bakersfield	SJV		N. CHESTER	COLUMBUS	BEARDSLEY				2	2	2	2	2	2	2	2
144	Bakersfield	SJV		NEW STINE RD	WILSON	MING				3	3	3	3	3	3	3	3
145	Bakersfield	SJV		NEW STINE RD	MING	SUNDALE				3	3	3	3	3	3	3	3
146	Bakersfield	SJV		NEW STINE RD	SUNDALE	BELLE TERRACE				3	3	3	3	3	3	3	3
147	Bakersfield	SJV		NEW STINE RD	BELLE TERRACE	STOCKDALE				3	3	3	3	3	3	3	3
148	Bakersfield	SJV		NILES	UNION	ALTA VISTA				3	3	3	3	3	3	3	3
149	Bakersfield	SJV		NILES	ALTA VISTA	BAKER				3	3	3	3	3	3	3	3
150	Bakersfield	SJV		NILES	BAKER	BEALE				3	3	3	3	3	3	3	3
151	Bakersfield	SJV		NILES	BEALE	HALEY				3	3	3	3	3	3	3	3
152	Bakersfield	SJV		NILES	HALEY	MONTEREY				3	3	3	3	3	3	3	3
153	Bakersfield	SJV		OAK ST	CALIFORNIA AVE	SR 178 / 24th ST				2	2	2	2	3	3	3	3
154	Bakersfield	SJV		OLD_RIVER	STOCKDALE	CAMINO MEDIA				3	3	3	3	3	3	3	3
155	Bakersfield	SJV		OLD_RIVER	CAMINO MEDIA	MING				3	3	3	3	3	3	3	3
156	Bakersfield	SJV		OLD_RIVER	MING	WHITE LN				3	3	3	3	3	3	3	3
157	Bakersfield	SJV		OLD_RIVER	WHITE LN	CAMPUS PARK	Add Lanes	Local		3	3	3	3	3	3	3	3
158	Bakersfield	SJV		OLD_RIVER	CAMPUS PARK	PACHECO	Add Lanes	Local		3	3	3	3	3	3	3	3
159	Bakersfield	SJV		OLD_RIVER	PACHECO	HARRIS	Add Lanes	Local		3	3	3	3	3	3	3	3
160	Bakersfield	SJV		OLD_RIVER	HARRIS	PANAMA LN	Add Lanes	Local		2	2	2	2	2	2	2	2
161	Bakersfield	SJV		OLD_RIVER	PANAMA LN	BERKSHIRE	Add Lanes	Local		1	1	1	1	2	2	2	2
162	Bakersfield	SJV		OLD_RIVER	BERKSHIRE	MCCUTCHEN(HOSKING)	Add Lanes	Local		1	1	1	1	2	2	2	2
163	Bakersfield	SJV		OLD STINE	MING AVE	BELLE TERRACE				1	1	1	1	2	2	2	2
164	Bakersfield	SJV		OLIVE DR	RUDD RD (WEST BELTW	ALLEN				1	1	1	2	2	2	2	2
165	Bakersfield	SJV		OLIVE DR	ALLEN	JEWETTA				2	2	2	2	2	2	2	2
166	Bakersfield	SJV		OSWELL	SR178	BERNARD	Add Lanes	Local		3	3	3	3	3	3	3	3
167	Bakersfield	SJV		OSWELL	BRUNDAGE	SR58				2	2	2	2	2	2	2	2
168	Bakersfield	SJV		PALADINO DR	FAIRFAX	MORNING DR				0	0	0	2	2	2	2	2
169	Bakersfield	SJV		PALADINO DR	MORNING DR	MASTERSON Street				1	1	1	1	1	2	2	2
170	Bakersfield	SJV		PALADINO DR	MASTERSON Street	ALFRED HARRELL HWY				0	0	0	0	0	1	1	1
171	Bakersfield	SJV		PANAMA_LN	ALLEN	BARLOW	Add Lanes	Local		2	2	2	2	3	3	3	3
172	Bakersfield	SJV		PANAMA_LN	BARLOW	BUENA VISTA BLVD	Add Lanes	Local		2	2	2	2	3	3	3	3

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

										Year number of lanes modeled (each direction)							
SORT KEY	AGENCY	AIR BASIN	M 10	STREET	BEGIN	END	Type of Imprvmnt	RTP PROJECT ID/Other ID	COST (RTP, Other)	14	17	20	23	25	32	35	40
173	Bakersfield	SJV		PANAMA_LN	BUENA VISTA	MOUNTAIN VISTA	Add Lanes	Local		2	2	2	2	3	3	3	3
174	Bakersfield	SJV		PANAMA_LN	MOUNTAIN VISTA	OLD RIVER RD	Add Lanes	Local		2	2	2	2	3	3	3	3
175	Bakersfield	SJV		PANAMA_LN	OLD RIVER RD	PROGRESS	Add Lanes	Local		2	2	2	2	3	3	3	3
176	Bakersfield	SJV		PANAMA_LN	PROGRESS	GOSFORD	Add Lanes	Local		2	2	2	2	3	3	3	3
177	Bakersfield	SJV		PANAMA_LN	GOSFORD	RELIANCE	Add Lanes	Local		1/2	1/2	1/2	2	3	3	3	3
178	Bakersfield	SJV		PANAMA_LN	RELIANCE	ASHE	Add Lanes	Local		1/2	1/2	1/2	2	3	3	3	3
179	Bakersfield	SJV		PANAMA_LN	ASHE	GOLDEN GATE	Add Lanes	Local		3/2	3/2	3/2	3/2	3	3	3	3
180	Bakersfield	SJV		PANAMA_LN	GOLDEN GATE	STINE RD	Add Lanes	Local		3/2	3/2	3/2	3/2	3	3	3	3
181	Bakersfield	SJV		PANAMA_LN	STINE RD	AKERS	Add Lanes	Local		3	3	3	3	3	3	3	3
182	Bakersfield	SJV		PANAMA_LN	AKERS	WIBLE	Add Lanes	Local		3	3	3	3	3	3	3	3
183	Bakersfield	SJV		PANAMA_LN	WIBLE	SR99				3	3	3	3	3	3	3	3
184	Bakersfield	SJV		PANAMA_LN	SR99	H ST				3	3	3	3	3	3	3	3
185	Bakersfield	SJV		PANAMA_LN	H ST	MONITOR	Add Lanes	Local		2	2	2	2	2	3	3	3
186	Bakersfield	SJV		PANAMA_LN	MONITOR	UNION	Add Lanes	Local		2	2	2	2	2	3	3	3
187	Bakersfield	SJV		PANAMA_LN	UNION	COTTONWOOD				1	1	2	2	2	2	2	2
188	Bakersfield	SJV		PANAMA LN	COTTONWOOD	SR184				1	1	1	1	1	2	2	2
189	Bakersfield	SJV		PANORAMA DR	1700 FEET N COLUMBUS	UNION				2	2	2	2	2	2	2	2
190	Bakersfield	SJV		QUAIL CREEK RD	SNOW	7th STANDARD RD				0	0	0	0	2	2	2	2
191	Bakersfield	SJV		REAL RD	STOCKDALE	SR58				2	2	2	2	2	2	2	2
192	Bakersfield	SJV		RENFRO RD	7th STANDARD RD	OLIVE DR				0	0	0	0	0	1	1	1
193	Bakersfield	SJV		RENFRO RD	OLIVE DR	REINA RD				1	0	0	0	1	1	1	1
194	Bakersfield	SJV		RENFRO RD	JOHNSON RD	STOCKDALE HWY				1	1	2	2	2	2	2	2
195	Bakersfield	SJV		SANTA FE WAY	RUDD RD (West Beltway)	HAGEMAN RD				1	1	1	1	1	2	2	2
196	Bakersfield	SJV		SNOW RD	JENKINS RD	ALLEN				1	1	1	1	1	2	2	2
197	Bakersfield	SJV		SNOW RD	JEWETTA AVE	CALLOWAY DR				2/1	2/1	2/1	2/1	2	2	2	2
198	Bakersfield	SJV		SNOW RD	COFFEE RD	FRUITVALE AVE				1	1	1	1	2	2	2	2
199	Bakersfield	SJV		SO CHESTER	UNION	PLANZ RD				2	2	2	2	2	2	2	2
200	Bakersfield	SJV		SO.CHESTER	PLANZ RD	WILSON				2	2	2	2	2	2	2	2
201	Bakersfield	SJV		SO.CHESTER	MING	BELLE TERRACE				2	2	2	2	2	2	2	2
202	Bakersfield	SJV		SO.CHESTER	BELLE TERRACE	SR58				2	2	2	2	2	2	2	2
203	Bakersfield	SJV		SO.CHESTER	SR58	BRUNDAGE				2	2	2	2	2	2	2	2
204	Bakersfield	SJV		SO.CHESTER	BRUNDAGE	4TH ST				2	2	2	2	2	2	2	2
205	Bakersfield	SJV		SO.CHESTER	4TH ST	CALIFORNIA				2	2	2	2	2	2	2	2
206	Bakersfield	SJV		SO CHESTER	CALIFORNIA	TRUXTUN				2	2	2	2	2	2	2	2
207	Bakersfield	SJV		SO.CHESTER	TRUXTUN	18TH ST				2	2	2	2	2	2	2	2
208	Bakersfield	SJV		SO.CHESTER	18TH ST	21ST ST				2	2	2	2	2	2	2	2
209	Bakersfield	SJV		SO.CHESTER	21ST ST	SR178				2	2	2	2	2	2	2	2
210	Bakersfield	SJV		SO. H ST	ARVIN-EDSION CANAL	HOSKING				1	2	2	2	2	2	2	2
211	Bakersfield	SJV		SO. H ST	HOSKING	SR119				1	1	1	1	1	2	2	2
212	Bakersfield	SJV		STINE RD	WILSON	PLANZ RD				3	3	3	3	3	3	3	3
213	Bakersfield	SJV		STINE RD	PLANZ RD	WHITE LN				3	3	3	3	3	3	3	3
214	Bakersfield	SJV		STINE RD	WHITE LN	DISTRICT				3	3	3	3	3	3	3	3
215	Bakersfield	SJV		STINE RD	DISTRICT	PACHECO				3	3	3	3	3	3	3	3

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

										Year number of lanes modeled (each direction)							
SORT KEY	AGENCY	AIR BASIN	M 10	STREET	BEGIN	END	Type of Imprvmnt	RTP PROJECT ID/Other ID	COST (RTP, Other)	14	17	20	23	25	32	35	40
216	Bakersfield	SJV		STINE RD	PACHECO	HARRIS				3	3	3	3	3	3	3	3
217	Bakersfield	SJV		STINE RD	HARRIS	PANAMA LN				3	3	3	3	3	3	3	3
218	Bakersfield	SJV		STINE RD	PANAMA LN	BERKSHIRE				1	2	2	2	2	2	2	2
219	Bakersfield	SJV		STINE RD	BERKSHIRE	HOSKING				1	2	2	2	2	2	2	2
220	Bakersfield	SJV		STINE RD	HOSKING	MC KEE				1	2	2	2	2	2	2	2
221	Bakersfield	SJV		STINE RD	MC KEE	SR119				1	2	2	2	2	2	2	2
222	Bakersfield	SJV		STOCKDALE	SR 43	NORD				1	1	1	1	1	2	2	2
223	Bakersfield	SJV		STOCKDALE	NORD	WEGIS	New Freeway	KER08RTP020	$698,000,000	1	2	2	2	2	3	3	3
224	Bakersfield	SJV		STOCKDALE	WEGIS	HEATH	New Freeway	KER08RTP020	$698,000,000	1	2	2	2	2	3	3	3
225	Bakersfield	SJV		STOCKDALE	HEATH	CLAUDIA AUTUMN DR	New Freeway	KER08RTP020	$698,000,000	1	1	2	2	2	2	2	2
226	Bakersfield	SJV		STOCKDALE	CLAUDIA AUTUMN DR	RENFRO	New Freeway	KER08RTP020	$698,000,000	1	1	2	2	2	2	2	2
227	Bakersfield	SJV		STOCKDALE	RENFRO	ALLEN				3	3	3	3	3	3	3	3
228	Bakersfield	SJV		STOCKDALE	ALLEN	JEWETTA				3	3	3	3	3	3	3	3
229	Bakersfield	SJV		STOCKDALE	JEWETTA	BUENA VISTA BLVD				3	3	3	3	3	3	3	3
230	Bakersfield	SJV		STOCKDALE	BUENA VISTA	CALLOWAY				3	3	3	3	3	3	3	3
231	Bakersfield	SJV		STOCKDALE	CALLOWAY	COFFEE				3	3	3	3	3	3	3	3
232	Bakersfield	SJV		STOCKDALE	COFFEE	ASHE				3	3	3	3	3	3	3	3
233	Bakersfield	SJV		STOCKDALE	ASHE	CALIFORNIA				3	3	3	3	3	3	3	3
234	Bakersfield	SJV		STOCKDALE	CALIFORNIA	MONTCLAIR				3	3	3	3	3	3	3	3
235	Bakersfield	SJV		STOCKDALE	MONTCLAIR	STINE RD				3	3	3	3	3	3	3	3
236	Bakersfield	SJV		STOCKDALE	STINE	REAL				3	3	3	3	3	3	3	3
237	Bakersfield	SJV		STOCKDALE	REAL	SR99				3	3	3	3	3	3	3	3
238	Bakersfield	SJV		STOCKDALE	SR99	OAK				3	3	3	3	3	3	3	3
239	Bakersfield	SJV		TRUXTUN AVE	OAK	BEECH	Add Lanes	Local		2	2	2	2	2	2	3	3
240	Bakersfield	SJV		TRUXTUN AVE	BEECH	PINE ST	Add Lanes	Local		2	2	2	2	2	2	3	3
241	Bakersfield	SJV		TRUXTUN AVE	PINE	B ST	Add Lanes	Local		2	2	2	2	2	2	3	3
242	Bakersfield	SJV		TRUXTUN AVE	B ST	F ST	Add Lanes	Local		2	2	2	2	2	2	3	3
243	Bakersfield	SJV		TRUXTUN AVE	F ST	H ST	Add Lanes	Local		2	2	2	2	2	2	3	3
244	Bakersfield	SJV		TRUXTUN AVE	H ST	CHESTER				2	2	2	2	2	2	2	2
245	Bakersfield	SJV		TRUXTUN AVE	CHESTER	M ST				3	3	3	3	3	3	3	3
246	Bakersfield	SJV		TRUXTUN AVE	M ST	N ST				3	3	3	3	3	3	3	3
247	Bakersfield	SJV		TRUXTUN AVE	N ST	Q ST				3	3	3	3	3	3	3	3
248	Bakersfield	SJV		TRUXTUN AVE	Q ST	UNION				3	3	3	3	3	3	3	3
249	Bakersfield	SJV		UNION	MANOR	COLUMBUS	Add Lanes	Local		2	3	3	3	3	3	3	3
250	Bakersfield	SJV		UNION	COLUMBUS	34TH ST				3	3	3	3	3	3	3	3
251	Bakersfield	SJV		UNION	34TH ST	30TH ST				3	3	3	3	3	3	3	3
252	Bakersfield	SJV		UNION	30TH ST	NILES				2	3	3	3	3	3	3	3
253	Bakersfield	SJV		UNION	NILES	MONTEREY				3	3	3	3	3	3	3	3
254	Bakersfield	SJV		UNION	MONTEREY	KENTUCKY				3	3	3	3	3	3	3	3
255	Bakersfield	SJV		UNION	KENTUCKY	SR204				3	3	3	3	3	3	3	3
256	Bakersfield	SJV		UNION	SR204	21ST ST				3	3	3	3	3	3	3	3
257	Bakersfield	SJV		UNION	21ST ST	18TH ST				3	3	3	3	3	3	3	3
258	Bakersfield	SJV		UNION	18TH ST	TRUXTUN				3	3	3	3	3	3	3	3

