

**FINAL PM2.5 AND CARBON MONOXIDE  
CONFORMITY ANALYSIS**  
for the **FEDERALLY APPROVED**  
**2004 FEDERAL TRANSPORTATION IMPROVEMENT  
PROGRAM (TIP) and DESTINATION  
2030 REGIONAL TRANSPORTATION PLAN (RTP).**

**February 16, 2006**



**Kern Council  
of Governments**

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## **Kern Council of Governments Board of Directors**

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

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December 20, 2005

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

RESOLUTION NO. 06-06

In the Matter of:

**ADOPTING AIR QUALITY CONFORMITY DETERMINATION FOR THE FINAL PM2.5 AND CARBON MONOXIDE CONFORMITY ANALYSIS for the FEDERALLY APPROVED 2004 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) and DESTINATION 2030 REGIONAL TRANSPORTATION PLAN (RTP).**

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

WHEREAS, federal planning regulations requires Metropolitan Planning Organizations to prepare and adopt a long range a RTP for their region; and

WHEREAS, federal planning regulations require that Metropolitan Planning Organizations prepare and adopt a short range FTIP for their region; and

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

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

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

WHEREAS, the Kern Council of Governments has also developed a regional emissions analysis for CO for Kern County; and

WHEREAS, the documents have been widely circulated and reviewed by the Kern Council of Governments 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; and

WHEREAS, a public hearing was conducted on January 19, 2006 to hear and consider comments on the PM2.5 AND CARBON MONOXIDE CONFORMITY ANALYSIS and the remainder of the MPOs in the PM2.5 nonattainment area have conducted public hearings as well; and

WHEREAS, the Kern Council of Governments Policy Board has reviewed the PM2.5 AND CARBON MONOXIDE CONFORMITY ANALYSIS and made a finding that the Federally Approved 2004 FTIP and DESTINATION 2030 RTP are in conformance with the applicable transportation conformity rules for the PM2.5 and Carbon Monoxide air quality standards.

NOW, THEREFORE, BE IT RESOLVED, that the Kern Council of Governments adopts the PM2.5 AND CARBON MONOXIDE CONFORMITY ANALYSIS as part of the Federally Approved 2004 FTIP and DESTINATION 2030 RTP.

THE FOREGOING RESOLUTION was passed and adopted by the Kern Council of Governments this 24<sup>th</sup> day of February, 2006.

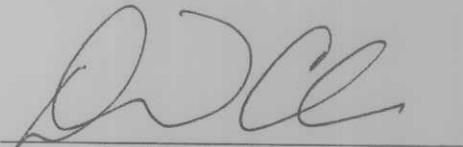
AYES: Couch, Tarver, Lessenevitch, Ramirez, Bell, Nelson, Smith, McQuiston, Rubio

NOES: None

ABSTAIN: None

ABSENT: Santillano, Holloway, Wegman

Signed:

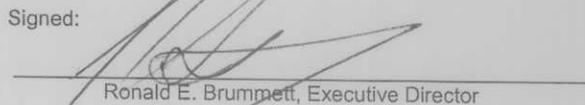


David Couch, Chair

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 24<sup>th</sup> day of February, 2006.

Signed:



Ronald E. Brummett, Executive Director

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## **EXECUTIVE SUMMARY**

This report presents the PM2.5 and Carbon Monoxide Conformity Analysis for the federally approved 2004 Federal Transportation Improvement Program (TIP) and Destination 2030 Regional Transportation Plan (RTP). The Kern Council of Governments is the designated Metropolitan Planning Organization (MPO) in Kern County, California, and is responsible for regional transportation planning.

The Conformity Analysis for the 2004 Federal Transportation Improvement Program (TIP), the Destination 2030 Regional Transportation Plan (RTP) was approved by FHWA and FTA on October 4, 2004. Subsequently, an 8-hour air quality conformity determination was federally approved on June 15, 2005.

The 2004 TIP/RTP and 2005 8-Hour Air Quality Conformity Determinations are incorporated by reference and are available at <http://www.kerncog.org>. Additional copies will be provided upon request.

EPA designated the eight-county San Joaquin Valley nonattainment for the new PM2.5 standards, effective April 5, 2005. This designation excludes the mountain and desert portions of Kern County under the jurisdiction of the East Kern Air Pollution Control District. Conformity for the PM2.5 standards applies one year after the effective date (April 5, 2006). EPA issued a final rule on July 1, 2004 that amended the transportation conformity rule to include criteria and procedures for the new fine particulate matter (PM2.5) national ambient air quality standards. This analysis demonstrates that the criteria specified in the federal transportation conformity rule for a PM2.5 conformity determination are satisfied by the TIP and RTP.

In addition, EPA published a direct final rulemaking approving the 2004 Revision to the California State Implementation Plan for Carbon Monoxide on November 20, 2005, effective January 30, 2006. The approval also includes an adequacy finding on the motor vehicle emissions budgets for conformity. Since the previous CO budget approval was limited until the effective date of EPA's adequacy finding for new budgets, the SJV MPOs must use the new budgets for conformity determinations that will be considered for approval by the federal agencies after January 30, 2006. This analysis demonstrates that the criteria specified in the federal transportation conformity rule for a carbon monoxide conformity determination are satisfied by the TIP and RTP.

A finding of conformity for the 2004 Federal Transportation Improvement Program (TIP) And Destination 2030 Regional Transportation Plan (RTP) is therefore supported. The PM2.5 and Carbon Monoxide Conformity Analysis for the federally approved 2004 FTIP and Destination 2030 RTP is scheduled to be approved by the Kern COG board on February 16, 2006.

Summarized below are the applicable conformity requirements, conformity tests, results of the conformity analysis, and report organization.

## **CONFORMITY REQUIREMENTS**

EPA issued a final rule on July 1, 2004 that amended the transportation conformity rule to include criteria and procedures for the new 8-hour ozone and fine particulate matter (PM2.5) national ambient air quality standards.

EPA's nonattainment area designations for the new PM2.5 standards became effective on April 5, 2005 for most areas. Conformity for a given pollutant and standard applies one year after the effective date of EPA's initial nonattainment designation. Therefore, conformity for the PM2.5 standards will apply on April 5, 2006 for the San Joaquin Valley.

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 "multi-jurisdictional" guidance on July 21, 2004 to clarify how nonattainment areas with multiple agencies should conduct conformity determinations based on the changes to the Conformity Rule. 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. These results would then be compiled in one regional emissions analysis for the entire nonattainment area that would accompany each plan/TIP conformity determination. DOT will then issue its conformity determination on the TIPs/RTPs at the same time.