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

										Year number of lanes modeled (each direction)							
SORT KEY	AGENCY	AIR BASIN	M 10	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	14	17	20	23	25	32	35	40
259	Bakersfield	SJV		UNION	TRUXTUN	CALIFORNIA				3	3	3	3	3	3	3	3
260	Bakersfield	SJV		UNION	CALIFORNIA	4TH ST				3	3	3	3	3	3	3	3
261	Bakersfield	SJV		UNION	4TH ST	BRUNDAGE				3	3	3	3	3	3	3	3
262	Bakersfield	SJV		UNION	BRUNDAGE	SR58				3	3	3	3	3	3	3	3
263	Bakersfield	SJV		UNION	SR58	BELLE TERRACE	Add Lanes	Local		3	3	3	3	3	3	3	3
264	Bakersfield	SJV		UNION	MING	WILSON	Add Lanes	Local		2	2	2	2	3	3	3	3
265	Bakersfield	SJV		UNION	WILSON	PLANZ	Add Lanes	Local		2	2	2	2	3	3	3	3
266	Bakersfield	SJV		UNION	PLANZ	CHESTER	Add Lanes	Local		2	2	2	2	3	3	3	3
267	Bakersfield	SJV		UNION	CHESTER	WHITE LN	Add Lanes	Local		2	2	2	2	3	3	3	3
268	Bakersfield	SJV		UNION	PACHECO	FAIRVIEW RD	Add Lanes	Local		2	2	2	2	2	3	3	3
269	Bakersfield	SJV		UNION	FAIRVIEW RD	PANAMA LN	Add Lanes	Local		2	2	2	2	2	3	3	3
270	Bakersfield	SJV		UNION	PANAMA LN	BERKSHIRE	Add Lanes	Local		2	2	2	2	2	3	3	3
271	Bakersfield	SJV		UNION	BERKSHIRE	HOSKING	Add Lanes	Local		2	2	2	2	2	3	3	3
272	Bakersfield	SJV		VINELAND RD	PALADINO DR	SR 178				0	2	2	2	2	2	2	2
273	Bakersfield	SJV		VINELAND RD	SR 178	SR 184/Kern Canyon Road				0	2	2	2	2	2	2	2
274	Bakersfield	SJV		WHITE LN/Muller Road	COTTONWOOD RD	OSWELL				0	0	0	0	0	2	2	2
275	Bakersfield	SJV		WHITE LN	BUENA VISTA	MOUNTAIN VISTA				3	3	3	3	3	3	3	3
276	Bakersfield	SJV		WHITE LN	MOUNTAIN VISTA	OLD RIVER RD				3	3	3	3	3	3	3	3
277	Bakersfield	SJV		WHITE LN	OLD RIVER RD	PARK VIEW				3	3	3	3	3	3	3	3
278	Bakersfield	SJV		WHITE LN	PARK VIEW	PIN OAK PARK				3	3	3	3	3	3	3	3
279	Bakersfield	SJV		WHITE LN	PIN OAK PARK	GOSFORD				3	3	3	3	3	3	3	3
280	Bakersfield	SJV		WHITE LN	GOSFORD	LILY				3	3	3	3	3	3	3	3
281	Bakersfield	SJV		WHITE LN	LILY	ASHE				3	3	3	3	3	3	3	3
282	Bakersfield	SJV		WHITE LN	ASHE	WILSON				3	3	3	3	3	3	3	3
283	Bakersfield	SJV		WHITE LN	WILSON	CLOVE				3	3	3	3	3	3	3	3
284	Bakersfield	SJV		WHITE LN	CLOVE	STINE RD				3	3	3	3	3	3	3	3
285	Bakersfield	SJV		WHITE LN	STINE RD	AKERS				3	3	3	3	3	3	3	3
286	Bakersfield	SJV		WHITE LN	AKERS	WIBLE RD				3	3	3	3	3	3	3	3
287	Bakersfield	SJV		WHITE LN	WIBLE RD	SR99				3	3	3	3	3	3	3	3
288	Bakersfield	SJV		WHITE LN	SR99	HUGHES LN				3	3	3	3	3	3	3	3
289	Bakersfield	SJV		WHITE LN	HUGHES LN	H ST				3/2	3/2	3/2	3/2	3/2	3/2	3/2	3/2
290	Bakersfield	SJV		WHITE LN	H ST	MONITOR				2	2	2	2	2	2	2	2
291	Bakersfield	SJV		WHITE LN	MONITOR	UNION				2	2	2	2	2	2	2	2
292	Bakersfield	SJV		WIBLE	SR 119	CURNOW RD				1	1	1	1	1	2	2	2
293	Bakersfield	SJV		WESTSIDE PARKWAY	HEATH	WEST BELTWAY	New Freeway	KER08RTP018	$170,000,000	2	2	2	2	2	2	3	3
294	Bakersfield	SJV		WESTSIDE PARKWAY	WEST BELTWAY	ALLEN	New Freeway	KER08RTP018	$170,000,000	2	2	2	2	2	3	3	3
295	Bakersfield	SJV		WESTSIDE PARKWAY	ALLEN	JEWETTA	New Freeway	KER08RTP020	$698,000,000	3	3	3	3	3	3	3	3
296	Bakersfield	SJV		WESTSIDE PARKWAY	JEWETTA	CALLOWAY	New Freeway	KER08RTP020	$698,000,000	3	3	3	3	3	3	3	3
297	Bakersfield	SJV		WESTSIDE PARKWAY	CALLOWAY	COFFEE	New Freeway	KER08RTP020	$698,000,000	3	3	4/3	4/3	4/3	4/3	4/3	4/3
298	Bakersfield	SJV		WESTSIDE PARKWAY	COFFEE	MOHAWK	New Freeway/Arte	KER08RTP020	$698,000,000	4/3	4/3	4	4	4	4	4	4
299	Bakersfield	SJV		WESTSIDE PARKWAY(PHASE 4	MOHAWK	TRUXTUN	New Freeway/Arte	KER08RTP020	$698,000,000	2	2	2-4	2-4	2-4	2-4	2-4	2-4
300	Bakersfield	SJV		WEST BELTWAY	7TH STANDARD	SR 58/Rosedale Highway		KER08RTP102		0	0	0	0	0	0	2	2
301	Bakersfield	SJV		WEST BELTWAY	SR58	WESTSIDE PARKWAY	New Freeway	KER08RTP018	$170,000,000	0	0	0	0	0	3	3	3

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

										Year number of lanes modeled (each direction)							
SORT KEY	AGENCY	AIR BASIN	M 10	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	14	17	20	23	25	32	35	40
302	Bakersfield	SJV		WEST BELTWAY	WESTSIDE PARKWAY	PACHECO		KER08RTP016		0	0	0	0	0	0	2	2
303	Bakersfield	SJV		WEST BELTWAY	PACHECO	PANAMA LN		KER08RTP097		0	0	0	0	0	0	2	2
304	Bakersfield	SJV		WEST BELTWAY	PANAMA LN	SR 119		KER08RTP097		0	0	0	0	0	0	2	2
305	**Caltrans**																
306	Caltrans	SJV		ELLINGTON	11TH AVE	SR155				1	1	1	1	1	1	1	1
307	Caltrans	SJV		I-5	LAVAL	LAVAL	Interchange	KER08RTP002	$11,300,000	x	x	x	x	x	x	x	x
308	Caltrans	SJV		I-5	COUNTY LINE	LAVAL				4	4	4	4	4	4	4	4
309	Caltrans	SJV		I-5	LAVAL	SR99				4	4	4	4	4	4	4	4
310	Caltrans	SJV		I-5	SR99	SR166				2	2	2	2	2	2	2	2
311	Caltrans	SJV		I-5	SR166	OLD RIVER RD				2	2	2	2	2	2	2	2
312	Caltrans	SJV		I-5	OLD RIVER RD	SR223				2	2	2	2	2	2	2	2
313	Caltrans	SJV		I-5	SR223	SR119				2	2	2	2	2	2	2	2
314	Caltrans	SJV		I-5	SR119	SR43				2	2	2	2	2	2	2	2
315	Caltrans	SJV		I-5	SR43	STOCKDALE				2	2	2	2	2	2	2	2
316	Caltrans	SJV		I-5	STOCKDALE	SR58				2	2	2	2	2	2	2	2
317	Caltrans	SJV		I-5	SR58	7TH STANDARD				2	2	2	2	2	2	2	2
318	Caltrans	SJV		I-5	7TH STANDARD	ROWLEE				2	2	2	2	2	2	2	2
319	Caltrans	SJV		I-5	ROWLEE	LERDO HWY				2	2	2	2	2	2	2	2
320	Caltrans	SJV		I-5	LERDO HWY	SR46				2	2	2	2	2	2	2	2
321	Caltrans	SJV		I-5	SR46	TWISSELMAN				2	2	2	2	2	2	2	2
322	Caltrans	SJV		I-5	TWISSELMAN	COUNTY LINE				2	2	2	2	2	2	2	2
323	Caltrans	IWV		SR14	SR395	POOLE								2		2	2
324	Caltrans	IWV		SR14	POOLE	INYOKERN	Add Lanes	KER08RTP008	$42,000,000					2		2	2
325	Caltrans	IWV		SR14	INYOKERN	SR178	Add Lanes	KER08RTP008	$42,000,000					2		2	2
326	Caltrans	IWV		SR14	SR178	6 mile s of 178	Add Lanes	KER08RTP017	$42,000,000					2		2	2
327	Caltrans	IWV		SR14	6 mile s of 178	REDROCK RANDSBURG	Add Lanes	KER08RTP024	$32,000,000					2		2	2
328	Caltrans	MD		SR14	REDROCK RANDSBURG	JAWBONE CANYON								2		2	2
329	Caltrans	MD		SR14	JAWBONE CANYON	CALIFORNIA CITY								2		2	2
330	Caltrans	MD		SR14	CALIFORNIA CITY	SR58BYPASS								2		2	2
331	Caltrans	MD		SR14	SR58BYPASS	DEAVER								2		2	2
332	Caltrans	MD		SR14	DEAVER	SR58								2		2	2
333	Caltrans	MD		SR14	ALTUS	SR58								2		2	2
334	Caltrans	MD		SR14	CAMELOT	ALTUS								2		2	2
335	Caltrans	MD		SR14	PURDY	CAMELOT								2		2	2
336	Caltrans	MD		SR14	SILVER QUEEN	PURDY								2		2	2
337	Caltrans	MD		SR14	BACKUS	SILVER QUEEN								2		2	2
338	Caltrans	MD		SR14	DAWN	BACKUS								2		2	2
339	Caltrans	MD		SR14	ROSAMOND	DAWN								2		2	2
340	Caltrans	MD		SR14	A AVE	ROSAMOND								2		2	2
341	Caltrans	SJV		SR119	SR33	GARDENER FIELD				1	1	1	1	1	1	1	1
342	Caltrans	SJV		SR119	GARDENER FIELD	2ND ST				1	1	1	1	1	1	1	1
343	Caltrans	SJV		SR119	2ND ST	ASH				1	1	1	1	1	1	1	1
344	Caltrans	SJV		SR119	ASH	HARRISON				1	1	1	1	1	1	1	1

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

										Year number of lanes modeled (each direction)							
SORT KEY	AGENCY	AIR BASIN	M 10	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	14	17	20	23	25	32	35	40
345	Caltrans	SJV		SR119	HARRISON	MIDWAY				1	1	1	1	1	1	1	1
346	Caltrans	SJV		SR119	MIDWAY	ELK HILLS				1	1	1	1	1	1	1	1
347	Caltrans	SJV		SR119	ELK HILLS	CHERRY AVE				1	1	1	1	1	1	1	1
348	Caltrans	SJV		SR119	CHERRY AVE	TUPMAN	Add Lanes	KER08RTP022	$115,000,000	1	1	1	1	2	2	2	2
349	Caltrans	SJV		SR119	TUPMAN	SR43				1	1	1	1	1	1	1	1
350	Caltrans	SJV		SR119	SR43	I-5				1	1	1	1	1	1	1	1
351	Caltrans	SJV		SR119	I-5	NORD	Add Lanes	KER08RTP099		1	1	1	1	1	2	2	2
352	Caltrans	SJV		SR119	NORD	HEATH	Add Lanes	KER08RTP099		1	1	1	1	1	2	2	2
353	Caltrans	SJV		SR119	HEATH	RENFRO	Add Lanes	KER08RTP099		1	1	1	1	1	2	2	2
354	Caltrans	SJV		SR119	RENFRO	ALLEN	Add Lanes	KER08RTP099		1	1	1	1	1	2	2	2
355	Caltrans	SJV		SR119	ALLEN	BARLOW	Add Lanes	KER08RTP099		1	1	1	1	1	2	2	2
356	Caltrans	SJV		SR119	BARLOW	BUENA VISTA BLVD	Add Lanes	KER08RTP099		1	1	1	1	1	2	2	2
357	Caltrans	SJV		SR119	BUENA VISTA BLVD	GREEN	Add Lanes	Local		1	1	1	1	1	2	2	2
358	Caltrans	SJV		SR119	GREEN	OLD RIVER RD	Add Lanes	Local		1	1	1	1	1	2	2	2
359	Caltrans	SJV		SR119	OLD RIVER RD	PROGRESS	Add Lanes	Local		1	1	1	1	1	2	2	2
360	Caltrans	SJV		SR119	PROGRESS	GOSFORD	Add Lanes	Local		1	1	1	1	1	2	2	2
361	Caltrans	SJV		SR119	GOSFORD	ASHE	Add Lanes	Local		1	1	1	1	1	2	2	2
362	Caltrans	SJV		SR119	ASHE	STINE RD	Add Lanes	Local		1	1	1	1	1	2	2	2
363	Caltrans	SJV		SR119	STINE RD	VAN HORN	Add Lanes	Local		1	1	1	1	1	2	2	2
364	Caltrans	SJV		SR119	VAN HORN	WIBLE RD	Add Lanes	Local		1	1	1	1	1	2	2	2
365	Caltrans	SJV		SR119	WIBLE RD	SR99	Add Lanes	Local		1	1	1	1	1	2	2	2
366	Caltrans	SJV		SR155	SR99	FREMONT				1	1	1	1	1	1	1	2
367	Caltrans	SJV		SR155	FREMONT	HIGH				1	1	1	1	1	1	1	2
368	Caltrans	SJV		SR155	HIGH	LEXINGTON				1	1	1	1	1	1	1	2
369	Caltrans	SJV		SR155	LEXINGTON	MAST AVE				1	1	1	1	1	1	1	2
370	Caltrans	SJV		SR155	MAST AVE	BROWNING				1	1	1	1	1	1	1	2
371	Caltrans	SJV		SR155	BROWNING	BOWMAN RD	Add Lanes	Local		1	1	1	1	1	2	2	2
372	Caltrans	SJV		SR155	BOWMAN RD	FAMOSO PORTERVILLE	Add Lanes	Local		1	1	1	1	1	2	2	2
373	Caltrans	SJV		SR155	FAMOSO PORTERVILLE	SR65				1	1	1	1	1	1	1	1
374	Caltrans	SJV		SR155	SR65	WOODY GRANITE				1	1	1	1	1	1	1	1
375	Caltrans	SJV		SR155	WOODY GRANITE	GRANITE				1	1	1	1	1	1	1	1
376	Caltrans	SJV		SR155	GRANITE	JACK RANCH				1	1	1	1	1	1	1	1
377	Caltrans	SJV	Y/5	SR155	JACK RANCH	RANCHERIA RD				1	1	1	1	1	1	1	1
378	Caltrans	MD	Y	SR155	RANCHERIA	WOFFORD								1		1	1
379	Caltrans	MD	Y	SR155	WOFFORD	SAWMILL								2		2	2
380	Caltrans	MD	Y	SR155	SAWMILL	SR178								1		1	1
381	Caltrans	SJV		SR166	SR33	OLD RIVER RD				1	1	1	1	1	1	1	1
382	Caltrans	SJV		SR166	OLD RIVER RD	I-5				1	1	1	1	1	1	1	1
383	Caltrans	SJV		SR166	I-5	SR99				1	1	1	1	1	1	1	1
384	Caltrans	SJV		SR178	SR58/SR99	BUCK OWENS	Add Lanes	KER08RTP014	$55,000,000	3	3/5	3/5	3/5	3/5	3/5	3/5	3/5
385	Caltrans	SJV		SR178	BUCK OWENS	OAK	Add Lanes	KER08RTP014	$55,000,000	3	4	4	4	4	4	4	4
386	Caltrans	SJV		SR178	OAK	OAK	Intersection	KER08RTP014	$55,000,000	2	4	4	4	4	4	4	4
387	Caltrans	SJV		SR178	OAK	BEECH	Add Lanes	KER08RTP014	$55,000,000	2	3	3	3	3	3	3	3

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

										Year number of lanes modeled (each direction)							
SORT KEY	AGENCY	AIR BASIN	M 10	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	14	17	20	23	25	32	35	40
388	Caltrans	SJV		SR178	BEECH	PINE ST	Add Lanes	KER08RTP014	$55,000,000	2	3	3	3	3	3	3	3
389	Caltrans	SJV		SR178	PINE ST	BAY ST	Add Lanes	KER08RTP014	$55,000,000	2	3	3	3	3	3	3	3
390	Caltrans	SJV		SR178	BAY ST	D ST	Add Lanes	KER08RTP014	$55,000,000	2	3	3	3	3	3	3	3
391	Caltrans	SJV		SR178	D ST	F ST	Add Lanes	KER08RTP014	$55,000,000	3	4	4	4	4	4	4	4
392	Caltrans	SJV		SR178	F ST	H ST	Add Lanes	KER08RTP014	$55,000,000	3	4	4	4	4	4	4	4
393	Caltrans	SJV		SR178	H ST	CHESTER	Add Lanes	KER08RTP014	$55,000,000	3	4	4	4	4	4	4	4
394	Caltrans	SJV		SR178	CHESTER	M ST	Add Lanes	KER08RTP014	$55,000,000	3	4	4	4	4	4	4	4
395	Caltrans	SJV		SR178	M ST	SR204				3	3	3	3	3	3	3	3
396	Caltrans	SJV		SR178	SR204	ALTA VISTA	Add Lanes	KER08RTP026	$140,500,000	3	3	3	3	3	4	4	4
397	Caltrans	SJV		SR178	ALTA VISTA	BEALE	Add Lanes	KER08RTP026	$140,500,000	3	3	3	3	3	4	4	4
398	Caltrans	SJV		SR178	BEALE	HALEY	Add Lanes	KER08RTP026	$140,500,000	3	3	3	3	3	4	4	4
399	Caltrans	SJV		SR178	HALEY	MT VERNON	Add Lanes	KER08RTP026	$140,500,000	3	3	3	3	3	4	4	4
400	Caltrans	SJV		SR178	MT VERNON	OSWELL	Add Lanes	KER08RTP026	$140,500,000	3	3	3	3	3	4	4	4
401	Caltrans	SJV		SR178	OSWELL	FAIRFAX				2	2	2	2	2	2	2	2
402	Caltrans	SJV		SR178	FAIRFAX	MORNING DR		KER08RTP111		2	3	3	3	3	3	3	3
403	Caltrans	SJV		SR178	MORNING DR	VINELAND	Add Lanes	KER08RTP010 KER08RTP112	$59,800,000	1	2	2	2	2	3	3	3
404	Caltrans	SJV		SR178	VINELAND	SR184	Add Lanes	KER08RTP011 KER08RTP025	$36,800,000 $231,500,000	1	3	3	3	3	3	3	3
405	Caltrans	SJV		SR178	SR184	MASTERSON Street	Add Lanes	KER08RTP011 KER08RTP025	$36,800,000 $231,500,000	1	3	3	3	3	3	3	3
406	Caltrans	SJV		SR178	MASTERSON Street	COMANCHE	Add Lanes	KER08RTP011 KER08RTP025	$36,800,000 $231,500,000	1	2	2	2	2	2	3	3
407	Caltrans	SJV		SR178	COMANCHE	MIRAMONTE	Add Lanes	KER08RTP011 KER08RTP025	$36,800,000 $231,500,000	1	2	2	2	2	2	3	3
408	Caltrans	SJV		SR178	MIRAMONTE	RANCHERIA RD		KER08RTP084		1	1	1	1	1	1	2	2
409	Caltrans	SJV/MD	Y/3	SR178	RANCHERIA RD	SR155				2	2	2	2	2	2	2	2
410	Caltrans	MD	Y	SR178	SR155	LAKE ISABELLA BLVD								1		1	1
411	Caltrans	MD	Y	SR178	LAKE ISABELLA BLVD	SIERRA WY								1		1	1
412	Caltrans	MD	Y	SR178	SIERRA WY	KELSO VALLEY								1		1	1
413	Caltrans	MD/IWV	Y/2	SR178	KELSO VALLEY	SR14								1		1	1
414	Caltrans	IWV		SR178	SR14	SR395								1		1	1
415	Caltrans	IWV		SR178	SR395	JACKS RANCH								2		2	2
416	Caltrans	IWV		SR178	JACKS RANCH	BRADY								2		2	2
417	Caltrans	IWV		SR178	BRADY	MAHAN								2		2	2
418	Caltrans	IWV		SR178	MAHAN	DOWNS								2		2	2
419	Caltrans	IWV		SR178	DOWNS	NORMA								2		2	2
420	Caltrans	IWV		SR178	NORMA	CHINA LAKE								2		2	2
421	Caltrans	IWV		SR178	INYOKERN	WARD								2		2	2
422	Caltrans	IWV		SR178	WARD	DRUMMOND								2		2	2
423	Caltrans	IWV		SR178	DRUMMOND	LAS FLORES								2		2	2