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

The Conformity Rule also requires that conformity be demonstrated to applicable motor vehicle emissions budgets at the time of federal approval. Since the previous CO budget approval was limited until the effective date of EPA's adequacy finding for new budgets, the SJV MPOs must use the new budgets for conformity determinations that will be considered for approval by the federal agencies after January 30, 2006.

Consultation occurred in November 2005 on the proposed methodology for the PM2.5 and carbon monoxide conformity analysis for the 2004 TIPs/RTPs; models, associated methods, and assumptions for use in regional emissions analyses; the process for ensuring timely implementation of transportation control measures; a copy of the latest planning assumption tables from the most recently approved conformity determination, and the basic steps for completing the conformity demonstration and the 2005 PM2.5 totals spreadsheet for the PM2.5 conformity demonstration.

In addition, on-going interagency consultation is conducted through the San Joaquin Valley Model Coordinating Committee to ensure Valley-wide coordination, communication and compliance with Federal and State Clean Air Act requirements. Each of the eight Valley Transportation Planning Agencies (TPAs) and the Air Pollution Control District are represented. The Federal Highway Administration, Federal Transit Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans are also represented on the committee. The final determination of conformity for the TIP and RTP is the responsibility of the Federal Highway Administration and the Federal Transit Administration.

FHWA has developed a checklist (included in Appendix A) that contains the required items to complete a conformity determination. Many of these items are included in this document or the federally approved 2004 or 8-Hour Conformity Determination (incorporated herein by reference); however, several of these items, such as financial constraint, are contained in the TIP/RTP. Appropriate references to these items are noted on the checklist.

## **CONFORMITY TESTS**

For PM2.5, before an adequate or approved SIP budget is available, conformity is generally demonstrated with interim emission tests. Conformity may be demonstrated if the emissions from the proposed transportation system are either less than or no greater than the 2002 motor vehicle emissions in a given area (see Section 93.119).

PM2.5 nonattainment areas may also elect to use the “build-no-greater-than-no-build test”. Conformity is demonstrated if the emissions from the proposed transportation system (“build” scenario) are less than or equal to emissions from the existing transportation system (“no-build” scenario).

The rule allows PM2.5 nonattainment areas to choose between the two interim emissions test each time that they determine conformity before adequate or approved PM2.5 SIP budgets are established. However, the same test must be used for each analysis year in a given conformity determination. The San Joaquin Valley chooses to use the “no-greater-than-2002 emissions test”.

The regional emissions analyses in PM2.5 nonattainment areas must consider directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear, and tire wear. In California, areas will use EMFAC2002.

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

will be made as part of the SIP process. As a result, the SJV PM2.5 conformity analysis will not include re-entrained road dust or construction-related fugitive dust from transportation projects.

In addition, prior to the submission of a SIP, NOx emissions must be considered, unless both ARB and EPA make a finding the NOx is not a “significant contributor” to the PM2.5 air quality problem. Conversely, VOC, SOx, and ammonia emissions do not have to be considered in conformity, unless either ARB or EPA makes a finding that onroad emissions of any of these precursors is a “significant contributor” to the area’s PM2.5 air quality issues. ARB anticipates making the significance determinations as part of the SIP process. As a result, the SJV PM2.5 conformity analysis will only address the precursor NOx.

For Carbon Monoxide, the federal transportation conformity rule requires that the TIP and RTP must pass an emissions budget test with a budget that has been found to be adequate by EPA for transportation conformity purposes. EPA published a direct final rulemaking approving the 2004 Revision to the California State Implementation Plan for Carbon Monoxide on November 20, 2005, effective January 30, 2006. The approval also includes an adequacy finding on the motor vehicle emissions budgets for conformity. Since the previous CO budget approval was limited until the effective date of EPA’s adequacy finding for new budgets, the SJV MPOs must use the new budgets for conformity determinations that will be considered for approval by the federal agencies after January 30, 2006.

## **RESULTS OF THE CONFORMITY ANALYSIS**

A regional emissions analysis was conducted to meet the PM2.5 and carbon monoxide conformity requirements. All analyses were conducted using the latest planning assumptions and emissions models. The major conclusions of the Kern Council of Governments Conformity Analysis are:

- In accordance with the EPA “multi-jurisdictional” guidance separate modeling and conformity documents have been developed by each MPO. The total regional vehicle-related emissions (PM2.5 and NOx) associated with implementation of the TIP/RTP for the analysis years 2010, 2020, and 2030 contained in the federally approved 2004 and 8-Hour conformity analysis have been estimated and are less than or no greater than the 2002 baseline motor vehicle emissions for both standards. Appendix G contains the PM2.5 Conformity Results Summary for each MPO in the San Joaquin Valley nonattainment area. The interim conformity emissions tests for PM2.5 standards are therefore satisfied.
- For carbon monoxide, the total regional vehicle-related emissions associated with implementation of the TIP/RTP for the analysis years are projected to be less than the 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.
- In accordance with Section 93.122(g), this conformity determination relies on the federally approved previous emissions analysis for ozone and PM-10. The 2004 and

2005 8-Hour Air Quality Conformity Determinations are incorporated by reference and are available at <http://www.kerncog.org>. Additional copies will be provided upon request.

- The TIP/RTP will not impede and will support timely implementation of the TCMs that have been adopted as part of applicable air quality implementation plans.
- Consultation has been conducted in accordance with federal requirements.

## **REPORT ORGANIZATION**

The report is organized into five chapters. Chapter 1 provides an overview of the applicable PM2.5 and carbon monoxide conformity rule and requirements, including approach to meet requirements and the conformity analysis years. Chapter 2 contains a discussion of the latest planning assumptions and air quality modeling used to estimate regional emissions estimates. Chapter 3 contains the documentation required under the federal transportation conformity rule for transportation control measures. Chapter 4 provides an overview of the interagency consultation conducted by the San Joaquin Valley Transportation Planning Agencies. The results of the conformity analysis for the TIP/RTP are provided in Chapter 5.

Consultation documentation and other related information are contained in the appendices. Appendix C includes copies of consultation correspondence. Appendix D includes documentation of the public hearing process. Comments received on the conformity analysis and responses made as part of the public involvement process are included in Appendix E.