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

										Year number of lanes modeled (each direction)							
SORT KEY	AGENCY	AIR BASIN	M 10	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	14	17	20	23	25	32	35	40
424	Caltrans	IWV		SR178	LAS FLORES	RIDGECREST BLVD								2		2	2
425	Caltrans	IWV		SR178	CHINA LAKE	GATEWAY								2		2	2
426	Caltrans	IWV		SR178	GATEWAY	RICHMOND								2		2	2
427	Caltrans	IWV		SR178	RICHMOND	COUNTY LINE								1		1	1
428	Caltrans	SJV		SR184	MESA MARIN DR	SR178	Add Lanes	KER08RTP101		1	1	1	1	1	2	2	2
429	Caltrans	SJV		SR184	VINELAND	MESA MARIN DR	Add Lanes	KER08RTP101		1	1	1	1	1	2	2	2
430	Caltrans	SJV		SR184	MONICA ST	VINELAND	Add Lanes	KER08RTP101		1	1	1	1	1	2	2	2
431	Caltrans	SJV		SR184	SHALANE	MONICA ST	Add Lanes	KER08RTP101		1	1	1	1	1	2	2	2
432	Caltrans	SJV		SR184	MORNING DR	SHALANE	Add Lanes	KER08RTP101		1	1	1	1	1	2	2	2
433	Caltrans	SJV		SR184	NILES	PIONEER				1	1	1	1	1	2	3	3
434	Caltrans	SJV		SR184	PIONEER	MILLS				1	1	1	1	1	2	3	3
435	Caltrans	SJV		SR184	MILLS	EDISON				1	1	1	1	1	2	3	3
436	Caltrans	SJV		SR184	EDISON	BRUNDAGE				2	2	2	2	2	2	3	3
437	Caltrans	SJV		SR184	BRUNDAGE	SR58				2	2	2	2	2	2	3	3
438	Caltrans	SJV		SR184	SR58	KERRNITA		KER08RTP100		2	2	2	2	2	2	2	2
439	Caltrans	SJV		SR184	KERRNITA	REDBANK		KER08RTP100		1	1	1	1	1	2	2	2
440	Caltrans	SJV		SR184	REDBANK	WILSON		KER08RTP100		1	1	1	1	1	2	2	2
441	Caltrans	SJV		SR184	WILSON	MULLER		KER08RTP100		1	1	1	1	1	2	2	2
442	Caltrans	SJV		SR184	MULLER	WHITE LN		KER08RTP100		1	1	1	1	1	2	2	2
443	Caltrans	SJV		SR184	WHITE LN	HERMOSA		KER08RTP100		1	1	1	1	1	2	2	2
444	Caltrans	SJV		SR184	HERMOSA	FAIRVIEW RD		KER08RTP100		1	1	1	1	1	2	2	2
445	Caltrans	SJV		SR184	FAIRVIEW RD	PANAMA LN		KER08RTP100		1	1	1	1	1	2	2	2
446	Caltrans	SJV		SR184	PANAMA LN	KAM AVE		KER08RTP100		1	1	1	1	1	1	2	2
447	Caltrans	SJV		SR184	KAM AVE	MOUNTAIN VIEW		KER08RTP100		1	1	1	1	1	1	2	2
448	Caltrans	SJV		SR184	MOUNTAIN VIEW	MC KEE		KER08RTP100		1	1	1	1	1	1	2	2
449	Caltrans	SJV		SR184	MC KEE	SR119/PANAMA RD		KER08RTP100		1	1	1	1	1	1	2	2
450	Caltrans	SJV		SR184	SR119/PANAMA RD	HALL				2	2	2	2	2	2	2	2
451	Caltrans	SJV		SR184	HALL	DI GIORGIO				2	2	2	2	2	2	2	2
452	Caltrans	SJV		SR184	DI GIORGIO	TRI DUNCON				1	1	1	1	1	1	2	2
453	Caltrans	SJV		SR184	TRI DUNCON	BUENA VISTA BLVD				1	1	1	1	1	1	2	2
454	Caltrans	SJV		SR184	BUENA VISTA BLVD	SUNSET BLVD				1	1	1	1	1	1	2	2
455	Caltrans	SJV		SR184	SUNSET BLVD	SR223				1	1	1	1	1	1	2	2
456	Caltrans	MD		SR202	SR58	TEHACHAPI BLVD								2		2	2
457	Caltrans	MD		SR202	TEHACHAPI BLVD	RED APPLE								2		2	2
458	Caltrans	MD		SR202	RED APPLE	VALLEY BLVD								2		2	2
459	Caltrans	MD		SR202	VALLEY BLVD	GOLDEN HILLS								1		2	2
460	Caltrans	MD		SR202	GOLDEN HILLS	WOODFORD TEHACHAPI								1		1	1
461	Caltrans	MD		SR202	WOODFORD TEHACHAP	SCHOUT								1		1	1
462	Caltrans	MD		SR202	SCHOUT	BANDUCCI								1		1	1
463	Caltrans	MD	Y	SR202	BANDUCCI	CUMMINGS VALLEY								1		1	1
464	Caltrans	MD	Y	SR202	CUMMINGS VALLEY	BEAR VALLEY								1		1	1
465	Caltrans	MD	Y	SR202	BEAR VALLEY	GIRAUDO								1		1	1
466	Caltrans	SJV		SR204	UNION	Q ST				3	3	3	3	3	3	3	3

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

										Year number of lanes modeled (each direction)							
SORT KEY	AGENCY	AIR BASIN	M 10	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	14	17	20	23	25	32	35	40
467	Caltrans	SJV		SR204	Q ST	M ST				3	3	3	3	3	3	3	3
468	Caltrans	SJV		SR204	M ST	CHESTER				3	3	3	3	3	3	3	3
469	Caltrans	SJV		SR204	CHESTER	F ST				2	2/3	2/3	2/3	2/3	3	3	3
470	Caltrans	SJV		SR204	F ST	SR99				2	2	2	2	2	3	3	3
471	Caltrans	SJV		SR223	I-5	OLD RIVER RD				1	1	1	1	1	1	1	1
472	Caltrans	SJV		SR223	OLD RIVER RD	WIBLE RD				1	1	1	1	1	1	1	1
473	Caltrans	SJV		SR223	WIBLE RD	SR99				1	1	1	1	1	1	1	1
474	Caltrans	SJV		SR223	SR99	UNION				1	1	1	1	1	1	1	1
475	Caltrans	SJV		SR223	UNION	FAIRFAX				1	1	1	1	1	1	1	1
476	Caltrans	SJV		SR223	FAIRFAX	SR184				1	1	1	1	1	1	1	1
477	Caltrans	SJV		SR223	SR184	VINELAND				1	1	1	1	1	1	1	1
478	Caltrans	SJV		SR223	VINELAND	EDISON				1	1	1	1	1	1	1	1
479	Caltrans	SJV		SR223	EDISON	MALAGA				1	1	1	1	1	1	1	1
480	Caltrans	SJV		SR223	MALAGA	COMANCHE				1	1	1	1	1	1	1	1
481	Caltrans	SJV		SR223	COMANCHE	CAMPUS				2	2	2	2	2	2	2	2
482	Caltrans	SJV		SR223	CAMPUS	TEJON				2	2	2	2	2	2	2	2
483	Caltrans	SJV		SR223	TEJON	TOWER LINE				1	1	1	1	1	1	1	1
484	Caltrans	SJV		SR223	TOWER LINE	GENERAL BEALE				1	1	1	1	1	1	1	1
485	Caltrans	SJV		SR223	GENERAL BEALE	SR58				1	1	1	1	1	1	1	1
486	Caltrans	SJV		SR33	BARKER	TWISSELMAN				1	1	1	1	1	1	1	1
487	Caltrans	SJV		SR33	TWISSELMAN	SR46				1	1	1	1	1	1	1	1
488	Caltrans	SJV		SR33	SR46	LERDO HWY				1	1	1	1	1	1	1	1
489	Caltrans	SJV		SR33	LERDO HWY	LOST HILLS				1	1	1	1	1	1	1	1
490	Caltrans	SJV		SR33	LOST HILLS	LOKERN				1	1	1	1	1	1	1	1
491	Caltrans	SJV		SR33	LOKERN	SR58				1	1	1	1	1	1	1	1
492	Caltrans	SJV		SR33	SR58	SR58				1	1	1	1	1	1	1	1
493	Caltrans	SJV		SR33	SR58	BILL KIRBY				1	1	1	1	1	1	1	1
494	Caltrans	SJV		SR33	BILL KIRBY	MIDWAY				1	1	1	1	1	1	1	1
495	Caltrans	SJV		SR33	MIDWAY	ASH				1	1	1	1	1	1	1	1
496	Caltrans	SJV		SR33	ASH	HILLARD				1	1	1	1	1	1	1	1
497	Caltrans	SJV		SR33	HILLARD	10TH ST				2	2	2	2	2	2	2	2
498	Caltrans	SJV		SR33	10TH ST	6TH ST				2	2	2	2	2	2	2	2
499	Caltrans	SJV		SR33	6TH ST	2ND ST				2	2	2	2	2	2	2	2
500	Caltrans	SJV		SR33	2ND ST	MAIN ST				1	1	1	1	1	1	1	1
501	Caltrans	SJV		SR33	MAIN ST	SR119				1	1	1	1	1	1	1	1
502	Caltrans	SJV		SR33	SR119	WOOD				1	1	1	1	1	1	1	1
503	Caltrans	SJV		SR33	WOOD	CADET				1	1	1	1	1	1	1	1
504	Caltrans	SJV		SR33	CADET	BUSH				1	1	1	1	1	1	1	1
505	Caltrans	SJV		SR33	BUSH	SR166				1	1	1	1	1	1	1	1
506	Caltrans	SJV		SR33	SR166	CERRO NOROESTE				1	1	1	1	1	1	1	1
507	Caltrans	SJV		SR33	CERRO NOROESTE	COUNTY LINE				1	1	1	1	1	1	1	1
508	Caltrans	IWV		SR395	COUNTY LINE	SR14								2		2	2
509	Caltrans	IWV		SR395	SR14	INYOKERN								1		2	2

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

										Year number of lanes modeled (each direction)							
SORT KEY	AGENCY	AIR BASIN	M 10	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	14	17	20	23	25	32	35	40
510	Caltrans	IWV		SR395	INYOKERN	BOWMAN RD	Passing Lanes	KER08RTP089	$20,000,000					2		2	2
511	Caltrans	IWV		SR395	BOWMAN RD	CHINA LAKE	Passing Lanes	KER08RTP089	$20,000,000					2		2	2
512	Caltrans	IWV		SR395	CHINA LAKE	SEARLES								1		2	2
513	Caltrans	MD		SR395	SEARLES	GARLOCK								1		2	2
514	Caltrans	MD		SR395	GARLOCK	JOBERG								1		2	2
515	Caltrans	MD		SR395	JOBERG	COUNTY LINE								1		2	2
516	Caltrans	SJV		SR43	COUNTY LINE	CECIL AVE				1	1	1	1	1	1	1	1
517	Caltrans	SJV		SR43	CECIL AVE	SR155				1	1	1	1	1	1	1	1
518	Caltrans	SJV		SR43	SR155	POND				1	1	1	1	1	1	1	1
519	Caltrans	SJV		SR43	POND	SHERWOOD				1	1	1	1	1	1	1	1
520	Caltrans	SJV		SR43	SHERWOOD	SR46				1	1	1	1	1	1	1	1
521	Caltrans	SJV		SR43	SR46	5TH ST				1	1	1	1	1	1	1	1
522	Caltrans	SJV		SR43	5TH ST	6TH ST				1	1	1	1	1	1	1	1
523	Caltrans	SJV		SR43	6TH ST	7TH ST				1	1	1	1	1	1	1	1
524	Caltrans	SJV		SR43	7TH ST	POSO DR				1	1	1	1	1	1	1	1
525	Caltrans	SJV		SR43	POSO DR	FILBURN				2	2	2	2	2	2	2	2
526	Caltrans	SJV		SR43	FILBURN	JACKSON				2	2	2	2	2	2	2	2
527	Caltrans	SJV		SR43	JACKSON	KIMBERLINA RD				2	2	2	2	2	2	2	2
528	Caltrans	SJV		SR43	KIMBERLINA	POPLAR				2	2	2	2	2	2	2	2
529	Caltrans	SJV		SR43	POPLAR	SHAFTER				2	2	2	2	2	2	2	2
530	Caltrans	SJV		SR43	SHAFTER	CENTRAL				2	2	2	2	2	2	2	2
531	Caltrans	SJV		SR43	CENTRAL	LERDO HWY				2	2	2	2	2	2	2	2
532	Caltrans	SJV		SR43	LERDO HWY	LOS ANGELES				1	1	1	1	1	1	1	2
533	Caltrans	SJV		SR43	LOS ANGELES	7TH STANDARD				1	1	1	1	1	1	1	2
534	Caltrans	SJV		SR43	7TH STANDARD	BAKER				1	1	1	1	1	1	1	1
535	Caltrans	SJV		SR43	BAKER	SNOW				1	1	1	1	1	1	1	1
536	Caltrans	SJV		SR43	SNOW	KRATZMEYER				1	1	1	1	1	1	1	1
537	Caltrans	SJV		SR43	KRATZMEYER	REINA				1	1	1	1	1	1	1	1
538	Caltrans	SJV		SR43	REINA	HAGEMAN				1	1	1	1	1	1	1	1
539	Caltrans	SJV		SR43	HAGEMAN	SR58				1	1	1	1	1	1	1	1
540	Caltrans	SJV		SR43	SR58	PALM				1	1	1	1	1	1	1	1
541	Caltrans	SJV		SR43	PALM	BRIMHALL				1	1	1	1	1	1	1	1
542	Caltrans	SJV		SR43	BRIMHALL	STOCKDALE				1	1	1	1	1	1	1	1
543	Caltrans	SJV		SR43	STOCKDALE	PANAMA LN				1	1	1	1	1	1	1	1
544	Caltrans	SJV		SR43	PANAMA LN	I-5				1	1	1	1	1	1	1	1
545	Caltrans	SJV		SR43	I-5	SR119				1	1	1	1	1	1	1	1
546	Caltrans	SJV		SR46	COUNTY LINE	KECKS	Add Lanes	KER08RTP003	$232,000,000	2	2	2	2	2	2	2	2
547	Caltrans	SJV		SR46	KECKS	BITTERWATER VALLEY	Add Lanes	KER08RTP003	$232,000,000	2	2	2	2	2	2	2	2
548	Caltrans	SJV		SR46	BITTERWATER VALLEY	SR33	Add Lanes	KER08RTP003	$232,000,000	2	2	2	2	2	2	2	2
549	Caltrans	SJV		SR46	SR33	BROWN MATERIAL RD	Add Lanes	KER08RTP003	$232,000,000	2	2	2	2	2	2	2	2
550	Caltrans	SJV		SR46	BROWN MATERIAL RD	I-5	Add Lanes	KER08RTP018	$97,000,000	1	1	1	1	1	2	2	2
551	Caltrans	SJV		SR46	I-5	CORCORAN				1	1	1	1	1	1	1	1
552	Caltrans	SJV		SR46	CORCORAN	ROWLEE				1	1	1	1	1	1	1	1

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

										Year number of lanes modeled (each direction)							
SORT KEY	AGENCY	AIR BASIN	M 10	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	14	17	20	23	25	32	35	40
553	Caltrans	SJV		SR46	ROWLEE	WILDWOOD				1	1	1	1	1	1	1	1
554	Caltrans	SJV		SR46	WILDWOOD	SCOFIELD				1	1	1	1	1	1	1	1
555	Caltrans	SJV		SR46	SCOFIELD	LEONARD				1	1	1	1	1	1	1	1
556	Caltrans	SJV		SR46	LEONARD	WESTERN				1	1	1	1	1	1	1	1
557	Caltrans	SJV		SR46	WESTERN	MAGNOLIA				1	1	1	1	1	1	1	1
558	Caltrans	SJV		SR46	MAGNOLIA	CENTRAL				1	1	1	1	1	1	1	1
559	Caltrans	SJV		SR46	CENTRAL	PALM				1	1	1	1	1	1	1	1
560	Caltrans	SJV		SR46	PALM	GRIFFITH				1	1	1	1	1	1	1	1
561	Caltrans	SJV		SR46	GRIFFITH	F ST				1	1	1	1	1	1	1	1
562	Caltrans	SJV		SR46	F ST	SR43				1	1	1	1	1	1	1	1
563	Caltrans	SJV		SR46	SR43	ROOT				1	1	1	1	1	1	1	1
564	Caltrans	SJV		SR46	ROOT	SR99				1	1	1	1	1	1	1	1
565	Caltrans	SJV		SR58	COUNTY LINE	SR33				1	1	1	1	1	1	1	1
566	Caltrans	SJV		SR58	SR33	LOKERN				1	1	1	1	1	1	1	1
567	Caltrans	SJV		SR58	LOKERN	BUTTONWILLOW				1	1	1	1	1	1	1	1
568	Caltrans	SJV		SR58	BUTTONWILLOW	I-5				1	1	1	1	1	1	1	1
569	Caltrans	SJV		SR58	I-5	BRANDT				1	1	1	1	1	1	1	1
570	Caltrans	SJV		SR58	BRANDT	SR43				1	1	1	1	1	1	1	1
571	Caltrans	SJV		SR58	SR43	CHERRY		KER08RTP092		1	1	1	1	1	2	2	2
572	Caltrans	SJV		SR58	CHERRY	SUPERIOR		KER08RTP092		1	1	1	1	1	2	2	2
573	Caltrans	SJV		SR58	SUPERIOR	GREELEY		KER08RTP092		1	1	1	1	1	2	2	2
574	Caltrans	SJV		SR58	GREELEY	DRIVER		KER08RTP092		1	1	1	1	1	2	2	2
575	Caltrans	SJV		SR58	DRIVER	NORD		KER08RTP092		1	1	1	1	1	2	2	2
576	Caltrans	SJV		SR58	NORD	WEGIS		KER08RTP092		1	1	1	1	1	2	2	2
577	Caltrans	SJV		SR58	WEGIS	HEATH		KER08RTP092		1	1	1	1	1	2	2	2
578	Caltrans	SJV		SR58	HEATH	RENFRO		KER08RTP092		1	1	1	1	1	2	3	3
579	Caltrans	SJV		SR58	RENFRO	JENKINS		KER08RTP092		1	1	1	1	1	2	3	3
580	Caltrans	SJV		SR58	JENKINS	ALLEN		KER08RTP092		1	1	1	1	1	2	3	3
581	Caltrans	SJV		SR58	ALLEN	OLD FARM	Add Lanes	KER08RTP090	$8,800,000	2	3	3	3	3	3	3	3
582	Caltrans	SJV		SR58	OLD FARM	JEWETTA	Add Lanes	KER08RTP090	$8,800,000	2	3	3	3	3	3	3	3
583	Caltrans	SJV		SR58	JEWETTA	VERDUGO	Add Lanes	KER08RTP090	$8,800,000	2	3	3	3	3	3	3	3
584	Caltrans	SJV		SR58	VERDUGO	CALLOWAY	Add Lanes	KER08RTP090	$8,800,000	2	3	3	3	3	3	3	3
585	Caltrans	SJV		SR58	CALLOWAY	MAIN PLAZA	Add Lanes	KER08RTP007	$29,000,000	2	3	3	3	3	3	3	3
586	Caltrans	SJV		SR58	MAIN PLAZA	COFFEE		KER08RTP007	$29,000,000	2	3	3	3	3	3	3	3
587	Caltrans	SJV		SR58	COFFEE	PATTON		KER08RTP007	$29,000,000	2	3	3	3	3	3	3	3
588	Caltrans	SJV		SR58	PATTON	WEAR	Add Lanes	KER08RTP007	$29,000,000	2	3	3	3	3	3	3	3
589	Caltrans	SJV		SR58	WEAR	FRUITVALE	Add Lanes	KER08RTP007	$29,000,000	2	3	3	3	3	3	3	3
590	Caltrans	SJV		SR58	FRUITVALE	MOHAWK	Add Lanes	KER08RTP007	$29,000,000	2	3	3	3	3	3	3	3
591	Caltrans	SJV		SR58	MOHAWK	LANDCO	Add Lanes	KER08RTP118 KER08RTP007	$27,000,000 $29,000,000	2	3	3	3	3	3	3	3
592	Caltrans	SJV		SR58	LANDCO	GIBSON	Add Lanes	KER08RTP007	$29,000,000	2	3	3	3	3	3	3	3
593	Caltrans	SJV		SR58	GIBSON	SR99	Add Lanes	KER08RTP007	$29,000,000	3	3	3	3	3	3	3	3
594	Caltrans	SJV		SR58	REAL	SR99				2	2	0	0	0	0	0	0