## **CHAPTER 1**

### **PM2.5 AND CARBON MONOXIDE CONFORMITY REQUIREMENTS**

The criteria for determining conformity of transportation programs and plans under the federal transportation conformity rule (40 CFR Parts 51 and 93) and the applicable PM2.5 and Carbon Monoxide (CO) conformity tests for the San Joaquin Valley nonattainment areas are summarized in this section. The 2004 and 8-Hour Conformity Analyses, which were federally approved October 4, 2004 and June 15, 2005, respectively, for the 2004 Transportation Improvement Programs (TIP) and the Regional Transportation Plans (RTP) are being revised to include these criteria and tests.

Presented first is a review of the development of the applicable conformity rule and guidance procedures, followed by summaries of conformity rule requirements, air quality designation status, conformity test requirements, and analysis years for this Conformity Analysis.

#### **FEDERAL PM2.5 CONFORMITY RULE(S)**

EPA issued a final rule on July 1, 2004 that amended the transportation conformity rule to include criteria and procedures for the new 8-hour ozone and fine particulate matter (PM2.5) national ambient air quality standards. The final rule also addressed a March 2, 1999 ruling by the U.S. Court of Appeals for the District of Columbia Circuit. However, EPA notes that a supplemental notice of proposed rulemaking will be published in the future to request additional comment on options related to PM2.5 and PM10 hot-spot requirements.

EPA's nonattainment area designations for the new PM2.5 standards became effective on April 5, 2005 for most areas. Conformity for a given pollutant and standard applies one year after the effective date of EPA's initial nonattainment designation. Therefore, conformity for the PM2.5 standards will begin to apply on April 5, 2006 for the San Joaquin Valley.

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 "multi-jurisdictional" guidance on July 21, 2004 to clarify how nonattainment areas with multiple agencies should conduct conformity determinations based on the changes to the Conformity Rule. 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. These results would then be compiled in one regional emissions analysis for the entire nonattainment area that would accompany each plan/TIP conformity determination. DOT will then issue its conformity determination on the TIPs/RTPs at the same time.

EPA issued a final rule on May 6, 2005 to add PM2.5 precursors to the transportation conformity rule. The rule adds nitrogen oxides (NOx), volatile organic compounds (VOCs), sulfur oxides

(SO<sub>x</sub>), and ammonia (NH<sub>3</sub>) and specifies when each of these precursors must be considered in PM<sub>2.5</sub> nonattainment areas, before and after PM<sub>2.5</sub> SIPs are submitted.

In accordance with the conformity rule, the interagency consultation process is being used for conducting regional emissions analyses and demonstrating conformity for the PM<sub>2.5</sub> standards. The conformity demonstrations were completed in November/December 2005. Public review of the PM<sub>2.5</sub> conformity demonstration occurred in December 2005/January 2006, followed by MPO approval in February 2006. The PM<sub>2.5</sub> conformity demonstration for the 2004 TIP/RTP was submitted to FHWA by March 6, 2006 as requested by FHWA to issue approvals by April 5, 2006.

### PM<sub>2.5</sub> CONFORMITY RULE REQUIREMENTS

Before an adequate or approved SIP budget is available, conformity is generally demonstrated with interim emission tests. Conformity may be demonstrated if the emissions from the proposed transportation system are either less than or no greater than the 2002 motor vehicle emissions in a given area (see Section 93.119).

The 2002 baseline year emissions level must be based on the latest planning assumptions available for the year 2002, the latest emissions model, and appropriate methods for estimating travel and speeds as required by the conformity rule.

PM<sub>2.5</sub> nonattainment areas may also elect to use the “build-no-greater-than-no-build test”. Conformity is demonstrated if the emissions from the proposed transportation system (“build” scenario) are less than or equal to emissions from the existing transportation system (“no-build” scenario).

The rule allows PM<sub>2.5</sub> nonattainment areas to choose between the two interim emissions test each time that they determine conformity before adequate or approved PM<sub>2.5</sub> SIP budgets are established. However, the same test must be used for each analysis year in a given conformity determination. The San Joaquin Valley chooses to use the “no-greater-than-2002 emissions test”.

The regional emissions analyses in PM<sub>2.5</sub> nonattainment areas must consider directly emitted PM<sub>2.5</sub> motor vehicle emissions from tailpipe, brake wear, and tire wear. In California, areas will use EMFAC2002.

Prior to adequate or approved PM<sub>2.5</sub> SIP budgets, re-entrained road dust and construction-related fugitive dust from highway or transit projects will only be included in the regional emissions analyses if EPA or ARB has determined that it is a “significant contributor” to the PM<sub>2.5</sub> regional air quality problem. Until a significance finding is made, PM<sub>2.5</sub> areas can presume that re-entrained road dust is not a significant contributor and not include road dust in the PM<sub>2.5</sub> transportation conformity analysis prior to the SIP. In addition, construction-related dust emissions are not to be included in any PM<sub>2.5</sub> conformity analyses before adequate or approved PM<sub>2.5</sub> SIP budgets are established. ARB has indicated the significance determination

will be made as part of the SIP process. As a result, the SJV PM2.5 conformity analysis will not include re-entrained road dust or construction-related fugitive dust from transportation projects.

In addition, prior to the submission of a SIP, NOx emissions must be considered, unless both ARB and EPA make a finding the NOx is not a “significant contributor” to the PM2.5 air quality problem. Conversely, VOC, SOx, and ammonia emissions do not have to be considered in conformity, unless either ARB or EPA makes a finding that onroad emissions of any of these precursors is a “significant contributor” to the area’s PM2.5 air quality issues. ARB has indicated that significance determinations would be made as part of the SIP process. As a result, the SJV PM2.5 conformity analysis will only address the precursor NOx.

#### APPROACH TO MEET REQUIREMENTS

EPA issued guidance for creating annual on-road mobile source emission inventories for PM2.5 in August 2005. 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.

EMFAC 2002 includes data for temperature, relative humidity, and characteristics for gasoline fuel sold that vary by geographic area, calendar year, and month and season. The annual average represents an average of all the monthly inventories. As a result, EMFAC will be run to estimate direct PM2.5 and NOx from motor vehicles for an annual average day that will provide the information for both the annual and 24-hour PM2.5 standards.

EPA guidance indicates that State and local agencies need to consider whether vehicle miles traveled (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 inter-agency 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 inter-agency 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 San Joaquin Valley MPOs do not have the data or ability to estimate seasonal variation at this time. Data collection and analysis for some studies are in the preliminary phases and cannot be relied upon for other analyses. Some statewide data for the seasonal variation of VMT on freeways does exist. However, traffic patterns on freeways do not necessarily represent the typical traffic pattern for local streets and arterials.

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

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

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

Whatever approach is selected, the latest planning assumptions, latest emissions model, and appropriate methods for estimating travel and speeds must be used as required by the conformity rule. In addition, the selected interim emissions tests should be used consistently when completing a conformity test. That is the regional conformity analysis for the baseline year test should be based on the same approach that was used to develop the baseline inventory for conformity purposes.

#### PM2.5 CONFORMITY ANALYSIS YEARS

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. Per CAA section 172(a)(2), all PM2.5 nonattainment areas will have an initial maximum statutory attainment date of April 5, 2010.

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

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

Regional emissions will be estimated for the horizon years 2010, 2020, and 2030 in the PM2.5 conformity analysis, in accordance with the conformity rule requirements.

## CARBON MONOXIDE CONFORMITY TEST REQUIREMENTS

Applies only to Fresno, Kern, San Joaquin, and Stanislaus Counties.

ARB submitted the 2004 Revision to the California State Implementation Plan for Carbon Monoxide on November 8, 2004. New conformity budgets have been established for 2003, 2010 and 2018. EPA published a direct final rulemaking approving the 2004 Revision to the California State Implementation Plan for Carbon Monoxide on November 20, 2005, effective January 30, 2006. The approval also includes an adequacy finding on the motor vehicle emissions budgets for conformity.

Since the previous CO budget approval was limited until the effective date of EPA’s adequacy finding for new budgets, the SJV MPOs must use the new budgets for conformity determinations that will be considered for approval by the federal agencies after January 30, 2006.

It is important to note that the results from the 2004 TIPs/RTPs remain unchanged and that the year 2003 is not affected by the implementation of the Transportation Improvement Program. Existing conformity results for carbon monoxide will be used for 2010, 2020, and 2030; results for the new analysis year 2018 will be interpolated as allowed per 93.118(d)(2) of the Conformity Rule.

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

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

## CARBON MONOXIDE ANALYSIS YEARS

In accordance with Section 93.118(b), nonattainment areas that have any adequate or approved budgets are required to demonstrate conformity for each year for which a budget is specified (2010, 2018), the last year of the transportation plan’s forecast period (2030), and any intermediate years necessary so that the horizon years are no more than ten years apart (2020).

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.

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.

Consequently, CO emissions for the horizon years 2010, 2020, and 2030 are included in this conformity analysis, in accordance with the conformity rule requirements. The CO demonstration includes interpolated results for 2018. CO emissions are not estimated for 2003 since that year is not impacted by the 2004 TIP and/or RTP.

## **CHAPTER 2 LATEST PLANNING ASSUMPTIONS**

The final rule adopted on July 1, 2004 allows conformity determinations to be based on the latest planning assumptions that are available at the time the conformity analysis begins. According to the conformity rule, the time the conformity analysis begins is “the point at which the MPO or other designated agency begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions”. Initial modeling began in October 2005 and was included in the addendum to the consultation processes issued in November, which begins the PM2.5 and carbon monoxide conformity analysis.

In accordance with Section 93.122(g) of the conformity rule, this conformity determination relies on the federally approved previous emissions analysis for ozone and PM-10.

The 2004 TIP/RTP and corresponding conformity analysis was federally approved October 4, 2004. Subsequently, an 8-hour air quality determination was federally approved June 15, 2005. The previous conformity determinations are incorporated by reference. For this conformity determination, there are:

- no revisions to TIP/RTP, including no additions or deletions of regionally significant projects,
- no changes in the design concept and scope of existing regionally significant projects,
- no revisions that delay or accelerate the completion of regionally significant projects across conformity analysis years and
- no changes to the time frame of the transportation plan.

In accordance with Section 93.108, Kern Council of Governments re-affirms that the 2004 TIP and RTP, as amended, are fiscally constrained with DOT’s metropolitan planning regulations at 23 CFR part 450.

- Amendment No. 1 introduces one RSTP funded project and two CMAQ funded projects. State approved on 10/27/04. Federally approved 11/19/04. The RSTP project was a Regional Traffic Count Program. The CMAQ projects were RACM projects that needed to be complete by October 2005. This amendment is financially constrained and did not make changes to the TIP that required a conformity determination.
- Amendment No. 2 revises State Highway/Regional Choice Program and Safety Program. State approved on 2/7/05. Federally approved 2/24/05. This amendment was processed to realign programming amounts for STIP and HBRR programs. Three STIP projects were modified to include IIP funding that was previously not in the 2004 FTIP but in the 2004 STIP. The RIP TE Reserve funding targets in FY 06/07 and FY 07/08 were modified. The Seismic Program is now integrated into the HBRR Program (as part of the Safety Program of Projects). This amendment is

financially constrained and did not make changes to the TIP that required a conformity determination.

- Amendment No. 3 revises three Transit Program projects and introduces four Transit Program projects. State approved on 2/7/04. Federally approved 2/17/05. This amendment is financially constrained and did not make changes to the TIP that required a conformity determination.
- Amendment No. 4 revises State Highway/Regional Choice Program. State approved on 3/29/05. Federally approved 4/22/05. This amendment was processed to program against the (Transportation Enhancement) TE Reserve and to add additional Interstate Maintenance Discretionary funding to the Laval Road project. This amendment is financially constrained and did not make changes to the TIP that required a conformity determination.
- Amendment No. 5 revises Congestion Mitigation and Air Quality (CMAQ) Program and Regional Surface Transportation Program (RSTP). State approved on 4/5/05. Federally approved 4/22/05. This amendment introduced 70 new projects to the RSTP and CMAQ Program. This amendment is financially constrained and did not make changes to the TIP that required a conformity determination.
- Amendment No. 6 revises Safety Program Congestion Mitigation and Air Quality (CMAQ) Program and Regional Surface Transportation Program (RSTP). State approved on 5/25/05. Federally approved 6/3/05. This amendment introduced 8 new projects to the RSTP and revises the Highway Bridge Replacement and Rehabilitation (HBRR as part of the Safety Program) as well as CMAQ. This amendment is financially constrained and did not make changes to the TIP that required a conformity determination.
- Amendment No. 7 revises State Highway/Regional Choice Program. State approved on 8/26/05. No federal approval required since this is an administrative amendment. This amendment revised a Transportation Enhancement (TE) project. This amendment is financially constrained and did not make changes to the TIP that required a conformity determination.
- Amendment No. 8 revises State Highway/Regional Choice Program. State approved on 9/2/05. No federal approval required since this is an administrative amendment. This amendment is financially constrained and did not make changes to the TIP that required a conformity determination.
- Amendment No. 10 revises Regional Surface Transportation Program (RSTP). State approved on 10/17/05. No federal approval required since this is an administrative amendment. This amendment is financially constrained and did not make changes to the TIP that required a conformity determination.