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

										Year number of lanes modeled (each direction)							
SORT KEY	AGENCY	AIR BASIN	M 10	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	14	17	20	23	25	32	35	40
595	Caltrans	SJV		SR58	SR99	H STREET		KER08RTP019 KER08RTP020 KER08RTP093	$31,000,000 $47,400,000 $698,000,000	3/2	3	2-5	2-5	2-5	3-6	3-6	3-6
596	Caltrans	SJV		SR58	H STREET	CHESTER		KER08RTP019 KER08RTP020 KER08RTP093	$31,000,000 $47,400,000 $698,000,000	2	3	3	3	3	4	4	4
597	Caltrans	SJV		SR58	CHESTER	UNION		KER08RTP019 KER08RTP020 KER08RTP093	$31,000,000 $47,400,000 $698,000,000	2	3	4	4	4	5	5	5
598	Caltrans	SJV		SR58	UNION	COTTONWOOD	Add Lanes	KER08RTP019 KER08RTP093	$50,000,000 $47,400,000	2	3	3	3	3	4	4	4
599	Caltrans	SJV		SR58	COTTONWOOD	MT VERNON				3	3	3	3	3	4	4	4
600	Caltrans	SJV		SR58	MT VERNON	OSWELL				3	3	3	3	3	4	4	4
601	Caltrans	SJV		SR58	OSWELL	FAIRFAX				3	3	3	3	3	4	4	4
602	Caltrans	SJV		SR58	FAIRFAX	SR184				3	3	3	3	3	3	3	3
603	Caltrans	SJV		SR58	SR184	EDISON				2	2	2	2	2	2	2	2
604	Caltrans	SJV		SR58	EDISON	COMANCHE				2	2	2	2	2	2	2	2
605	Caltrans	SJV		SR58	COMANCHE	TOWER LINE				2	2	2	2	2	2	2	2
606	Caltrans	SJV		SR58	TOWER LINE	GENERAL BEALE				2	2	2	2	2	2	2	2
607	Caltrans	SJV		SR58	GENERAL BEALE	BEND RD	Truck Lanes	SHOPP		2	2	2	2	2	3	3	3
608	Caltrans	SJV		SR58	BEND RD	BEALVILLE	Truck Lanes	SHOPP		2	2	2	2	2	3	3	3
609	Caltrans	SJV		SR58	BEALVILLE	BROOM RANCH				2	2	2	2	2	2	2	2
610	Caltrans	MD	Y	SR58	BROOM RANCH	SR 202								2		2	2
611	Caltrans	MD		SR58	SR202	MILL								2		2	2
612	Caltrans	MD		SR58	MILL	DENNISON								2		2	2
613	Caltrans	MD		SR58	DENNISON	TEHACHAPI BLVD								2		2	2
614	Caltrans	MD		SR58	TEHACHAPI BLVD	SAND CANYON								2		2	2
615	Caltrans	MD		SR58	SAND CANYON	RANDSBURG CUTOFF								2		2	2
616	Caltrans	MD		SR58	RANDSBURG CUTOFF	SR14								2		2	2
617	Caltrans	MD		SR58	SR14	20 MULE TEAM PARKWAY								2		2	2
618	Caltrans	MD		SR58	20 MULE TEAM PARKWA	OLD 58								2		2	2
619	Caltrans	MD		SR58	OLD 58	CALIFORNIA CITY								2		2	2
620	Caltrans	MD		SR58	CALIFORNIA CITY	MUROC								2		2	2
621	Caltrans	MD		SR58	MUROC	CLAY MINE								2		2	2
622	Caltrans	MD		SR58	CLAY MINE	20 MULE TEAM PARKWAY								2		2	2
623	Caltrans	MD		SR58	20 MULE TEAM	GEPHART								2		2	2
624	Caltrans	MD		SR58	GEPHART	BORAX								2		2	2
625	Caltrans	MD		SR58	BORAX	COUNTY LINE								2		2	2
626	Caltrans	SJV		SR65	COUNTY LINE	SR155				1	1	1	1	1	1	1	1
627	Caltrans	SJV		SR65	SR155	SHERWOOD				1	1	1	1	1	1	1	1
628	Caltrans	SJV		SR65	SHERWOOD	FAMOSO RD				1	1	1	1	1	1	1	1
629	Caltrans	SJV		SR65	FAMOSO RD	MERCED AVE				1	1	1	1	1	1	1	1
630	Caltrans	SJV		SR65	MERCED AVE	LERDO HWY				1	1	1	1	1	1	1	1

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

										Year number of lanes modeled (each direction)							
SORT KEY	AGENCY	AIR BASIN	M 10	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	14	17	20	23	25	32	35	40
631	Caltrans	SJV		SR65	LERDO HWY	JAMES				1	1	1	1	1	1	1	1
632	Caltrans	SJV		SR65	JAMES	7TH STANDARD	Add Lanes	KER08RTP094		1	1	1	2	2	2	2	2
633	Caltrans	SJV		SR65	7TH STANDARD	SR99				2	2	2	2	2	2	2	2
634	Caltrans	SJV		SR99	COUNTY LINE	CECIL AVE				3	3	3	3	3	3	3	3
635	Caltrans	SJV		SR99	CECIL	SR155				3	3	3	3	3	3	3	3
636	Caltrans	SJV		SR99	SR155	WOOLLOMES				3	3	3	3	3	3	3	3
637	Caltrans	SJV		SR99	WOOLLOMES	POND				3	3	3	3	3	3	3	3
638	Caltrans	SJV		SR99	POND	SHERWOOD				3	3	3	3	3	3	3	3
639	Caltrans	SJV		SR99	SHERWOOD	SR46				3	3	3	3	3	3	3	3
640	Caltrans	SJV		SR99	SR46	KIMBERLINA RD				3	3	3	3	3	3	3	3
641	Caltrans	SJV		SR99	KIMBERLINA RD	MERCED AVE				3	3	3	3	3	3	3	3
642	Caltrans	SJV		SR99	MERCED	LERDO HWY				3	3	3	3	3	3	3	3
643	Caltrans	SJV		SR99	LERDO HWY	7TH STANDARD				3	3	3	3	3	3	3	3
644	Caltrans	SJV		SR99	7TH STANDARD	SR65		KER08RTP104	$91,100,000	3	3	3	3	3	3	4	4
645	Caltrans	SJV		SR99	SR65	OLIVE		KER08RTP104	$91,100,000	3	3	3	3	3	3	4	4
646	Caltrans	SJV		SR99	SNOW RD	SNOW RD	New Interchange	KER08RTP115	$138,200,000	-	-	-	-	-	-	X	X
647	Caltrans	SJV		SR99	OLIVE	OLIVE	Ramp Improvemer	KER08RTP021	$108,000,000	-	-	-	-	-	-	X	X
648	Caltrans	SJV		SR99	OLIVE	SR204		KER08RTP104	$12,000,000	5	5	5	5	5	5	5	5
649	Caltrans	SJV		SR99	SR204	AIRPORT				4	4	4	4	4	4	4	4
650	Caltrans	SJV		SR99	AIRPORT	SR58(24TH ST)				4	4	4	4	4	4	4	4
651	Caltrans	SJV		SR99	SR58(24TH ST)	CALIFORNIA				4	4	4	4	4	4	4	4
652	Caltrans	SJV		SR99	CALIFORNIA	STOCKDALE				4	4	4	4	4	4	4	4
653	Caltrans	SJV		SR99	STOCKDALE	MING				4	4	4	4	4	4	4	4
654	Caltrans	SJV		SR99	MING	Wilson Road				4	4	4	4	4	4	4	4
655	Caltrans	SJV		SR99	Wilson Road	WHITE LN	Add Lanes	KER08RTP077	$52,000,000	4	4	4	4	4	4	4	4
656	Caltrans	SJV		SR99	WHITE LN	PANAMA LN	Add Lanes	KER08RTP077	$52,000,000	4	4	4	4	4	4	4	4
657	Caltrans	SJV		SR99	PANAMA LN	HOSKING	Add Lanes	KER08RTP077	$52,000,000	4	4	4	4	4	4	4	4
658	Caltrans	SJV		SR99	HOSKING	HOSKING	Interchange Impro	KER08RTP009	$35,000,000	1	2	2	2	2	2	3	3
659	Caltrans	SJV		SR99	SR119	HOSKING	Add Lanes	KER08RTP077	$52,000,000	4	4	4	4	4	4	4	4
660	Caltrans	SJV		SR99	SR223	SR119				3	3	3	3	3	3	3	3
661	Caltrans	SJV		SR99	HERRING RD	SR223				3	3	3	3	3	3	3	3
662	Caltrans	SJV		SR99	COPUS RD	HERRING RD				3	3	3	3	3	3	3	3
663	Caltrans	SJV		SR99	SR166	COPUS RD				3	3	3	3	3	3	3	3
664	Caltrans	SJV		SR99	I-5	SR166				3	3	3	3	3	3	3	3
665	Caltrans	MD		TUCKER RD	RED APPLE	VALLEY								2		2	2
666	Caltrans	MD		VALLEY BL	TUCKER	REEVES	Add Lanes	Local						2		2	2
667	Caltrans	MD		VALLEY BL	REEVES	GOLDEN HILLS	Add Lanes	Local						2		2	2
668	**Kern County**																
669	Kern County	SJV		SR119	SR99	HUGHES LN	Add Lanes	Local		1	1	2	2	2	2	2	2
670	Kern County	SJV		SR119	HUGHES LN	UNION				1	1	2	2	2	2	2	2
671	Kern County	SJV		SR119	UNION	SR194				1	1	1	1	1	2	2	2
672	Kern County	SJV		7th STANDARD RD	SR 43/Enos Lane	SANTA FE WAY	Add Lanes	KER08RTP113	$11,500,000	1	1	1	1	1	1	1	1
673	Kern County	SJV		7th STANDARD RD	ZERKER RD	ALLEN	Add Lanes	KER08RTP005	$57,000,000	2	2	2	2	2	2	2	2

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

										Year number of lanes modeled (each direction)							
SORT KEY	AGENCY	AIR BASIN	M 10	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	14	17	20	23	25	32	35	40
674	Kern County	SJV		7th STANDARD RD	ALLEN	OLD FARM	Add Lanes	KER08RTP005	$57,000,000	2	2	2	2	2	2	2	2
675	Kern County	SJV		7th STANDARD RD	OLD FARM	JEWETTA	Add Lanes	KER08RTP005	$57,000,000	2	2	2	2	2	2	2	2
676	Kern County	SJV		7th STANDARD RD	CALLOWAY	RIVERLAKES	Add Lanes	KER08RTP005	$57,000,000	2	2	2	2	2	2	2	2
677	Kern County	SJV		7th STANDARD RD	RIVERLAKES	COFFEE	Add Lanes	KER08RTP005	$57,000,000	2	2	2	2	2	2	2	2
678	Kern County	SJV		7th STANDARD RD	COFFEE	SR99				2	2	2	2	2	2	2	2
679	Kern County	SJV		7th STANDARD RD	SR99	SR99				2	2	2	2	2	2	2	2
680	Kern County	SJV		7th STANDARD RD	SR99	SR65				2	2	2	2	2	2	2	2
681	Kern County	SJV		7th STANDARD RD	SR65	PEGASUS				2	2	2	2	2	2	2	2
682	Kern County	SJV		7th STANDARD RD	PEGASUS	WINGS WAY				2	2	2	2	2	2	2	2
683	Kern County	SJV		7th STANDARD RD	WINGS WAY	AIRPORT	Add Lanes	Local		1	1	2	2	2	2	2	2
684	Kern County	SJV		7th STANDARD RD	AIRPORT	MC CRAY				2	2	2	2	2	2	2	2
685	Kern County	SJV		7th STANDARD RD	MC CRAY	CHESTER				2	2	2	2	2	2	2	2
686	Kern County	MD		90TH WEST	ROSAMOND	HOLIDAY	Add Lanes	Local						1		2	2
687	Kern County	MD		90TH WEST	HOLIDAY	GASKELL	Add Lanes	Local						1		2	2
688	Kern County	MD		90TH WEST	GASKELL	A AVE	Add Lanes	Local						1		2	2
689	Kern County	SJV		AIRPORT	7TH STANDARD	DAY	Add Lanes	Local		1	2	2	2	2	2	2	2
690	Kern County	SJV		AIRPORT	DAY	SKYWAY	Add Lanes	Local		1	2	2	2	2	2	2	2
691	Kern County	SJV		AIRPORT	SKYWAY	NORRIS				2	2	2	2	2	2	2	2
692	Kern County	SJV		AIRPORT	NORRIS	DECATUR/OLIVE	Add Lanes	Local		2	2	3	3	3	3	3	3
693	Kern County	SJV		AIRPORT	DECATUR/OLIVE	ROBERTS LN	Add Lanes	Local		2	2	3	3	3	3	3	3
694	Kern County	SJV		AIRPORT	ROBERTS LN	STATE RD				2	2	3	3	3	3	3	3
695	Kern County	SJV		ALLEN	NORIEGA	HAGEMAN				1	1	2	2	2	2	2	2
696	Kern County	SJV		ALLEN	HAGEMAN	MEACHAM	Add Lanes	Local		1	2	2	2	2	2	2	2
697	Kern County	SJV		ALLEN	MEACHAM	SR58	Add Lanes	Local		1	2	2	2	2	2	2	2
698	Bakersfield	SJV		ASHE RD	SR 119	Curnow Road				1	1	1	1	2	2	2	2
699	Kern County	SJV		BRECKENRIDGE RD	SR 184/Morning Drive	VINELAND RD				1	1	1	1	1	2	2	2
700	Kern County	SJV		BRECKENRIDGE RD	VINELAND RD	Edison /Masterson				1	1	1	1	1	2	2	2
701	Kern County	SJV		BRECKENRIDGE RD	Edison /Masterson	BEAUJOLIAS				1	1	1	1	1	1	1	1
702	Kern County	SJV		BRECKENRIDGE RD	BEAUJOLIAS	COMANCHE DR				0	0	0	0	0	1	1	1
703	Kern County	SJV		CALLOWAY	7TH STANDARD	ETCHART	Add Lanes	Local		1	1	1	1	2	2	2	2
704	Kern County	SJV		CALLOWAY	SR58	HOLLAND ST	Add Lanes	Local		2	3	3	3	3	3	3	3
705	Kern County	SJV		CALLOWAY	HOLLAND ST	PALM				2	3	3	3	3	3	3	3
706	Kern County	SJV		CALLOWAY	PALM	BRIMHALL	Add Lanes	Local		2	3	3	3	3	3	3	3
707	Kern County	SJV		CALIFORNIA	WASHINGTON	MT VERNON				2	2	2	2	2	2	2	2
708	Kern County	SJV		CALIFORNIA	MT VERNON	EDISON				2	2	2	2	2	2	2	2
709	Kern County	SJV		CHASE AVE	Masterson Street	COMANCHE DR				0	0	0	0	1	1	1	1
710	Kern County	SJV		CHINA GRADE	CHESTER	MANOR				2	2	2	2	2	2	2	2
711	Kern County	SJV		CHINA GRADE	MANOR	MONTE CRISTO	Add Lanes	Local		1	1	1	1	1	2	2	2
712	Kern County	SJV		CHINA GRADE	MONTE CRISTO	CHINA GRADE LOOP/RO	Add Lanes	Local		1	1	1	1	1	2	2	2
713	Kern County	SJV		CHINA GRADE	CHINA GRADE LOOP/RO	ALFRED HARRELL	Add Lanes	Local		1	1	1	1	1	2	2	2
714	Kern County	IWV		CHINA LAKE BL	SPRINGER	MAHAN								1		1	1
715	Kern County	IWV		CHINA LAKE BL	MAHAN	SR395								1		1	1
716	Kern County	SJV		COFFEE	SNOW	NORRIS	Add Lanes	Local		1	1	2	2	2	3	3	3