## **SOCIOECONOMIC PROJECTIONS**

There have been no official updates to the socioeconomic projections used by the Valley MPO transportation models since the 2004 Conformity Analysis. In accordance with Section 93.110 of the federal conformity rule, the most recent estimates of population and employment projections that have been officially approved by the Metropolitan Planning Organization will be used. The Latest Planning Assumption Tables (Table 2-1) were included in the initial inter-agency consultation documentation for information.

## **TRAFFIC MODELING**

There have been no official updates to the Valley MPO transportation models since the 2004 Conformity Analysis. The same traffic modeling and networks will be utilized for the PM2.5 conformity determination, except for Fresno and San Joaquin. Fresno and San Joaquin COGs have recently adopted formal amendments that required a new regional emissions analysis. Assuming Federal approval is granted, the transportation networks from the most recent amendment will be utilized.

## **AIR QUALITY MODELING**

### **EMFAC2002**

There have been no official updates to the EMFAC model since the 2004 Conformity Analysis. In accordance with Section 93.111 the latest emission estimation model (EMFAC 2002) was used in the PM2.5 conformity determinations. The EPA approved methodology for updating the default vehicle activity data was also used.

For the PM2.5 conformity analysis, the methodology consisted of:

- (1) Running EMFAC for the 2002 base year using default vehicle population, VMT, and speed fraction data; result rounded up to the next tenths place (consistent with ARB policy). It is important to note that the EMFAC 2002 model contains transportation data submitted by the San Joaquin Valley MPOs for the analysis year 2002 and the analysis year 2002 is not included in the current 2004 TIP/RTPs. As a result, updated 2002 activity data is not available and/or applicable to this conformity analysis.
- (2) Estimating PM2.5 and NOx emissions for an annual average day for 2010, 2020, and 2030
  - a. No updates to the transportation data necessary. Previous EMFAC model input files were re-run, selecting the PM2.5 option rather than PM-10.
  - b. PM2.5 total emissions include exhaust, brake and tire wear emissions.
- (3) Subtract control measures estimates for an annual average day contained in the EPA approved Amended 2003 PM-10 Plan dated December 19, 2003
  - a. PM-10 exhaust reductions are reduced by the ARB size fraction for diesel vehicle exhaust to yield a PM2.5 exhaust reduction.

- b. The ARB size fraction data can be accessed at <http://www.arb.ca.gov/ei/speciate/speciate.htm>. The PMSIZE link (under speciation profiles) opens a spreadsheet that contains size fractions. Row 75 of the spreadsheet specifies that the diesel exhaust fraction of PM-10 that represents PM2.5 or smaller is 0.92. This fraction was used because the approved ARB control measure in the EPA approved Amended 2003 PM-10 Plan only affects diesel vehicle exhaust.
- c. The PM-10 diesel exhaust emission reductions contained in the EPA Approved Amended 2003 PM-10 Plan (dated 12/19/03) are reduced by the ARB size fraction for diesel vehicle exhaust to yield a PM2.5 diesel exhaust emission reduction. This is documented in the spreadsheet EMFAC explanation tab. The PM2.5 fraction is calculated by multiplying the PM-10 diesel exhaust fraction by the ARB size fraction 0.92.

(4) Results rounded to the tenths place; then compared to 2002 baseline.

(5) Multiply the 24-hour standard demonstration by 365 to yield annual standard demonstration; results rounded to the whole number.

For the CO analysis, the methodology consisted of:

- (1) Use emissions estimates for analysis years 2010, 2020, and 2030 from the most recently approved conformity determination.
- (2) Spreadsheet includes interpolation for the new 2018 analysis year.

In summary, the regional emissions estimates from the Federally Approved 2004 TIP/RTP (or most recent amendment) for the analysis years 2010, 2020, and 2030 have been re-processed for PM2.5; the emission estimates for CO are used directly. Consultation on the general air quality modeling methodology applied in the PM2.5 and Carbon Monoxide Conformity Analysis was the subject of a memorandum distributed in November 16, 2005 for interagency consultation. Comments received have been addressed in the response to comments contained in Appendix C and/or in this document as appropriate.

## **STATE IMPLEMENTATION PLAN MEASURES**

Committed control measures in the EPA approved Amended 2003 PM-10 Plan that reduce mobile source emissions are shown in Table 2-2. The air quality modeling procedures and associated spreadsheets contained in Chapter 3 Air Quality Modeling assume emission reductions consistent with the air quality plans for the PM2.5 Conformity Analysis. The emission reductions assumed for these committed measures reflect the latest implementation status of these measures. It is important to note that the PM-10 exhaust reductions for State Measures in the EPA Approved Amended 2003 PM-10 Plan are reduced by the ARB size fraction for diesel exhaust to yield a PM2.5 exhaust reduction.

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

<b>Measure Description</b>	<b>Reference</b>	<b>Pollutants</b>
State Measures	Amended 2003 PM-10 Plan	Annual PM2.5 exhaust Annual Nox exhaust
Smog Check Reductions	Amended 2003 PM-10 Plan	Annual NOx
ISR & Inc.	Amended 2003 PM-10 Plan	Annual NOx

**SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES**

Step-by-step air quality modeling procedures, including instructions, references and controls, for the PM2.5 and Carbon Monoxide Conformity Analysis are available on the Fresno COG website at [http://www.fresnocog.org/air-quality-modeling/mcc\\_aqcm.htm](http://www.fresnocog.org/air-quality-modeling/mcc_aqcm.htm). In addition, documentation of the PM2.5 conformity analysis is provided in Appendix B, including:

- EMFAC spreadsheet, and
- Conformity Results Summary spreadsheet

### **CHAPTER 3 TRANSPORTATION CONTROL MEASURES**

The Transportation Conformity Rule (40 CFR 93.113) requires that the TIP/RTP “must provide for the timely implementation of TCMs in the applicable implementation plan.” The 2004 Conformity Document included a summary of requirements, applicable implementation plans, and findings.

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 inter-agency 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.

As part of the 8-hour conformity demonstration, which were federally approved June 15, 2005, the SJV MPOs updated the Supplemental Documentation that was prepared at the request of FHWA for the 2004 Conformity Analysis. This documentation has been updated as part of the this conformity analysis. A summary of this information is provided in Appendix F.