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

										Year number of lanes modeled (each direction)							
SORT KEY	AGENCY	AIR BASIN	M 10	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	14	17	20	23	25	32	35	40
717	Kern County	SJV		COMANCHE DR	Alfred Harrell Highway	SR 58				1	1	1	1	1	2	2	2
718	Kern County	SJV		COMANCHE DR	SR 58	MULLER				1	1	1	1	1	2	2	2
719	Kern County	SJV		EDISON RD	SR 178	BRECKENRIDGE RD				1	1	1	1	1	1	2	2
720	Kern County	SJV		EDISON RD	BRECKENRIDGE RD	Edison Highway				1	1	1	1	1	2	2	2
721	Kern County	SJV		FAIRFAX RD	SR 58	REDBANK RD				1	1	2	2	2	2	2	2
722	Kern County	SJV		FRUITVALE AVE	SNOW	NORRIS				1	1	2	2	2	2	2	2
723	Kern County	SJV		FRUITVALE AVE	HAGEMAN RD	SR 58/Rosedale Highway				1	1	1	1	1	2	2	2
724	Kern County	SJV		GILMORE	FRUITVALE AVE	LANDCO				0	0	0	0	0	1	1	1
725	Kern County	SJV		GOSFORD	SR119	CURNOW				1	1	1	1	1	2	2	2
726	Kern County	SJV		HAGEMAN	NORD RD	WEGIS AVE				1	1	1	2	2	2	2	2
727	Kern County	SJV		HAGEMAN	WEGIS AVE	HEATH RD				1	1	1	1	1	2	2	2
728	Kern County	SJV		HAGEMAN	HEATH RD	RUDD				1	1	1	1	1	2	2	2
729	Kern County	SJV		HAGEMAN	RUDD	RENFRO				1	1	1	1	1	2	2	2
730	Kern County	SJV		HAGEMAN	RENFRO	JENKINS				1	1	1	1	2	2	2	2
731	Kern County	SJV		HAGEMAN	JENKINS	SANTA FE				3/2	3/2	3/2	3/2	3/2	3/2	3/2	3/2
732	Kern County	SJV		HAGEMAN	SANTA FE	ALLEN				3	3	3	3	3	3	3	3
733	Kern County	SJV		HEATH RD	HAGEMAN RD	SR 58/Rosedale Highway				1	1	2	2	2	2	2	2
734	Kern County	SJV		HEATH RD	SR 58/Rosedale Highway	Stockdale Highway				1	1	1	1	1	2	2	2
735	Kern County	SJV		LANDCO DR	HAGEMAN RD	OLIVE DR				0	0	1	1	1	1	2	2
736	Kern County	SJV		MANOR	MC CRAY	CHESTER				2	2	2	2	2	2	2	2
737	Kern County	SJV		MANOR	CHESTER	DAY				2	2	2	2	2	2	2	2
738	Kern County	SJV		MANOR	DAY	CHINA GRADE LOOP				2	2	2	2	2	2	2	2
739	Kern County	SJV		MANOR	CHINA GRADE LOOP	NORRIS				2	2	2	2	2	2	2	2
740	Kern County	SJV		MANOR	NORRIS	ROBERTS LN				2	2	2	2	2	2	2	2
741	Kern County	SJV		MEACHAM	RENFRO RD	JENKINS RD				1	1	1	1	1	2	2	2
742	Kern County	SJV		MEACHAM	JENKINS RD	ALLEN				1	1	2	2	2	2	2	2
743	Kern County	SJV		MOHAWK	HAGEMAN	DOWNING				0	0	3	3	3	3	3	3
744	Kern County	SJV		MOHAWK	DOWNING	SR58				3	3	3	3	3	3	3	3
745	Kern County	SJV		MT VERNON	SR178	BERNARD				2	2	2	2	2	2	2	2
746	Kern County	SJV		MT VERNON	BERNARD	COLLEGE				2	2	2	2	2	2	2	2
747	Kern County	SJV		MT VERNON	COLLEGE	FLOWER				2	2	2	2	2	2	2	2
748	Kern County	SJV		MT VERNON	FLOWER	NILES				2	2	2	2	2	2	2	2
749	Kern County	SJV		MT VERNON	NILES	KENTUCKY				2	2	2	2	2	2	2	2
750	Kern County	SJV		MT VERNON	KENTUCKY	EDISON HWY				2	2	2	2	2	2	2	2
751	Kern County	SJV		MT VERNON	EDISON HWY	CALIFORNIA				2	2	2	2	2	2	2	2
752	Kern County	SJV		MT VERNON	CALIFORNIA	VIRGINIA				2	2	2	2	2	2	2	2
753	Kern County	SJV		MT VERNON	VIRGINIA	BRUNDAGE				2	2	2	2	2	2	2	2
754	Kern County	SJV		NO. CHESTER	BEARDSLEY	ROBERTS LN				2	2	2	2	2	2	2	2
755	Kern County	SJV		NO. CHESTER	ROBERTS LN	DECATUR				2	2	2	2	2	2	2	2
756	Kern County	SJV		NO. CHESTER	DECATUR	NORRIS				2	2	2	2	2	2	2	2
757	Kern County	SJV		NO. CHESTER	NORRIS	CHINA GRADE LOOP				2	2	2	2	2	2	2	2
758	Kern County	SJV		NO. CHESTER	CHINA GRADE LOOP	DAY				2	2	2	2	2	2	2	2
759	Kern County	SJV		NO. CHESTER	DAY	MANOR				2	2	2	2	2	2	2	2

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

										Year number of lanes modeled (each direction)							
SORT KEY	AGENCY	AIR BASIN	M 10	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	14	17	20	23	25	32	35	40
760	Kern County	SJV		NILES	MONTEREY	MT VERNON				2	2	2	2	2	2	2	2
761	Kern County	SJV		NILES	MT VERNON	OSWELL				2	2	2	2	2	2	2	2
762	Kern County	SJV		NILES	OSWELL	STERLING RD				2	2	2	2	2	2	2	2
763	Kern County	SJV		NILES	STERLING RD	FAIRFAX				2	2	2	2	2	2	2	2
764	Kern County	SJV		NILES	FAIRFAX	BRENTWOOD				2	2	2	2	2	2	2	2
765	Kern County	SJV		NILES	BRENTWOOD	PARK DR				2	2	2	2	2	2	2	2
766	Kern County	SJV		NILES	PARK DR	SR184				2	2	2	2	2	2	2	2
767	Kern County	SJV		NORRIS RD	CHESTER AVE	MANOR				1	1	1	1	1	2	2	2
768	Kern County	SJV		NORRIS RD	SR 99	AIRPORT DR				1	1	1	1	1	2	2	2
769	Kern County	MD		OLD 58	ROSEWOOD	SR58BYPASS								2		2	2
770	Kern County	MD		OLD 58	ARROYO	ROSEWOOD								2		2	2
771	Kern County	MD		OLD 58	SR14	ARROYO								2		2	2
772	Kern County	MD		OLD 58	SR14	UNITED								2		2	2
773	Kern County	MD		OLD 58	UNITED	5TH ST								2		2	2
774	Kern County	MD		OLD 58	5TH	SR58BYPASS								2		2	2
775	Kern County	SJV		OLD RIVER	MCCUTCHEN(HOSKING)	SR119				1	1	1	1	2	2	2	2
776	Kern County	SJV		OLD RIVER	SR119	CURNOW				1	1	1	1	1	2	2	2
777	Kern County	SJV		OSWELL	BERNARD	COLLEGE	Add Lanes	Local		2	2	2	2	2	3	3	3
778	Kern County	SJV		OSWELL	COLLEGE	NILES	Add Lanes	Local		2	2	2	2	2	3	3	3
779	Kern County	SJV		OSWELL	NILES	KENTUCKY	Add Lanes	Local		2	2	2	2	2	3	3	3
780	Kern County	SJV		OSWELL	KENTUCKY	CALIFORNIA	Add Lanes	Local		2	2	2	2	2	3	3	3
781	Kern County	SJV		OSWELL	CALIFORNIA	EDISON HWY	Add Lanes	Local		2	2	2	2	2	3	3	3
782	Kern County	SJV		OSWELL	EDISON HWY	VIRGINIA	Add Lanes	Local		2	2	2	2	2	3	3	3
783	Kern County	SJV		OSWELL	VIRGINIA	BRUNDAGE	Add Lanes	Local		2	2	2	2	2	3	3	3
784	Kern County	SJV		OSWELL	WHITE LN	PANAMA LN				0	0	0	0	0	1	1	1
785	Kern County	SJV		PANAMA LN	SR 43/ENOS LN	RENFRO				1	2	2	2	2	2	2	2
786	Kern County	SJV		PANAMA LN	RENFRO	ALLEN	Add Lanes	Local		1	2	2	2	2	2	2	2
787	Kern County	MD		RANDSBURG CUTOFF	SR14	SR58BYPASS								1		1	1
788	Kern County	SJV		PATTON WAY	MEANY	SR 58/Rosedale Highway				1	1	1	1	1	1	2	2
789	Kern County	SJV		QUAIL CREEK RD	NORRIS	SNOW ROAD				1	1	1	1	2	2	2	2
790	Kern County	SJV		REDBANK	FAIRFAX	SR 184/Weedpatch Highway				1	1	2	2	2	2	2	2
791	Kern County	SJV		RENFRO RD	REINA	JOHNSON RD				1	1	1	1	1	2	2	2
792	Kern County	MD		ROSAMOND BL	TEHACHAPI WILLOW SP	80TH ST								1		1	1
793	Kern County	MD		ROSAMOND BL	80TH ST	70TH ST								1		1	1
794	Kern County	MD		ROSAMOND BL	70TH ST	65TH ST								1		1	1
795	Kern County	MD		ROSAMOND BL	65TH ST	60TH ST								1		1	1
796	Kern County	MD		ROSAMOND BL	60TH ST	50TH ST	Add Lanes	Local						2		2	2
797	Kern County	MD		ROSAMOND BL	50TH ST	40TH ST	Add Lanes	Local						3		3	3
798	Kern County	MD		ROSAMOND BL	40TH ST	30TH ST	Add Lanes	Local						3		3	3
799	Kern County	MD		ROSAMOND BL	30TH ST	25TH ST	Add Lanes	Local						3		3	3
800	Kern County	MD		ROSAMOND BL	25TH ST	SR14	Add Lanes	Local						3		3	3
801	Kern County	MD		ROSAMOND BL	SR14	20TH ST	Add Lanes	Local						3		3	3
802	Kern County	MD		ROSAMOND BL	20TH ST	SIERRA HWY	Add Lanes	Local						3		3	3

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

										Year number of lanes modeled (each direction)							
SORT KEY	AGENCY	AIR BASIN	M 10	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	14	17	20	23	25	32	35	40
803	Kern County	MD		ROSAMOND BL	SIERRA HWY	15TH ST	Add Lanes	Local						3		3	3
804	Kern County	MD		ROSAMOND BL	15TH ST	10TH ST	Add Lanes	Local						3		3	3
805	Kern County	SJV		SNOW RD	Allen Road	OLD FARM RD				1	1	1	1	2	2	2	2
806	Kern County	SJV		SNOW RD	OLD FARM RD	JEWETTA AVE				1	1	1	1	2	2	2	2
807	Kern County	SJV		SNOW RD	CALLOWAY DR	QUAIL CREEK RD				1	1	1	1	2	2	2	2
808	Kern County	SJV		SNOW RD	QUAIL CREEK RD	COFFEE RD				1	1	1	1	2	2	2	2
809	Kern County	SJV		SNOW RD	FRUITVALE AVE	Golden State Highway				1	1	2	2	2	2	2	2
810	Kern County	SJV		SO.CHESTER	WILSON	MING				2	2	2	2	2	2	2	2
811	Kern County	MD		TEHACHAPI WILLOW SPRINGS	IRONE	ROSAMOND								1		1	1
812	Kern County	MD		TEHACHAPI WILLOW SPRINGS	HAMILTON	IRONE								1		1	1
813	Kern County	MD		TEHACHAPI WILLOW SPRINGS	HIGHLINE	DENNISON								1		1	1
814	Kern County	MD		TEHACHAPI WILLOW SPRINGS	ABAJO	HIGHLINE								1		1	1
815	Kern County	SJV		UNION	BELLE TERRACE	MING	Add Lanes	Local		2	2	3	3	3	3	3	3
816	Kern County	SJV		UNION	WHITE LN	PACHECO	Add Lanes	Local		2	2	2	2	2	3	3	3
817	Kern County	SJV		UNION	HOSKING	MC KEE	Add Lanes	Local		2	2	2	2	2	3	3	3
818	Kern County	SJV		UNION	MC KEE	SR119	Add Lanes	Local		2	2	2	2	2	3	3	3
819	Kern County	SJV		VERDUGO LN	MEACHAM	ROSEDALE HIGHTWAY				1	1	1	1	1	1	1	1
820	Kern County	SJV		VINELAND RD	SR 58	EDISON HIGHWAY				1	1	1	1	1	2	2	2
821	Kern County	SJV		VINELAND RD	EDISON HIGHWAY	Eucalyptus Drive				1	1	1	1	1	2	2	2
822	Kern County	SJV		VINELAND RD	Eucalyptus Drive	PIONEER DR				1	1	1	1	1	2	2	2
823	Kern County	SJV		VINELAND RD	PIONEER DR	SR 184/Morning Drive				0	0	0	0	0	1	1	1
824	Kern County	SJV		WHITE LN(MULLER RD)	OSWELL	FAIRFAX				1	1	1	1	1	2	2	2
825	**California City**																
826	California City	MD		CAL CITY BL	SR14	RAILROAD								1		1	1
827	California City	MD		CAL CITY BL	RAILROAD	BARON BLVD								1		1	1
828	California City	MD		CAL CITY BL	BARON BLVD	NEURALIA								2		2	2
829	California City	MD		CAL CITY BL	NEURALIA	HACIENDA								2		2	2
830	California City	MD		CAL CITY BL	RANDSBURG MOJAVE	HACIENDA								2		2	2
831	California City	MD		CAL CITY BL	REDWOOD	RANDSBURG MOJAVE								2		2	2
832	California City	MD		CAL CITY BL	CARSON	REDWOOD								1		1	1
833	**Ridgecrest**																
834	Ridgecrest	IWV		CHINA LAKE BL	RIDGECREST BLVD	UPJOHN								2		2	2
835	Ridgecrest	IWV		CHINA LAKE BL	UPJOHN	BOWMAN RD								2		2	2
836	Ridgecrest	IWV		CHINA LAKE BL	BOWMAN RD	COLLEGE HEIGHTS								2		2	2
837	Ridgecrest	IWV		CHINA LAKE BL	COLLEGE HEIGHTS	DOLPHIN								1		1	1
838	Ridgecrest	IWV		CHINA LAKE BL	DOLPHIN	DOWNS								1		1	1
839	Ridgecrest	IWV		CHINA LAKE BL	DOWNS	SPRINGER								1		1	1
840	**Shafter**																
841	Shafter	SJV		LERDO HWY	POPLAR	SHAFTER				1	1	1	1	1	1	1	1
842	Shafter	SJV		LERDO HWY	SHAFTER	SR43				1	1	1	1	1	1	1	1
843	Shafter	SJV		LERDO HWY	SR43	MANNEL				2	2	2	2	2	2	2	2
844	Shafter	SJV		LERDO HWY	MANNEL	BEECH				2	2	2	2	2	2	2	2
845	Shafter	SJV		LERDO HWY	BEECH	CHERRY		Local		2	2	2	2	2	2	2	2

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

										Year number of lanes modeled (each direction)							
SORT KEY	AGENCY	AIR BASIN	M 10	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	14	17	20	23	25	32	35	40
846	Shafter	SJV		LERDO HWY	CHERRY	ZACHARY	Add Lanes	Local		2	2	2	2	2	3	3	3
847	Shafter	SJV		LERDO HWY	ZACHARY	ZERKER	Add Lanes	Local		2	2	2	2	2	3	3	3
848	Shafter	SJV		LERDO HWY	ZERKER	SR99	Add Lanes			2	2	2	2	2	3	3	3

Transportation Project Listing - Exempt Projects

Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
Arvin	KER050501	20400000294	IN ARVIN: INSTALL NEW COMPRESSOR, NEW VESSELS AND NEW ROOF STRUCTURE AT EXISTING CNG STATION	$598,754	2.04	San Joaquin
Arvin	KER090401	20400000550	LOCAL STREETS AND ROADS RESURFACING, RECONSTRUCTION OR REHABILITATION AT VARIOUS LOCATIONS (NON-CAPACITY PROJECTS ONLY)	$792,000	1.10	San Joaquin
Arvin	KER110803	20400000634	PURCHASE TWO TYPE VII 30-PASSENGER DIESEL BUSES WITH ADDED A/C UNIT, REPEATER RADIO, FAREBOX, VIDEO SECURITY	$500,000	2.10	San Joaquin
Arvin	KER120401	20400000663	IN ARVIN: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	$773,750	1.10	San Joaquin
Arvin	KER140401	20400000715	IN ARVIN: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	$616,288	1.10	San Joaquin
Bakersfield	KER120402	20400000652	IN BAKERSFIELD: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	$8,271,772	1.10	San Joaquin
Bakersfield	KER120506	20400000669	IN BAKERSFIELD: GROUPED PROJECTS FOR INTERSECTION SIGNALIZATION	$1,320,500	5.07	San Joaquin
Bakersfield	KER120507	20400000670	IN BAKERSFIELD: GROUPED PROJECTS FOR INTERSECTION SIGNALIZATION	$839,600	5.07	San Joaquin
Bakersfield	KER120508	20400000671	IN BAKERSFIELD: GROUPED PROJECTS FOR TRAFFIC CONTROL DEVICES	$1,283,150	1.07	San Joaquin
Bakersfield	KER120511	20400000674	IN BAKERSFIELD: GROUPED PROJECTS FOR SHOULDER IMPROVEMENTS	$785,700	1.04	San Joaquin
Bakersfield	KER121001	10400000347	IN BAKERSFIELD: MT VERNON FROM COLUMBUS ST TO UNIVERSITY AVE; LANDSCAPE IMPROVEMENTS	$515,565	4.12	San Joaquin
Bakersfield	KER140402	20400000716	IN BAKERSFIELD: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	$9,683,776	1.10	San Joaquin
Bakersfield	KER140507	20400000735	IN BAKERSFIELD: GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SAFER ROADS	$1,436,300	5.07	San Joaquin
Bakersfield	KER140508	20400000736	IN BAKERSFIELD: MOHAWK ST AT TOWER WAY; SIGNAL & MOHAWK ST FROM TRUXTUN AVE TO CALIFORNIA AVE; CONSTRUCT MEDIAN ISLAND	$485,100	5.01	San Joaquin

Transportation Project Listing - Exempt Projects

Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
Cal. City	KER120403	20400000653	IN CALIFORNIA CITY: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	$381,698	1.10	Mojave Desert
Cal. City	KER120513	20400000676	IN CALIFORNIA CITY: CALIFORNIA CITY BLVD (SOUTH) AT HARVARD AVE; CONSTRUCT COLLEGE STATION PARK-AND-RIDE	$375,000	5.06	Mojave Desert
Cal. City	KER140403	20400000717	IN CALIFORNIA CITY: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	$361,461	1.10	Mojave Desert
Delano	KER120404	20400000654	IN DELANO: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	$1,279,340	1.10	San Joaquin
Delano	KER120514	20400000677	IN DELANO: GROUPED PROJECTS FOR SHOULDER IMPROVEMENTS	$808,382	1.04	San Joaquin
Delano	KER140404	20400000718	IN DELANO: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	$1,420,988	1.10	San Joaquin
GET	KER080808	20400000534	SOUTHWEST TRANSIT CENTER UPGRADE	$3,500,000	2.08	San Joaquin
GET	KER110805	20400000638	AUTOMATED VEHICLE LOCATOR	$2,500,000	2.04	San Joaquin
GET	KER120502	20400000665	PASSIVE SOLAR ELECTRIC CONVERSION SYSTEM	$2,474,337	2.06	San Joaquin
GET	KER120503	20400000666	PURCHASE TWO REPLACEMENT CNG OVER THE ROAD COACHES	$1,150,000	2.10	San Joaquin
GET	KER120504	20400000667	PURCHASE TWO REPLACEMENT CNG BUSES	$1,150,000	2.10	San Joaquin
GET	KER120802	20400000687	REPLACE BUS SURVEILLANCE SYSTEM	$660,000	2.04	San Joaquin
GET	KER120803	20400000688	PREVENTATIVE MAINTENANCE	$10,982,700	2.01	San Joaquin
GET	KER140502	20400000730	IN BAKERSFIELD: ON DON HART DR EAST AND KROLL WAY; CONSTRUCTION OF PUBLIC TRANSIT CENTER	$1,345,100	5.06	San Joaquin
GET	KER140503	20400000731	IN BAKERSFIELD: EXPANSION OF PASSIVE SOLAR ELECTRIC CONVERSION SYSTEM	$1,624,300	2.06	San Joaquin
KCOG	KER140101	20400000713	PLANNING, PROGRAMMING AND MONITORING	$1,395,000	4.01	Various
KCOG	KER140414	20400000728	IN KERN COUNTY: REGIONAL TRAFFIC COUNT PROGRAM	$180,000	4.01	Various
KCOG	KER140501	20400000729	IN KERN COUNTY: RIDESHARE PROGRAM	$438,562	3.01	Various
KCSS	KER140505	20400000733	IN BAKERSFIELD: CNG FUELING STATION EXPANSION	$1,388,910	2.04	San Joaquin

Transportation Project Listing - Exempt Projects

Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
Kern Co.	KER080113	20400000542	IN KERN COUNTY: ON HAGEMAN ROAD AT BURLINGTON NORTHERN SANTA FE RAILWAY; SEPARATION OF GRADE	$35,300,000	1.01	San Joaquin
Kern Co.	KER100516	20400000616	NEAR TEHACHAPI: REEVES ST FROM ALTA VISTA TO SR 202; SURFACE UNPAVED STREET	$251,250	1.10	Mojave Desert
Kern Co.	KER101009	20400000628	IN TAFT: ON ASHER AVENUE FROM 4TH STREET TO TAFT RAILS TO TRAILS; SIDEWALK IMPROVEMENTS	$275,000	3.02	San Joaquin
Kern Co.	KER120405	20400000655	IN KERN COUNTY: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	$7,344,405	1.10	Various
Kern Co.	KER120505	20400000668	PURCHASE FOUR REPLACEMENT CNG BUSES	$1,617,724	2.10	Various
Kern Co.	KER120510	20400000673	IN BAKERSFIELD: GROUPED PROJECTS FOR INTERSECTION SIGNALIZATION	$1,145,000	5.07	San Joaquin
Kern Co.	KER120515	20400000678	IN TEHACHAPI: ROOST AVE FROM BEAR VALLEY RD TO END; SURFACE UNPAVED STREET	$375,000	1.10	Mojave Desert
Kern Co.	KER120516	20400000679	IN ROSAMOND: SWEETSER RD FROM 65TH ST WEST TO 60TH ST WEST; SURFACE UNPAVED STREET	$250,000	1.10	Mojave Desert
Kern Co.	KER120517	20400000680	IN ROSAMOND: 60TH ST WEST FROM SWEETSER RD TO FAVORITO AVE; SURFACE UNPAVED STREET	$250,000	1.10	Mojave Desert
Kern Co.	KER120518	20400000681	IN KERN COUNTY: GROUPED PROJECTS FOR SHOULDER IMPROVEMENTS	$3,419,310	1.04	Various
Kern Co.	KER121002	10400000348	IN RIDGECREST: COLLEGE HEIGHTS BLVD FROM DOLPHIN AVE TO CERRO COSO COMMUNITY COLLEGE; CONSTRUCT PEDESTRIAN PATH AND LANDSCAPE IMPROVE	$473,000	4.12	Indian Wells
Kern Co.	KER121003	10400000340	IN BAKERSFIELD: CHESTER AVE FROM KERN RIVER PARKWAY TO OILDALE TOWN CENTER; CONSTRUCT SIDEWALK	$380,000	4.12	San Joaquin
Kern Co.	KER121004	10400000341	IN TEHACHAPI: TEHACHAPI CUMMINGS WATER DISTRICT PROPERTY FROM HIGHLINE RD TO VALLEY BLVD; CONSTRUCT BIKE/PEDESTRIAN PATH	$504,000	4.12	Mojave Desert
Kern Co.	KER121005	10400000342	IN ROSAMOND: DIAMOND ST FROM ROSAMOND BLVD TO ORANGE ST; CON SIDEWALK & LANDSCAPE IMPROVEMENTS, STREETLIGHTS, RESTRIPE RD, & BIKE LANES	$1,300,000	4.12	Mojave Desert

Transportation Project Listing - Exempt Projects

Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
Kern Co.	KER121006	10400000344	IN AND NEAR LOST HILLS: SR 46 FROM 0.1 MILE WEST OF CALIFORNIA AQUEDUCT TO LOST HILLS RD; CONSTRUCT SIDEWALK	$351,000	4.12	San Joaquin
Kern Co.	KER121007	10400000345	IN BAKERSFIELD: BERNARD ST FROM HALEY ST TO MT VERNON AVE; CONSTRUCT SIDEWALKS	$316,000	4.12	San Joaquin
Kern Co.	KER140405	20400000719	IN KERN COUNTY: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	$8,750,000	1.10	Various
Kern Co.	KER140504	20400000732	IN KERN COUNTY: PURCHASE FOUR REPLACEMENT CNG COACHES	$2,067,518	2.10	Various
Kern Co.	KER140506	20400000734	IN BAKERSFIELD: GROUPED PROJECTS FOR INTERSECTION SIGNALIZATION	$1,850,000	5.02	San Joaquin
Kern Co.	KER140509	20400000737	IN KERN COUNTY: GROUPED PROJECTS FOR SHOULDER IMPROVEMENTS	$10,850,000	1.04	Various
McFarland	KER120406	20400000656	IN MCFARLAND: W KERN AVE FROM WEST OF FRONTAGE RD TO EAST OF 2ND ST; PEDESTRIAN / LANDSCAPE IMPROVEMENTS	$353,433	4.09	San Joaquin
McFarland	KER140406	20400000720	IN MCFARLAND: KERN AVE: 2ND ST TO 3RD ST; LANDSCAPING AND PEDESTRIAN IMPROVEMENTS	$398,510	4.09	San Joaquin
McFarland	KER140510	20400000738	IN MCFARLAND: ALONG ELMO HWY AND BROWNING RD; PAVE SHOULDERS AND INSTALL CLASS II BIKE LANE FACILITIES	$306,135	1.04	San Joaquin
Ridgecrest	KER120407	20400000657	IN RIDGECREST: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	$750,000	1.10	Indian Wells
Ridgecrest	KER120519	20400000682	IN RIDGECREST: SOUTH SUNLAND DR FROM UPJOHN AVE TO BOWMAN RD; SURFACE UNPAVED STREET	$575,000	1.10	Indian Wells
Ridgecrest	KER120520	20400000683	IN RIDGECREST: GROUPED PROJECTS FOR INTERSECTION SIGNALIZATION	$350,000	5.02	Indian Wells
Ridgecrest	KER140407	20400000721	IN RIDGECREST: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	$765,844	1.10	Indian Wells
Ridgecrest	KER140512	20400000740	IN RIDGECREST: NORTH WARNER ST FROM DRUMMOND AVE TO WEST HOWELL AVE; SURFACE UNPAVED STREET	$307,328	1.10	Indian Wells

Transportation Project Listing - Exempt Projects

Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
Shafter	KER140408	20400000722	IN SHAFTER: GROUPED PROJECT FOR NON-CAPACITY WIDENING (NO ADDITIONAL TRAVEL LANES)	$277,000	1.19	San Joaquin
Shafter	KER140409	20400000723	IN SHAFTER: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	$205,581	1.10	San Joaquin
State	KER120201	20400000694	GROUPED PROJECTS FOR BRIDGE REHABILITATION AND RECONSTRUCTION - SHOPP PROGRAM	$62,621,000	1.19	Various
State	KER120202	20400000695	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SHOPP COLLISION REDUCTION PROGRAM	$24,602,000	1.09	Various
State	KER120204	20400000697	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SHOPP MANDATES PROGRAM	$2,383,000	1.02	Various
State	KER120205	20400000698	GROUPED PROJECTS FOR PAVEMENT RESURFACING AND/OR REHABILITATION - SHOPP ROADWAY PRESERVATION PROGRAM	$80,336,000	1.10	Various
State	KER130104	20400000707	NEAR TAFT: ELK HILLS RD TO TUPMAN RD; CONSTRUCT TRUCK CLIMBING LANES	$7,584,000	1.17	San Joaquin
State	KER130201	20400000702	GROUPED PROJECTS FOR PAVEMENT RESURFACING AND/OR REHABILITATION ON THE STATE HIGHWAY SYSTEM - HIGHWAY MAINTENANCE (toll credits)	$8,737,500	1.10	Various
State	KER130202	20400000703	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS, SHOULDER IMPROVEMENTS, PAVEMENT RESURFACING AND/OR REHABILITATION - MINOR PROGRAM	$2,650,000	1.10	Various
State	KER140410	20400000724	IN MARICOPA: SR 33 AT STANISLAUS ST; INSTALL RECTANGULAR RAPID FLASHING BEACON NEAR PEDESTRIAN CROSSING	$45,000	1.07	San Joaquin
State	KER140511	20400000739	SOUTH OF BAKERSFIELD: SR 223 AT SR 184/WHEELER RD; OPERATIONAL IMPROVEMENT	$1,500,000	5.01	San Joaquin
Taft	KER101005	20400000624	IN TAFT: ON HILLARD STREET FROM "A" STREET TO RAILS TO TRAILS; CONSTRUCT PEDESTRIAN AND BIKE IMPROVEMENTS	$317,000	3.02	San Joaquin
Taft	KER120409	20400000659	IN TAFT: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	$252,797	1.10	San Joaquin

Transportation Project Listing - Exempt Projects

Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
Taft	KER121008	10400000346	IN TAFT: SUNSET RAILROAD CORRIDOR FROM 2ND ST TO SR 119; CONSTRUCT BIKE/PEDESTRIAN PATH	$770,000	4.12	San Joaquin
Taft	KER140411	20400000725	IN TAFT: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	$244,347	1.10	San Joaquin
Taft	KER140513	20400000741	IN TAFT: SUPPLY ROW ST BETWEEN S 4TH ST AND S 6TH ST; CONSTRUCT PARK-AND-RIDE	$507,744	5.06	San Joaquin
Tehachapi	KER120410	20400000660	IN TEHACHAPI: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	$423,692	1.10	Mojave Desert
Tehachapi	KER120523	20400000686	IN TEHACHAPI: CURRY ST AT VALLEY BLVD; GUTTER REMOVAL	$482,000	1.02	Mojave Desert
Tehachapi	KER121009	10400000343	IN TEHACHAPI: TEHACHAPI BLVD FROM SNYDER AVE TO DENNISON RD; CONSTRUCT SIDEWALK, PEDESTRIAN LIGHTING, & LANDSCAPE IMPROVEMENTS	$547,000	4.12	Mojave Desert
Tehachapi	KER140412	20400000726	IN TEHACHAPI: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	$379,937	1.10	Mojave Desert
Various	KER060601	20400000418	GROUPED PROJECTS FOR BRIDGE REHABILITATION AND RECONSTRUCTION - HIGHWAY BRIDGE PROGRAM (HBP). NON-CAPACITY PROJECTS ONLY. (40 CFR TABLES 2&3) (INCLUDES SEISMIC RETROFIT)	$1,250,000	1.19	Various
Various	KER060608	20400000483	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP). NON-CAPACITY INCREASING PROJECTS ONLY. (40 CFR TABLES 2&3)	$275,200	1.06	Various
Various	KER080602	20400000549	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SAFE ROUTES TO SCHOOL FEDERAL PROGRAM. NON-CAPACITY INCREASING PROJECTS ONLY. (40 CFR TABLES 2&3)	$536,420	3.02	Various
Various	KER100601	20400000571	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP). NON-CAPACITY INCREASING PROJECTS ONLY. (40 CFR TABLES 2&3)	$230,944	1.06	Various

Transportation Project Listing - Exempt Projects

Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
Various	KER110601	20400000637	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP). NON-CAPACITY INCREASING PROJECTS ONLY. (40 CFR TABLES 2&3)	$2,948,500	1.06	Various
Various	KER110602	20400000643	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SAFE ROUTES TO SCHOOL FEDERAL PROGRAM. NON-CAPACITY INCREASING PROJECTS ONLY. (40 CFR TABLES 2&3)	$2,434,500	3.02	Various
Various	KER130801	20400000699	GROUPED PROJECTS FOR OPERATING ASSISTANCE TO TRANSIT AGENCIES	$8,568,139	2.01	Various
Various	KER140601	20400000710	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP). NON-CAPACITY INCREASING PROJECTS ONLY. (40 CFR TABLES 2&3)	$900,447	1.06	Various
Various	KER140801	20400000711	GROUPED PROJECTS FOR PURCHASE OF OPERATING EQUIPMENT FOR VEHICLES ($1,606 toll credits as part of match)	$14,000	2.05	Various
Various	KER140802	20400000712	GROUPED PROJECTS FOR PURCHASE OF NEW BUSES AND RAIL CARS TO REPLACE EXISTING VEHICLES OR FOR MINOR EXPANSIONS OF THE FLEET ($33,837 toll credits as part of match)	$295,000	2.10	Various
Wasco	KER140413	20400000727	IN WASCO: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	$693,553	1.10	San Joaquin

APPENDIX C

CONFORMITY ANALYSIS DOCUMENTATION

- 2015 FTIP2014 RTP/ Conformity EMFAC Spreadsheet
- 2015 FTIP/2014 RTP Conformity Paved Road Spreadsheet
- 2015 FTIP/2014 RTP Conformity Unpaved Road Dust Spreadsheet
- 2015 FTIP/2014 RTP Conformity Construction Spreadsheet
- 2015 FTIP/2014 RTP FTIP Conformity Trading Spreadsheets (PM-10 and PM2.5)
- 2015 FTIP/2014 RTP FTIP Conformity Totals Spreadsheet

EMFAC Emissions (tons/day)

KERN (SJV)

Pollutant	Source	Description								
				2017			2025		2035	2040
Carbon Monoxide	EMFAC 2011 (Winter Run)	CO Total Exhaust (All Vehicles Total)		53.10			41.44		40.48	42.46
		Conformity Total		53			41		40	42
			2014	2017	2020	2023		2032		2040
Ozone	EMFAC 2011 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	7.98	6.75	6.16	5.86		5.75		6.12
		Rule 9310 (School Bus)	0.00	0.00	0.00	0.00		0.00		0.00
		Rule 9410 (ETR)	-0.21	-0.14	-0.19	-0.18		-0.18		-0.18
		RFG	-0.49	-0.38	-0.27	-0.22		-0.22		-0.22
		Moyer	-0.01	-0.01	0.00	0.00		0.00		0.00
		AB1493	0.00	0.00	0.00	0.00		0.00		0.00
		Smog Check	-0.17	-0.16	-0.13	-0.10		-0.10		-0.10
		Conformity Total	7.10	6.05	5.56	5.35		5.25		5.62
Ozone	EMFAC 2011 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	37.40	28.17	22.74	16.88		17.30		18.79
		Rule 9310 (School Bus)	-0.04	-0.09	-0.08	-0.07		-0.07		-0.07
		Rule 9410 (ETR)	-0.19	-0.16	-0.126	-0.10		-0.10		-0.10
		RFG	0.00	0.00	0.00	0.00		0.00		0.00
		Moyer	-0.12	-0.08	0.00	0.00		0.00		0.00
		AB1493	0.00	0.00	0.00	0.00		0.00		0.00
		Smog Check	-0.12	-0.12	-0.09	-0.07		-0.07		-0.07
		Conformity Total	36.92	27.71	22.45	16.63		17.05		18.54

					2020	2025	2035	2040
PM-10	EMFAC 2011 (Annual Run)	PM-10 Total (All Vehicles Total)			1.90	2.10	2.44	2.56
		* includes tire & brake wear						
	ARB	Existing Reflash, Idling, and Moyer (HDI, PFR, Moyer, AB1493, Relfash)			-0.02	-0.02	-0.02	-0.02
		Conformity Total			1.88	2.08	2.42	2.54
PM-10	EMFAC 2011 (Annual Run)	NOx Total Exhaust (All Vehicles Total)			23.84	18.02	18.62	19.58
	ARB	Existing Reflash, Idling, and Moyer (HDI, PFR, Moyer, AB1493, Relfash)			-5.45	-5.45	-5.45	-5.45
		Conformity Total			18.39	12.57	13.17	14.13
			2014	2017		2025	2035	2040
PM2.5	EMFAC 2011 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total)	1.12	0.93		1.05	1.22	1.28
		* includes tire & brake wear						
		Rule 9410 (ETR)	0.00	0.00		0.00	0.00	0.00
		Rule 9310 (School Bus)	-0.01	-0.01		-0.01	-0.01	-0.01
		Moyer	0.00	0.00		0.00	0.00	0.00
		AB1493	0.00	-0.01		-0.01	-0.01	-0.01
		Smog Check	-0.01	-0.01		-0.01	-0.01	-0.01
		Conformity Total	1.10	0.90		1.00	1.20	1.30
PM2.5	EMFAC 2011 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	39.40	29.61		18.02	18.62	19.58
		Rule 9410 (ETR)	0.00	0.00		0.00	0.00	0.00
		Rule 9310 (School Bus)	-0.11	-0.31		-0.29	-0.25	-0.25
		Moyer	-0.08	-0.08		0.00	0.00	0.00
		AB1493	0.00	0.00		-0.01	-0.01	-0.01
		Smog Check	-0.12	-0.12		-0.07	-0.07	-0.07
		Conformity Total	39.10	29.10		17.70	18.30	19.20

EMFAC Emissions (tons/day)

KERN - MD

Pollutant	Source	Description	2017	2025	2035	2040
Ozone	EMFAC 2011 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	1.45	1.14	1.04	1.26
	ARB	Reflash, Public Fleet, Idling, AB 1493, Moyer	0.01	0.01	0.01	0.01
		Conformity Total	1.44	1.13	1.03	1.25
Ozone	EMFAC 2011 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	4.32	2.83	2.63	3.17
	ARB	Reflash, Public Fleet, Idling, AB 1493, Moyer	1.21	1.21	1.21	1.21
		Conformity Total	3.11	1.62	1.42	1.96

Paved Road Dust Emissions (tons/day)

KERN 2020

			VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>		Freeway	10,638,412	3,883	296.698	289.161	0.792	0.147	0.676
Enter Arterial VMT ==>		Arterial	10,326,127	3,769	479.226	467.052	1.280	0.337	0.848
Enter Collector VMT ==>		Collector	453,169	165	21.031	20.497	0.056	0.666	0.019
		Urban	737,026	269	256.254	249.744	0.684	0.679	0.220
Enter Total of Urban and Rural Local VMT Here =>	1,504,135	Rural	767,109	280	1153.738	1124.429	3.081	0.090	2.803
		Totals	22,921,843	8,366	2206.948	2150.883	5.893		4.566

KERN 2025

			VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>		Freeway	11,925,414	4,353	332.592	324.143	0.888	0.147	0.758
Enter Arterial VMT ==>		Arterial	11,493,032	4,195	533.381	519.831	1.424	0.337	0.944
Enter Collector VMT ==>		Collector	520,407	190	24.152	23.538	0.064	0.666	0.022
		Urban	861,039	314	299.371	291.766	0.799	0.679	0.257
Enter Total of Urban and Rural Local VMT Here =>	1,757,222	Rural	896,183	327	1347.867	1313.626	3.599	0.090	3.275
		Totals	25,696,074	9,379	2537.363	2472.905	6.775		5.255