The project status has been updated for projects that are to be completed in 2005, as well as projects that are to be addressed in an amendment. In addition, the update confirms that projects identified in the Timely Implementation Documentation table have not been deleted from the TIP. Justification has been provided for any project implementation delays as well as the proposed approach to resolve.

It is important to note that inter-agency consultation is on-going in an attempt to resolve outstanding issues. However, no additional criteria have been developed in consultation with FHWA and EPA for application in the this conformity analysis. Additional documentation may be provided in the upcoming 2006 Conformity Analysis.

## **CHAPTER 4 INTERAGENCY CONSULTATION**

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

A summary of the interagency consultation and public consultation conducted to comply with these requirements is provided below. Interagency consultation on the PM2.5 and Carbon Monoxide Conformity Analysis for the TIP/RTP is documented in Appendix C. Appendix D includes the public hearing process documentation. The responses to comments received as part of the public comment process are included in Appendix E.

### **INTERAGENCY CONSULTATION**

Consultation is generally conducted through the San Joaquin Valley Model Coordinating Committee. The San Joaquin Valley Model and Coordinating Committee (MCC) has been established by the Valley Transportation Planning Agency's Director's Association to provide a coordinated approach to valley air quality, conformity and transportation modeling issues. The committee's goal is to ensure Valley wide coordination, communication and compliance with Federal and State Clean Air Act requirements. Each of the eight Valley Transportation Planning Agencies (TPAs) and the San Joaquin Valley Air Pollution Control District (SJVAPCD) are represented. In addition, the Federal Highway Administration, Federal Transit Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans are all represented on the committee. The MCC meets approximately monthly; agendas, minutes, and other air quality related items are posted on the Fresno COG website at <http://www.fresnocog.org>

On November 16, 2005, a memo regarding Consultation on Processes Pertaining to the PM2.5 Conformity Demonstration was distributed to the MCC for review and comment. This memo included documentation on the following: proposed methodology for the PM2.5 conformity analysis for the 2004 TIPs/RTPs; models, associated methods, and assumptions for use in regional emissions analyses; the process for ensuring timely implementation of transportation control measures; a copy of the latest planning assumption tables from the most recently

approved conformity determination, and the basic steps for completing the PM2.5 conformity demonstration and the 2005 PM2.5 totals spreadsheet. The proposed methodology also discussed the potential for a new carbon monoxide analysis to be required and included a discussion of test requirements, analysis years, and air quality modeling. Comments received have been addressed in the response to comments contained in Appendix C and/or in this document as appropriate. The procedures are also posted on the Fresno COG website at [http://www.fresnocog.org/aq-modeling/mcc\\_aqcm.htm](http://www.fresnocog.org/aq-modeling/mcc_aqcm.htm).

The boilerplate conformity document was distributed for interagency consultation on November 22, 2005 (see Fresno COG website at address above). Comments received have been addressed in the response to comments contained in Appendix C and/or in this document as appropriate.

## **PUBLIC CONSULTATION**

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

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

## **CHAPTER 5 TIP AND RTP CONFORMITY**

The principal requirements of the federal transportation conformity rule for TIP/RTP assessments are: (1) for PM<sub>2.5</sub>, before emissions budgets are available, the TIP and RTP must pass an interim emissions budget (the San Joaquin Valley chose to use the “no-greater-than-2002 emissions test” and for CO, 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, (2) the latest planning assumptions and emission models must be employed; (3) the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and (4) consultation. Consultation generally occurs both at the beginning of the process of preparing the conformity analysis, on the proposed models, associated methods, and assumptions for the upcoming analysis and the projects to be assessed, and at the end of the process, on the draft conformity analysis report. The final determination of conformity for the TIP/RTP is the responsibility of the Federal Highway Administration and the Federal Transit Administration.

In accordance with Section 93.122(g), this conformity determination relies on the federally approved previous emissions analysis for ozone and PM-10. The 2004 and 2005 8-Hour Air Quality Conformity Determinations are incorporated by reference and are available at <http://www.kerncog.org>. Additional copies will be provided upon request.

In accordance with Section 93.108, Kern Council of Governments re-affirms that the 2004 TIP and RTP, as amended, are fiscally constrained with DOT’s metropolitan planning regulations at 23 CFR part 450.

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

This chapter presents the results of the PM<sub>2.5</sub> and Carbon Monoxide (CO) conformity tests, satisfying the remaining requirement of the federal transportation conformity rule. The applicable conformity tests were reviewed in Chapter 1. For each test, the required emissions estimates were developed using the transportation and emission modeling approaches required under the federal transportation conformity rule and summarized in Chapter 2. The results are summarized below, followed by a more detailed discussion of the findings for each pollutant. Table 5-1 presents results for PM<sub>2.5</sub> and NO<sub>x</sub> (both 24-hour and annual standards) and CO for Fresno, Kern, San Joaquin, and Stanislaus.

For the PM<sub>2.5</sub> conformity determination, the San Joaquin Valley chose to use the “no-greater-than-2002 emissions test” for the analysis years 2010, 2020, and 2030. The 2002 baseline year emissions were estimated using the latest emissions model consistent with the conformity methodology. Both PM<sub>2.5</sub> exhaust and NO<sub>x</sub> exhaust were estimated for an annual average day, which was used for the 24-hour standard demonstration and then was multiplied by 365 to yield

the annual standard demonstration. Conformity may be demonstrated if the emissions from the proposed transportation system are either less than or no greater than 2002 motor vehicle emissions in a given area. The modeling results for all analysis years indicated that PM2.5 and NOx exhaust emission for each scenario are equal to or less than the 2002 base year emissions. The TIP/RTP therefore satisfy the interim conformity emissions tests for the PM2.5 standards.

In addition, EPA published a direct final rulemaking approving the 2004 Revision to the California State Implementation Plan for Carbon Monoxide on November 20, 2005, effective January 30, 2006. The approval also includes an adequacy finding on the motor vehicle emissions budgets for conformity. Since the previous CO budget approval was limited until the effective date of EPA's adequacy finding for new budgets, the SJV MPOs must use the new budgets for conformity determinations that will be considered for approval by the federal agencies after January 30, 2006. This analysis demonstrates that the criteria specified in the federal transportation conformity rule for a carbon monoxide conformity determination are satisfied by the TIP and RTP.