KERN 2035

			VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>		Freeway	14,610,082	5,333	407.466	397.115	1.088	0.147	0.928
Enter Arterial VMT ==>		Arterial	12,732,029	4,647	590.882	575.871	1.578	0.337	1.046
Enter Collector VMT ==>		Collector	646,385	236	29.998	29.236	0.080	0.666	0.027
		Urban	1,014,641	370	352.777	343.815	0.942	0.679	0.302
Enter Total of Urban and Rural Local VMT Here =>	2,070,695	Rural	1,056,055	385	1588.315	1547.966	4.241	0.090	3.859
		Totals	30,059,191	10,972	2969.437	2894.003	7.929		6.163

KERN 2040

			VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>		Freeway	15,326,692	5,594	427.451	416.593	1.141	0.147	0.974
Enter Arterial VMT ==>		Arterial	13,444,887	4,907	623.965	608.114	1.666	0.337	1.105
Enter Collector VMT ==>		Collector	659,295	241	30.597	29.820	0.082	0.666	0.027
		Urban	1,069,718	390	371.926	362.478	0.993	0.679	0.319
Enter Total of Urban and Rural Local VMT Here =>	2,183,097	Rural	1,113,379	406	1674.532	1631.993	4.471	0.090	4.069
		Totals	31,613,971	11,539	3128.471	3048.997	8.353		6.493

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

KERN

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

Road Type	Base EF (lb PM10/ VMT
Freeway	0.000152818
Arterial	0.000254296
Collector	0.000254296
Local	0.00190513
Rural	0.008241141

KERN

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

Paved Road Dust Emissions (tons/day)

KERN 2017

		VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)
Enter Freeway VMT ==>	Freeway	0	0	0.000	0.000	0.000
Enter Arterial VMT ==>	Arterial	444,350	162	20.622	20.098	0.055
Enter Collector VMT ==>	Collector	37,452	14	1.738	1.694	0.005
	Urban	51,675	19	17.967	17.510	0.048
Enter Total of Urban and Rural Local VMT Here => 105,460	Rural	53,785	20	80.892	78.838	0.216
	Totals	587,262	214	121.219	118.140	0.324

KERN 2025

		VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)
Enter Freeway VMT ==>	Freeway	0	0	0.000	0.000	0.000
Enter Arterial VMT ==>	Arterial	492,784	180	22.870	22.289	0.061
Enter Collector VMT ==>	Collector	32,500	12	1.508	1.470	0.004
	Urban	55,224	20	19.200	18.713	0.051
Enter Total of Urban and Rural Local VMT Here => 112,701	Rural	57,478	21	86.447	84.251	0.231
	Totals	637,985	233	130.025	126.722	0.347

KERN 2035

		VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)
Enter Freeway VMT ==>	Freeway	0	0	0.000	0.000	0.000
Enter Arterial VMT ==>	Arterial	623,523	228	28.937	28.202	0.077
Enter Collector VMT ==>	Collector	33,715	12	1.565	1.525	0.004
	Urban	62,970	23	21.894	21.338	0.058
Enter Total of Urban and Rural Local VMT Here => 128,511	Rural	65,540	24	98.573	96.069	0.263
	Totals	785,749	287	150.969	147.134	0.403

KERN 2040

		VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)
Enter Freeway VMT ==>	Freeway	0	0	0.000	0.000	0.000
Enter Arterial VMT ==>	Arterial	710,807	259	32.988	32.150	0.088
Enter Collector VMT ==>	Collector	35,208	13	1.634	1.592	0.004
	Urban	69,943	26	24.318	23.700	0.065
Enter Total of Urban and Rural Local VMT Here => 142,741	Rural	72,798	27	109.488	106.707	0.292
	Totals	888,756	324	168.429	164.150	0.450

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

KERN

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

Road Type	Base EF (lb PM10/ VMT
Freeway	0.000152818
Arterial	0.000254296
Collector	0.000254296
Local	0.00190513
Rural	0.008241141

KERN

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

Unpaved Road Dust Emissions (tons/day)

KERN 2020

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

KERN 2025

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

KERN 2035

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

KERN 2040

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

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

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

Unpaved Road Dust Emissions (tons/day)

KERN -- IWV 2017

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

KERN -- IWV 2025

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

KERN -- IWV 2035

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

KERN -- IWV 2040

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

Road Construction Dust

KERN - SJV

Description								
	2020		2025		2035		2040	
	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
Baseline	2005	4790	2020	5647	2025	5748	2035	6886
Horizon	2020	5647	2025	5748	2035	6886	2040	6891
Difference	15	857	5	101	10	1138	5	6
Lane Miles per Year		57		20		114		1
Acres Disturbed		222		78		441		4
Acre-Months		3987		1411		7946		77
Emissions (tons/year)		438.600		155.167		874.099		8.525
Annual Average Day Emissions (tons)		1.202		0.425		2.395		0.023
District Rule 8021 Control Rates		0.290		0.290		0.290		0.290
Total Emissions (tons per day)		**0.853**		**0.302**		**1.700**		**0.017**

Road Construction Dust

KERN - INDIAN WELLS VALLEY

Description	2017		2025		2035		2040	
	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
Baseline	2005	266	2017	366	2025	406	2035	429
Horizon	2017	366	2025	406	2035	429	2040	429
Difference	12	100	8	40	10	23	5	0
Lane Miles per Year		8		5		2		0
Acres Disturbed		32		19		9		0
Acre-Months		582		349		161		0
Emissions (tons/year)		64.000		38.400		17.664		0.000
Total Emissions (tons per day)		**0.175**		**0.105**		**0.048**		**0.000**

PM10 Emission Trading Worksheet

KERN CONFORMITY ESTIMATES (tons/day)

	2020		2025		2035		2040	
	PM10	NOx	PM10	NOx	PM10	NOx	PM10	NOx
Total On-Road Exhaust	1.880	18.390	2.080	12.570	2.420	13.170	2.540	14.130
Paved Road Dust	4.566		5.255		6.163		6.493	
Unpaved Road Dust	0.343		0.343		0.343		0.343	
Road Construction Dust	0.853		0.302		1.700		0.017	
Total	**7.642**	**18.390**	**7.980**	**12.570**	**10.626**	**13.170**	**9.393**	**14.130**

Difference (2020 Budget - 2020)

	PM10	NOx
2020 Budgets	14.7	39.5
2020	7.6	18.4
Difference	**7.1**	**21.1**
* 1.5 (Adjustment to NOx Budget)	-10.7	

NOTE: ONLY IMPLEMENT TRADING IF NECESSARY (I.E., CONFORMITY FAILURE IN TOTALS WORKSHEET)

Difference (2020 Budget - 2025)

	PM10	NOx
2020 Budgets	14.7	39.5
2025	8.0	12.6
Difference	**6.7**	**26.9**
* 1.5 (Adjustment to NOx Budget)	-10.1	

NOTE: ONLY IMPLEMENT TRADING IF NECESSARY (I.E., CONFORMITY FAILURE IN TOTALS WORKSHEET)

Difference (2020 Budget - 2035)

	PM10	NOx
2020 Budgets	14.7	39.5
2035	10.6	13.2
Difference	**4.1**	**26.3**
* 1.5 (Adjustment to NOx Budget)	-6.2	

NOTE: ONLY IMPLEMENT TRADING IF NECESSARY (I.E., CONFORMITY FAILURE IN TOTALS WORKSHEET)

Difference (2020 Budget - 2040)

	PM10	NOx
2020 Budgets	14.7	39.5
2040	9.4	14.1
Difference	**5.3**	**25.4**
* 1.5 (Adjustment to NOx Budget)	-8.0	

NOTE: ONLY IMPLEMENT TRADING IF NECESSARY (I.E., CONFORMITY FAILURE IN TOTALS WORKSHEET)

1:1.5 PM10 to NOx Trading

	PM10	NOx	
	PM10	NOx	
2020 Budget	**14.7**	**39.5**	
Adjusted 2020 Budget	**7.6**	**50.2**	
2020 Conformity Total	**7.6**	**18.4**	
Difference	**0.0**	**31.8**	**NOTE: TRADING NOT NECESSARY FOR ALL YEARS**
Adjusted 2020 Budget	**8.0**	**49.6**	
2025 Conformity Total	**8.0**	**12.6**	
Difference	**0.0**	**37.0**	**NOTE: TRADING NOT NECESSARY FOR ALL YEARS**
Adjusted 2020 Budget	**10.6**	**45.7**	
2035 Conformity Total	**10.6**	**13.2**	
Difference	**0.0**	**32.5**	**NOTE: TRADING NOT NECESSARY FOR ALL YEARS**
Adjusted 2020 Budget	**9.4**	**47.5**	
2040 Conformity Total	**9.4**	**14.1**	
Difference	**0.0**	**33.4**	**NOTE: TRADING NOT NECESSARY FOR ALL YEARS**

PM2.5 Emission Trading Worksheet

KERN CONFORMITY ESTIMATES (tons/day)

	2017		2025		2035		2040	
	PM2.5	NOx	PM2.5	NOx	PM2.5	NOx	PM2.5	NOx
Total On-Road Exhaust	0.90	29.10	1.00	17.70	1.20	18.30	1.30	19.20

Difference (2014 Budget - 2017)

	PM2.5	NOx
2014 Budgets	1.2	43.8
2017	0.9	29.1
Difference	**0.3**	**14.7**
* 9 (Adjustment to NOx Budget)	-2.7	

NOTE: ONLY IMPLEMENT TRADING IF NECESSARY (I.E., CONFORMITY FAILURE IN TOTALS WORKSHEET)

Difference (2014 Budget - 2025)

	PM2.5	NOx
2014 Budgets	1.2	43.8
2025	1.0	17.7
Difference	**0.2**	**26.1**
* 9 (Adjustment to NOx Budget)	-1.8	

NOTE: ONLY IMPLEMENT TRADING IF NECESSARY (I.E., CONFORMITY FAILURE IN TOTALS WORKSHEET)

Difference (2014 Budget - 2035)

	PM2.5	NOx
2014 Budgets	1.2	43.8
2035	1.2	18.3
Difference	**0.0**	**25.5**
* 9 (Adjustment to NOx Budget)	0.0	

NOTE: ONLY IMPLEMENT TRADING IF NECESSARY (I.E., CONFORMITY FAILURE IN TOTALS WORKSHEET)

Difference (2014 Budget - 2040)

	PM2.5	NOx
2014 Budgets	1.2	43.8
2040	1.3	19.2
Difference	**-0.1**	**24.6**
* 9 (Adjustment to NOx Budget)	0.9	

NOTE: ONLY IMPLEMENT TRADING IF NECESSARY (I.E., CONFORMITY FAILURE IN TOTALS WORKSHEET)

1:9 PM10 to NOx Trading

	PM10	NOx
2014 Budget	**1.2**	**43.8**
Adjusted 2014 Budget	**0.9**	**46.5**
2017 Conformity Total	**0.9**	**29.1**
Difference	**0.0**	**17.4**
Adjusted 2014 Budget	**1.0**	**45.6**
2025 Conformity Total	**1.0**	**17.7**
Difference	**0.0**	**27.9**
Adjusted 2014 Budget	**1.2**	**43.8**
2035 Conformity Total	**1.2**	**18.3**
Difference	**0.0**	**25.5**
Adjusted 2014 Budget	**1.3**	**42.9**
2040 Conformity Total	**1.3**	**19.2**
Difference	**0.0**	**23.7**

NOTE: FINAL DIFFERENCE MUST BE POSITIVE

2014 RTP Conformity Results Summary -- KERN

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		CO (tons/day)		CO	
Carbon Monoxide	2010 Budget	180			
	2017	53		YES	
	2018 Budget	180			
	2018	52		YES	
	2025	41		YES	
	2035	40		YES	
	2040	42		YES	
Ozone		ROG (tons/day)	NOx (tons/day)	ROG	NOx
	2014 Budget	9.7	42.7		
	2014	7.1	36.9	YES	YES
	2017 Budget	8.7	31.7		
	2017	6.1	27.7	YES	YES
	2020 Budget	8.2	25.1		
	2020	5.6	22.5	YES	YES
	2023 Budget	7.9	18.6		
	2023	5.4	16.6	YES	YES
	2032	5.3	17.1	YES	YES
	2040	5.6	18.5	YES	YES
PM-10		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
	2020 Budget	14.7	39.5		
	2020	7.6	18.4	YES	YES
	2020 Budget	14.7	39.5		
	2025	8.0	12.6	YES	YES
	2020 Budget	14.7	39.5		
	2035	10.6	13.2	YES	YES
	2020 Budget	14.7	39.5		
	2040	9.4	14.1	YES	YES

Kern San Joaquin Valley – PM 10 Worksheet (cont.)

PM-10	2020		2025		2035		2040	
	PM10	NOx	PM10	NOx	PM10	NOx	PM10	NOx
Total On-Road Exhaust	1.880	18.390	2.080	12.570	2.420	13.170	2.540	14.130
Paved Road Dust	4.566		5.255		6.163		6.493	
Unpaved Road Dust	0.343		0.343		0.343		0.343	
Road Construction Dust	0.853		0.302		1.700		0.017	
Total	7.642	18.390	7.980	12.570	10.626	13.170	9.393	14.130

		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 PM2.5 24-Hour & Annual Standards and 2006 24-Hour Standard	2014 Budget	1.2	43.8		
	2014	1.1	39.1	YES	YES
	2014 Budget	1.2	43.8		
	2017	0.9	29.1	YES	YES
	2014 Budget	1.2	43.8		
	2025	1.0	17.7	YES	YES
	2014 Budget	1.2	43.8		
	2035	1.2	18.3	YES	YES
	2014 Adj. Budget	1.3	42.9		
	2040	1.3	19.2	YES	YES

2014 RTP Conformity Results Summary -- KERN (Mojave Desert)

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
Ozone	2008 Budget	5	18		
	2017	1	3	YES	YES
	2025	1	2	YES	YES
	2035	1	1	YES	YES
	2040	1	2	YES	YES

2014 RTP Conformity Results Summary -- KERN (Indian Wells Valley)

Pollutant	Scenario	Emissions Total	DID YOU PASS?
		PM-10 (tons/day)	PM-10
PM-10	2013 Budget	1.7	
	2017	1.0	YES
	2025	0.9	YES
	2035	0.9	YES
	2040	0.9	YES

Kern Indian Wells Valley – PM 10 Worksheet (cont.)

PM-10	2017	2025	2035	2040
	PM10	PM10	PM10	PM10
Paved Road Dust	0.324	0.347	0.403	0.450
Unpaved Road Dust	0.467	0.467	0.467	0.467
Road Construction Dust	0.175	0.105	0.048	0.000
Total	**0.966**	**0.919**	**0.918**	**0.917**

APPENDIX D

TIMELY IMPLEMENTATION DOCUMENTATION FOR TRANSPORTATION CONTROL MEASURES

Kern COG
Timely Implementation Documentation

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	Implementation Status	2014 RTP/2015 TIP Conformity Update
								(as of 8/13)	(as of 3/14)
KE 14.10	KCOG	Public Education Program	02/03 - 04/05	$40,000 per year	2002	KER020122	IN KERN COUNTY COUNTYWIDE WITH SPECIAL EMPHASIS ON SAN JOAQUIN PORTION OF KERN COUNTY, PUBLIC OUTREACH PROGRAM AND SOME CAPITAL	Complete	Complete
KE 1.1	Arvin	New bus service to Ikea plant and business park	2002	Not specified				Complete	Complete
KE 1.5	Arvin	Construct transfer station	2005	$650,000 CMAQ (includes local)	2002	KER000503	CONSTRUCT NEW TRANSIT TRANSFER STATION	Complete	Complete
KE 9.3	Arvin	Drive Approach Modification Project; Traffic Signal Project	2003; 2003	$395,000 Total				Complete	Complete
KE 10.2	Arvin	Bike Racks on Buses	2002	Not specified				Complete	Complete
KE 5.2 and 5.16	Bakersfield	Traffic signal interconnect projects	2003	$1 M CMAQ (includes local)					

Kern COG
Timely Implementation Documentation

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	Implementation Status	2014 RTP/2015 TIP Conformity Update
								(as of 8/13)	(as of 3/14)
					1998	KER960506	TRAFFIC OPERATIONS CENTER MANAGEMENT CENTER TO LINK ALL TRAFFIC SIGNALS TO CITY HALL- PURCHASE HARDWARE AND SOFTWARE - CONSTRUCTION OF CENTER (PHASE 2)	Complete	Complete
					2002	KER000504	SIGNALIZATION, COMMUNICATION / SYNCHRONIZATION OF SOUTH H STREET FROM WHITE LANE TO PANAMA LANE	Complete	Complete
					2002	KER000505	SIGNALIZATION, COMMUNICATION / SYNCHRONIZATION OF STINE ROAD FROM WHITE LANE TO HARRIS ROAD	Complete	Complete
					2002	KER000506	SIGNALIZATION, COMMUNICATION / SYNCHRONIZATION OF ASHE ROAD FROM CLUB VIEW DRIVE TO NORTH HALF MOON BLVD	Complete	Complete
					2002	KER000507	SIGNALIZATION, COMMUNICATION / SYNCHRONIZATION OF MISC BRANCH COMMUNICATIONS AT VARIOUS LOCATIONS	Complete	Complete

Kern COG
Timely Implementation Documentation

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	Implementation Status	2014 RTP/2015 TIP Conformity Update
								(as of 8/13)	(as of 3/14)
					2002	KER010502	SIGNALIZATION: COMMUNICATION / SYNCHRONIZATION OF THREE IDENTIFIED SIGNAL LOCATIONS	Complete	Complete
					2002	KER990512	IN BAKERSFIELD -TRAFFIC SIGNAL WIRED INTERCONNECT ON NILES ST. FROM ALTA VISTA DR. TO HALEY ST	Complete	Complete
					2002	KER990520	IN BAKERSFIELD -(TRUNK LINE) TRAFFIC SIGNAL WIRED INTERCONNECT ON CHESTER AVENUE FROM 23RD ST TO W COLUMBUS ST.	Complete	Complete
					2002	KER010503	SIGNALIZATION: COMMUNICATION / SYNCHRONIZATION OF MISC. BRANCH COMMUNICATIONS AT VARIOUS LOCATIONS	Complete	Complete
KE 5.3	Bakersfield	Intersection improvements at White and Wible Road; Westside Parkway	2003; 2007 +	Not specified					
								Complete	Complete

Kern COG
Timely Implementation Documentation

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	Implementation Status	2014 RTP/2015 TIP Conformity Update
								(as of 8/13)	(as of 3/14)
					2000	KER970508	SIGNALIZATION: TRUNK LINE COMMUNICATIONS/SYNCHRO. - WHITE LANE FROM WIBLE ROAD TO HUGHES LANE	Complete	Complete
					2002	KER010501	SIGNALIZATION: COMMUNICATION / SYNCHRONIZATION OF GOSFORD ROAD FROM WHITE LANE TO STOCKDALE HWY.	Complete	Complete
					2002	KER020102	IN BAKERSFIELD: FROM STOCKDALE HWY TO TRUXTUN AVE AT ROUTE 99; CONSTRUCT 4-LANE AND 6-LANE NEW FACILITY - Note: In 2009 FTIP, this project has six phases due to funding.	Phase 1, 2, 3, 4, 5 are complete. Phase 6 is under construction.	Phase 1, 2, 3, 4, 5 are complete. Phase 6 is under construction.
KE 9.5	California City	Expand bike lanes by about 75%	2003	Not specified				Complete	Complete

Kern COG
Timely Implementation Documentation

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	Implementation Status	2014 RTP/2015 TIP Conformity Update
								(as of 8/13)	(as of 3/14)
KE 1.5	Kern County	Service to Shafter, Wasco, McFarland, Delano, Lost Hills, Lamont, Weedpatch, Ridgecrest, California City and Mojave	2003	$400,000 per year				Complete	Complete
KE 5.2	County	Six signal projects	2005	$4,515,000 Total					
					2000	KER000521	SIGNALIZATION, SYNCHRONIZATION, CHANNELIZATION AND RELATED SAFETY MODIFICATIONS ON OLIVE DRIVE FROM FRUITVALE AVENUE TO COFFEE ROAD	Complete	Complete
					2000	KER990519	SIGNALIZATION, SIGNAL SYNCHRONIZATION, CHANNELIZATION AND RELATED SAFETY MODIFICATIONS - NILES ST. FROM VIRGINIA ST. TO MORNING DR.	Complete	Complete

Kern COG
Timely Implementation Documentation

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	Implementation Status	2014 RTP/2015 TIP Conformity Update
								(as of 8/13)	(as of 3/14)
					2000	KER990518	SIGNAL SYNCHRONIZATION, CHANNELIZATION AND RELATED SAFETY MODIFICATIONS - FAIRFAX RD FROM BRUNDAGE LANE TO COLLEGE AVE	Complete	Complete
					2000	KER990523	SIGNALIZATION, SIGNAL SYNCHRONIZATION, CHANNELIZATION AND RELATED SAFETY MODIFICATIONS - OSWELL ST FROM BRUNDAGE LANE TO BERNARD ST	Complete	Complete
					2000	KER000533	SYNCHRONIZATION CHANNELIZATION AND RELATED SAFETY MODIFICATIONS ON CALIFORNIA AVENUE FROM WASHINGTON STREET TO EDISON HIGHWAY	Complete	Complete
								Complete	Complete
KE 10.2	County	Retrofit buses with bike racks	2005	$90,000 CMAQ (includes local)	2002	KER000528	INSTALL BIKE CYCLE RACKS ON BUS FLEET	Complete	Complete
KE 10.2	Delano	Bike racks on four full size transit buses	2003	Not specified				Complete	Complete

Kern COG
Timely Implementation Documentation

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	Implementation Status	2014 RTP/2015 TIP Conformity Update
								(as of 8/13)	(as of 3/14)
J 34	GET	Develop and implement an area vehicle locator		$2.2 million	2002	KER990526	Area Vehicle Locator (Phase 1)	Complete	Complete
						KER990527	Area Vehicle Locator (Phase 2)		
KE 9.3	Ridgecrest	Construct 1.5 miles of bicycle lane on existing streets and 2.67 miles of new bike lanes	2003	$165,000 TEA	2002	KER990902	IN RIDGECREST - CHELSEA STREET BICYCLE PATH EXTENSION PROJECT	Complete	Complete
KE 1.5	Shafter	Analyze transit system for route expansion; construct a CNG facility; two CNG mini-vans for enhanced service	2000; 2003	Not specified				Complete	Complete
KE 1.5	Taft	Construct transit transfer station	2002	$375,000 CMAQ	2002	KER990550	IN THE CITY OF TAFT - CONSTRUCT TRANSIT TRANSFER STATION	Complete	Complete

Kern COG
Timely Implementation Documentation

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	Implementation Status	2014 RTP/2015 TIP Conformity Update
								(as of 8/13)	(as of 3/14)
KE 9.5 and 9.2	Tehachapi	1.3 miles of Class I bike trails adjacent to several roadways in community	2003	Not specified				Complete	Complete
SJ 5.3	Wasco	Traffic signal at Highway 46 and Griffith Avenue	Not specified	$221,000				Complete	Complete
KE 7.17	Wasco	Construct new transit transfer station	design in 2002	$619,710 CMAQ	2002	KER000520	CONSTRUCT NEW TRANSIT TRANSFER STATION	Complete	Complete
KE 9.1	Wasco	Convert two mid-block alleys to pedestrian walkways	2002	TEA	2002	KER001001	DOWNTOWN STREETSCAPE IMPROVEMENT PROJECT	Complete	Complete

Kern Council of Governments
2002 RACM Timely Implementation Documentation

RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	Implementation Status	2014 RTP/2015 TIP Conformity Update
				(as of 8/13)	(as of 3/14)
I4.8	KCOG	Business, Industry and Governmental Outreach Program	Implement multi-agency outreach program and promote incentives for 2002-03 through 2004-05	Commitment Complete	Commitment Complete
KEF4	Bakersfield	Site-Specific Transportation Control Measures	Encourage implementation - include various channelization and signal modification projects identified by special traffic studies or development for the next 5 years (2007)	Projects prior to 2007 complete (see Project TID Table). Westside Parkway will continue to be tracked.	Projects prior to 2007 complete (see Project TID Table). Westside Parkway will continue to be tracked.
KE1.1	County of Kern	Regional Express Bus Program	Purchase buses to operate regional express bus service	The County of Kern continues to offer regional express bus service.	The County of Kern continues to offer regional express bus service.
KE1.2	County of Kern	Free transit during special events	Offer one day of free travel from Bakersfield to Kernville Whisky Flat Days and Frazier Park Lilac Festival	The County of Kern has offered free transit for these events and will continue to do so.	The County of Kern has offered free transit for these events and will continue to do so.
KE1.3	County of Kern	Encouragement of Pedestrian Travel	Implement Bikeway Master Plan	Implementation of the Bikeway Master Plan continues to occur along with updates to the Kern County General Plan. The Bikeway Master Plan was approved regionally by the Kern Council of Governments October 2012.	Implementation of the Bikeway Master Plan continues to occur along with updates to the Kern County General Plan. The Bikeway Master Plan was approved regionally by the Kern Council of Governments October 2012.
KE1.4.4	County of Kern	Voluntary No Drive Day Programs	Conduct voluntary employee no-drive day programs during the ozone season through media and employer based public awareness activities in 2002	Commitment Complete	Commitment Complete
KE2.1	TMA	Develop Intelligent Transportation Systems	Provide areas for pedestrian and bicyclist in vicinity of commercial development and promote use of such areas	Commitment Complete	Commitment Complete

Kern Council of Governments
2002 RACM Timely Implementation Documentation

RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	Implementation Status	2014 RTP/2015 TIP Conformity Update
XE9.3	Taft	Bicycle/Pedestrian Program	Provide facilities for only pedestrian and bicycle use.	Commitment Complete	Commitment Complete
XE9.5	Taft	Encouragement of Bicycle Travel	Provide funding for bikeway system. Provide education materials	Commitment Complete	Commitment Complete
XE1.7	Wasco	Free transit during special events	Provide free transit between Gateway's events during the Wasco Rose Festival beginning in 2002 through 2005	Commitment Complete	Commitment Complete
XE3.8	Wasco	Encourage merchants and employers to subsidize the cost of transit for employees	Offer free transportation to full time, permanent City of Wasco, School District and High School District employees beginning in 2002 through 2005	Commitment Complete	Commitment Complete
XE9.9	Wasco	Close streets for special events for use by bikes and pedestrians	Close streets to vehicles for the annual Wasco Festival of Roses	Yes, the parade route was closed for vehicle traffic and open to foot traffic. Closure will continue for annual event	Yes, the parade route was closed for vehicle traffic and open to foot traffic. Closure will continue for annual event

APPENDIX E

PUBLIC MEETING PROCESS DOCUMENTATION

NOTICE OF AVAILABILITY AND TWO PUBLIC HEARINGS ON THE DRAFT 2014 REGIONAL TRANSPORTATION PLAN AND DRAFT ENVIRONMENTAL IMPACT REPORT WITH DRAFT REGIONAL HOUSING NEEDS ALLOCATION PLAN, DRAFT 2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND CORRESPONDING DRAFT CONFORMITY ANALYSIS

NOTICE IS HEREBY GIVEN that Kern Council of Governments (Kern COG) has prepared a Draft Program Environmental Impact Report (Program EIR) SCH#: 2013012067, in accordance with the California Environmental Quality Act, for the 2014 Regional Transportation Plan and Sustainable Communities Strategy (RTP) and will hold public hearings at 6:00 P.M. April 15, 2014 at City of California City Council meeting, 21000 Hacienda Blvd, California City, CA 93505 and 6:30 P.M. April 17, 2014 at Kern COG's office, 1401 19th Street, Suite 300, Bakersfield, CA 93301 regarding the 2014 RTP and Draft Environmental Impact Report (EIR), with Draft Regional Housing Needs Allocation Plan (RHNA Plan) and corresponding Draft Conformity Analysis, and Draft 2015 Federal Transportation Improvement Program (2015 FTIP). The hearings are intended to receive public comments.

- The 2014 RTP is a long-range comprehensive plan for the region's multi-modal transportation system. The 2014 RTP includes projects, policies, and strategies to create a blueprint for the region's growth through 2040 and is intended to meet the changing socioeconomic, transportation infrastructure, financial, technological, and environmental conditions of the region.
- The Draft EIR document provides an analysis of potential environmental impacts related to the implementation of the RTP as required by the Californian Environmental Quality Act.
- The Draft RHNA Plan provides the housing share for each jurisdiction in the Kern region for the next nine years and is included as 2014 RTP Appendix H.
- The Draft 2015 FTIP is a listing of capital improvement and operational expenditures that use federal and state monies for transportation projects in Kern County during the next four years.
- The Draft Conformity Analysis contains the documentation to support a finding that the Draft 2015 FTIP and Draft 2014 RTP meet the air quality conformity requirements for carbon monoxide, ozone and particulate matter.

The Program EIR finds that implementation of the 2014 RTP could result in significant impacts to the following issue areas: Aesthetics; Agriculture and Forestry Resources, Air Quality; Biological Resources; Cultural Resources; Geology, Soils and Mineral Resources; Greenhouse Gases; Hazards and Hazardous Materials; Land Use and Planning; Noise; Population and Housing; Public Services; Transportation and Traffic; Utilities and Service Systems; and Water Resources.

This public notice also satisfies the program of projects (POP) requirements of the Federal Transit Administration (FTA) Urbanized Area Formula Program, Section 5307. If no comments are received on the proposed POP, the proposed transit program (funded with FTA 5307 dollars) will be the final program.

Individuals with disabilities may call Kern Council of Governments at 661/861-2191 (or TTY: 661/832-7433, or TDD: 800/874-9436) with 3-working-day advance notice to request auxiliary

aids necessary to participate in the public hearing. Translation services are available (with 3-working-day advance notice) to participants speaking any language with available professional translation services.

The concurrent 55-day public review period for all documents begins on March 12, 2014. Written comments will be accepted until 5 p.m. on May 6, 2014. The draft documents are available for review at the Kern COG office, located at 1401 19th Street, Suite 300, Bakersfield, CA 93301 and on the Kern COG website at www.kerncog.org

Public comments are welcomed at the hearing, or may be submitted in writing by 5 P.M. on May 6, 2014 to Ahron Hakimi at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the Kern Council of Governments at a regularly scheduled meeting to be held 6:30 P.M. June 19, 2014. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Ahron Hakimi, Executive Director
Kern Council of Governments
1401 19th Street, Bakersfield, CA 93301
661/861-2191

How Should We Spend Our Transportation Dollars?

You are invited to offer your ideas and comments on Kern COG's proposed 2014 long-range Regional Transportation Plan/Sustainable Communities Strategy and its environmental impact report as well as the draft 2015 short-range Federal Transportation Improvement Program, air quality analysis and Regional Housing Needs Allocation Plan. These documents provide an outline of major transportation expenditures and housing needs over the next 25 years. Get your copy at Kern COG's office, in all public libraries and online at www.kerncog.org.

55-day Public Review Period is Now Open
Wed., March 12 to Tues., May 6, 2014

Two public hearings are scheduled to receive your comments (with pubic workshops half an hour prior to each hearing):

6 p.m., Tuesday, April 15
California City Council Meeting
21000 Hacienda Blvd.
California City, CA 93505

6:30 p.m. Thursday, April 17
Kern Council of Governments Board meeting
1401 19th Street, Suite 300
Bakersfield, CA 93301

Kern Council of Governments

For information call 661.861.2191 • www.kerncog.org

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

RESOLUTION NO. 14-19

In the matter of:

2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM, 2014 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY, REGIONAL HOUSING NEEDS ALLOCATION PLAN, AND CONFORMITY ANALYSIS FOR THE 2015 FTIP AND 2014 RTP/SCS.

WHEREAS, the Kern Council of Governments (Kern COG) is the designated Regional Transportation Planning Agency (RTPA) pursuant to state law and the designated Metropolitan Planning Organization (MPO) pursuant to federal law for Kern County;

WHEREAS, Kern COG is the MPO responsible for maintaining a continuing, cooperative, and comprehensive transportation planning process which involves preparation and update every four years of a Regional Transportation Plan (RTP) pursuant to Title 23, United States Code Section 134 *et seq.*, Title 49, United States Code Section 5303 *et seq.*, and Title 23, Code of Federal Regulations Section 450 *et seq.*;

WHEREAS, Kern COG is the RTPA responsible for preparing, adopting and updating every four years the RTP and Sustainable Communities Strategy (SCS) pursuant to Government Code Section 65080 *et seq.*;

WHEREAS, the 2014 RTP/SCS sets forth the long-range regional plans and strategies for transportation improvements and regional growth throughout Kern County through 2040;

WHEREAS, Senate Bill (SB) 375 (Steinberg, 2008) requires that Kern COG prepare a SCS as part of the 2014 RTP that demonstrates how the region will reduce the greenhouse gas emissions (GHG) from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction target approved by the California Air Resources Board (CARB);

WHEREAS, pursuant to SB 375, CARB set the per capita GHG emission reduction targets for the San Joaquin Valley region at 5% below 2005 per capita emissions levels by 2020 and 10% below 2005 per capita emissions levels by 2035;

WHEREAS, lead agencies (including local jurisdictions) maintain the discretion and will be solely responsible for determining consistency of any future project with the SCS;

WHEREAS, under state housing law (Government Code Section 65580 *et seq.*), Kern COG is responsible for preparing and adopting a regional housing needs allocation plan (RHNA Plan) that allocates its share of regional housing need (as determined by the Department of Housing and Community Development) to each city, county, or city and county.

WHEREAS, SB 375 requires consistency between the RHNA Plan and the development pattern included in the 2014 RTP/SCS;

WHEREAS, the 2014 RTP/SCS has been prepared in accordance with state and federal guidelines adopted by the California Transportation Commission;

WHEREAS, the 2014 RTP/SCS reconfirms the use of the socio-economic data forecast used in the 2011 RTP which was found to be within 1/10th of one percent of the observed decennial census data for total population;

WHEREAS, the 2014 RTP/SCS includes the Congestion Management Program which is consistent with the final rules for the Federal Management and Monitoring Systems effective Congestion Management Process;

WHEREAS, federal planning regulations require that Kern COG prepare and adopt a Federal Transportation Improvement Program (FTIP) for their region;

WHEREAS, the 2015 FTIP has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the Kern Council of Governments forum and general public involvement;

WHEREAS, projects submitted in the 2015 FTIP must be financially constrained and the financial plan affirms that funding is available;

WHEREAS, the 2015 FTIP program listing is consistent with: 1) the 2014 RTP/SCS; 2) the 2014 State Transportation Improvement Program; and 3) the corresponding Conformity Analysis;

WHEREAS, the 2015 FTIP contains Kern COG's certification of the transportation planning process, assuring that all federal requirements have been fulfilled;

WHEREAS, the 2015 FTIP meets all applicable transportation planning requirements per 23 CFR Part 450;

WHEREAS, the 2015 FTIP and 2014 RTP/SCS include a Conformity Analysis which demonstrates conformity pursuant to Clean Air Act Section 176(c) and 40 CFR Part 93;

WHEREAS, the 2015 FTIP and 2014 RTP/SCS conforms to the applicable SIPs;

WHEREAS, the 2015 FTIP and 2014 RTP do not interfere with the timely implementation of the Transportation Control Measures;

WHEREAS, a Program Environmental Impact Report was prepared to assess the environmental effects of the proposed 2014 RTP/SCS and is certified concurrently herewith;

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

WHEREAS, the Draft 2014 RTP will be amended pursuant to the revisions outlined in the Responses to Comments attached as Exhibit "A" and amended Table 4-9 attached as Exhibit "B";

WHEREAS, a public hearing was conducted on April 15, 2014 and April 17, 2014 to hear and consider comments on the 2015 FTIP and 2014 RTP/SCS and EIR and corresponding Conformity Analysis;

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred;

RESOLUTION NO. 14-19
2015 FTIP, 2014 RTP/SCS, and Conformity Analysis
Page 3 of 3

NOW, THEREFORE, BE IT RESOLVED, that Kern COG finds that the 2015 FTIP and 2014 RTP/SCS are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality; and

BE IT FURTHER RESOLVED, that Kern COG also finds that the 2014 RTP/SCS meets the SB 375 GHG reduction targets of 5% below 2005 per capita emissions levels by 2020 and 10% below 2005 per capita emissions levels by 2035; and

BE IT FURTHER RESOLVED, that Kern COG finds that the RHNA Plan is consistent with the development pattern included in the 2014 RTP/SCS; and

BE IT FURTHER RESOLVED, that Kern COG adopts the 2015 FTIP, the 2014 RTP/SCS with Exhibits "A" and "B", the RHNA Plan, and the Conformity Analysis for the 2015 FTIP and 2014 RTP/SCS.

AUTHORIZED AND SIGNED THIS 19TH DAY OF JUNE 2014.

AYES: Flores, Hanson, Wood, Pascual, Wilke, McFarland, Holloway, Johnston, Smith, Wegman, Couch, Scrivner, Miller, Silvera

NOES: None

ABSTAIN: None

ABSENT: Linder

Harold W. Hanson, Chairman
Kern Council of Governments

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Kern Council of Governments duly adopted at a regular meeting thereof held on the 19th day of June 2014.

Ahron Hakimi

Ahron Hakimi, Executive Director
Kern Council of Governments

JUN 24 2014

Date:

APPENDIX F

RESPONSE TO PUBLIC COMMENTS

No public comments were received.