In accordance with the EPA "multi-jurisdictional" guidance separate modeling and conformity documents have been developed by each MPO. Appendix G contains the PM2.5 Conformity Results Summary for each MPO in the San Joaquin Valley nonattainment area.

As all requirements of the Transportation Conformity Rule have been satisfied, a finding of conformity for the new PM2.5 standards is supported for the Federally Approved 2004 Transportation Improvement Program and Regional Transportation Plan. In addition, this analysis demonstrates that the criteria specified in the federal transportation conformity rule for a carbon monoxide conformity determination are satisfied by the TIP and RTP.

**Table 5-1**

**PM2.5 Conformity Results Summary -- KERN**

Pollutant	Scenario	Emissions Total		Did you Pass?	
		PM2.5	NOx	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	tons/day			
		1.1	53.3		
	2010	0.8	26.7	YES	YES
	2020	0.9	11.1	YES	YES
	2030	1.0	6.6	YES	YES
PM2.5 Annual Standard	2002 Base Year	tons/year			
		402	19455		
	2010	292	9746	YES	YES
	2020	329	4052	YES	YES
	2030	365	2409	YES	YES
Carbon Monoxide	2010 Budget	CO			
		tons/day			
		180			
	2010	107	YES		
	2018 Budget	CO			
		tons/day			
		180			
2018	65	YES			
2020	54	YES			
2030	38	YES			

## REFERENCES

EPA. 2004. 40 CFR Part 93. *Transportation Conformity Rule Amendments for the New 8-Hour Ozone and PM2.5 National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas; Transportation Conformity Rule Amendments: Response to Court Decision and Additional Rule Changes; Final Rule*. U.S. Environmental Protection Agency. Federal Register, July 1, 2004, Vol. 69, No. 126, p. 40004.

EPA. 2004. 40 CFR Part 93. *Transportation Conformity Rule Amendments for the New 8-Hour Ozone and PM2.5 National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas; Transportation Conformity Rule Amendments: Response to Court Decision and Additional Rule Changes; Correction to the Preamble*. U.S. Environmental Protection Agency. Federal Register, July 20, 2004, Vol. 69, No. 138, p. 43325.

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

EPA. 2005. *Transportation Conformity Rule Amendments for the New PM2.5 National Ambient Air Quality Standards: PM2.5 Precursors; Final Rule*. U.S. Environmental Protection Agency. Federal Register, May 6, 2005, Vol. 70, No. 87, p. 24280.

EPA. 2005. *Guidance for Determining the “Attainment Years” for Transportation Conformity in New 8-Hour Ozone and PM2.5 Nonattainment Areas*. U.S. Environmental Protection Agency. Memorandum, March 8, 2005.

EPA. 2005. *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

**APPENDIX A**

**CONFORMITY CHECKLIST**

**Transportation Conformity Documentation**

**Checklist**

**for Metropolitan Transportation Plans and Transportation Improvement Plans**

*based on FHWA checklist template updated November 15, 1999*

(NOTE: “2004” in the Page column indicates that this information is contained in the Federally Approved 2004 RTP/TIP/Conformity Determination; “8-Hour in the Page column indicates that this information is contained in the Federally Approved 2005 8-Hour RTP/TIP/Conformity Determination)

Page	Item	
	<b>1.</b>	<b>Transportation Plan and TIP Status</b>
ES	a.	Document the date that the MPO officially adopted, accepted or approved the Plan and/or TIP and made a conformity determination. Include a copy of the MPO resolution. (40 CFR 93.104)
Ch. 2	b.	Document that the Plan and/or TIP is financially constrained consistent with 23 CFR 450. (40 CFR 93.108)
ES	c.	Document that the Plan and/or TIP complies with any applicable conformity requirements of air quality implementation plans and court orders. (40 CFR 93.109(a))
ES	d.	For TIPs, as appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis. (40 CFR 93.122(e))
ES	e.	Identify the date of the last conformity finding for the Plan and/or TIP by FHWA/FTA.
	<b>2.</b>	<b>Nonattainment Or Maintenance Area Designation</b>
Ch. 1	a.	Document the applicable pollutants and precursors for which the area is classified as nonattainment or maintenance by EPA.
	<b>3.</b>	<b>SIP, Maintenance Plan Or FIP Status</b>
NA for PM2.5	a.	Document, if applicable, the status of any control strategy implementation plan submittal, and corresponding submittal date, and any EPA findings related to the submittal including: budget adequacy; completeness; approval; or disapproval.
N/A	b.	Document, if applicable, whether an EPA promulgated FIP includes a mobile source emissions budget for each applicable precursor or pollutant.
N/A	c.	Document whether EPA has approved a NOx waiver for the ozone nonattainment area.
NA for	d.	In PM 10 nonattainment or maintenance areas, document if any SIP or submittal has identified VOC, NOx, or PM10 budgets or whether EPA or the state has

PM2.5		found that transportation-related emissions of those pollutants contribute significantly to the problem.
	<b>4.</b>	<b>General Conformity Criteria And Procedures</b>
	a.	Document that the Plan meets the requirements of 40 CFR 93.106 (a), (b) or (c) as appropriate for Plan content and horizon years including:
		<i>40 CFR 93.106(a) applies to transportation plans in serious, severe, or extreme ozone nonattainment areas and serious CO nonattainment areas with urbanized area populations greater than 200,000. All other areas must meet the requirements of 40 CFR 93.106(a) only to the extent that it was the previous practice of the MPO to prepare plans that meet those requirements.</i>
2004	(1)	descriptions of the demographic and employment factors influencing expected transportation demand;
2004	(2)	descriptions of the transportation system sufficient to perform a conformity determination per the requirements of 40 CFR 93.109-93.119; and
2004	(3)	descriptions of other transportation policies, requirements, services and activities including intermodal activities.
	b.	Document the use of the latest planning assumptions, the source and the year of the assumptions (40 CFR 93.110) including:
2004	(1)	current and future population, employment, travel, and congestion;
2004	(2)	changes in transit operating policies (including fares and service levels) and assumed transit ridership;
2004	(3)	assumptions for transit fares and road and bridge tolls; and
Ch. 2	(4)	latest information on the effectiveness of TCMs and other implementation plan measures which have already been implemented.
Ch. 2	c.	Document the use of the latest emissions model approved by EPA, the date the conformity analysis was started, and any other air quality models used. (40 CFR 93.111)
Ch. 4 App C, D, and E	d.	Until the conformity SIP is fully approved, document the fulfillment of the consultation procedures specified in 40 CFR 93.105(a)(2), 93.105(c) and 93.105(e) and public involvement procedures consistent with 23 CFR 450.
Ch. 4 App C, D, and E	e.	Document fulfillment of the interagency and public consultation requirements of any approved conformity SIP. (40 CFR 93.112)
Ch. 3 App F	f.	Document all the TCMs in EPA approved SIPs or promulgated FIPs and document their schedules as determined through interagency consultation. Document whether implementation is consistent with the schedules in the applicable implementation plan and document whether anything interferes with timely implementation. (40 CFR 93.113)

Ch. 3 App F	g.	Document any delayed TCMs in the applicable implementation plans and describe the measures being taken (commitments, approvals, resources, staffing, etc.) to overcome obstacles to implementation and that priority is being given to their implementation by agencies with approval authority. (40 CFR 93.113)
<b>5. Emissions Reduction Tests And The Budget Test</b>		
Ch. 1	a.	Provide a table that shows, for each pollutant and precursor, whether the emissions reduction tests and/or the budget test apply for conformity. Indicate which emissions budgets have been determined adequate by EPA, and which budgets are currently applicable and for what analysis years. (40 CFR 93.109)
Ch. 6	b.	If the emissions budget test applies, provide, in tabular format, the results of the conformity analysis according to 40 CFR 93.118.
Ch. 6	c.	If the emissions reduction tests apply, provide, in tabular format, the result of the conformity analysis according to 40 CFR 93.119.
<b>6. Projects in the Transportation Plan and Program</b>		
2004	a.	Document all federal projects and all regionally significant non-federal projects are included in the regional emissions analysis. For each project identify project type (non-exempt, exempt, SIP TCM), open to traffic date, and action baseline scenario as appropriate. (40 CFR 93.122(a))
N/A	b.	Document all projects in the Plan and/or TIP that require mitigation to determine conformity. (40 CFR 93.125)
2004	c.	Document all projects in the Plan and/or TIP that are exempt from regional analysis unless found to have potential adverse impacts. (40 CFR 93.126)
2004	d.	Document all traffic signal synchronization projects that have been approved or implemented or plans for which are known, and document they have been included in the conformity analysis. (40 CFR 93.128)
<b>7. Modeling Requirements</b>		
	a.	Document that the regional transportation-related emissions analysis was completed in accordance with the provisions of 40 CFR 93.122(a), (b) 2 and (c) as appropriate including:
		<i>40 CFR 93.122(b) applies to regional emissions analyses in serious, severe, or extreme ozone nonattainment areas and serious CO nonattainment areas with urbanized area populations greater than 200,000. All other areas must meet the requirements of 40 CFR 93.122(b) only to the extent that it was the previous practice of the MPO to prepare plans that meet those requirements.</i>
N/A	(1)	document all projects, programs, or activities for which emissions credit is claimed in the conformity analysis and require a regulation in order to be implemented (indicate the date that the regulation was adopted) or the date of an opt-in to a federally enforced program approved by EPA. Discuss the implementation status of these programs and the associated emissions credit for each analysis year. (40 CFR 93.122(a));
2004	(2)	document that a network-based travel model is in use that is validated against observed counts (peak and off-peak, if possible) for a base year that is no more than 10 years earlier than the date of the conformity determination;
2004	(3)	document that the model results have been analyzed for reasonableness and compared to historical trends and other factors and explain any significant

		differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.);
2004 & 8-Hour	(4)	document the land use, population, employment, and other network-based travel model assumptions;
2004	(5)	document that the scenarios of land use development are consistent with the future transportation system alternatives, and the distribution of employment and residences for the different transportation options are reasonable;
2004	(6)	document that a capacity-sensitive assignment methodology was used and that the emissions estimates are based on a methodology which differentiates between peak and off-peak link volumes and speeds, and uses speeds based on final assigned volumes;
2004	(7)	document that zone-to-zone travel impedances used to distribute trips are in reasonable agreement with the travel times estimated from final assigned traffic volumes;
2004	(8)	where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are also used for modeling mode split;
2004	(9)	document that travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices;
2004	(10)	document that reasonable methods were used to estimate traffic speeds and delays in a manner that is sensitive to the estimated volume of travel on each roadway segment represented in the travel model;
2004	(11)	document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT; and
N/A	(12)	document, if applicable, that the area is not subject to 40 CFR 93.1229(b) and identify the methods used to estimate regional emissions. (40 CFR 93.122(c))
2004	b.	In areas where a PM10 SIP or submittal identified construction-related PM10 as a contributor to the air quality problem, document inclusion of PM10 construction emissions in the conformity emissions analysis. (40 CFR 93.122(d))
<b>8. Specific Consultation</b>		
Ch. 4 App. C	a.	Document that the models and assumptions have been chosen through interagency consultation. (40 CFR 93.1059(c)(1)(i))
Ch. 4 App. C	b.	Document the consultation on conformity tests and methodologies. (40 CFR 93.105(c), 93.109(G)(2)(iii))
Ch. 4 App. C	c.	Document consultation with the EPA regional office, and include responses to any significant concerns from EPA.
Ch. 4 App. C	d.	Document consultation with the transportation and air agencies and responses to any significant concerns.
Ch. 4 App.	e.	Document that the public involvement procedures developed by the MPO as required under 23 CFR 450 were fully carried out and document responses to any concerns from the public.

D, E		
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*Disclaimers:*

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

**APPENDIX B**

**PM2.5 CONFORMITY ANALYSIS DOCUMENTATION**

**\*\*INSERT SPREADSHEET FROM PROCEDURES (EMFAC Tab)**

**EMFAC Emissions**

**KERN**

**24-Hour Standard**

<u>Pollutant</u>	<u>Source</u>	<u>Description</u>	<u>Analysis Year</u>		
			2010	2020	2030
PM2.5	EMFAC 2002 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total)	0.86	0.88	0.98
	ARB	State Measures	0.02	0.02	0.02
	<b>Conformity Total</b>		<b>0.84</b>	<b>0.86</b>	<b>0.96</b>
<hr/>					
PM2.5	EMFAC 2002 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	29.56	13.94	9.49
	ARB	Smog Check Reductions	0.49	0.49	0.49
	District	ISR & Inc.	0.38	0.38	0.38
	ARB	State Measures	1.99	1.99	1.99
	<b>Conformity Total</b>		<b>26.70</b>	<b>11.08</b>	<b>6.63</b>

**APPENDIX C**  
**CONSULTATION CORRESPONDENCE**

## APPENDIX D

### PUBLIC HEARING PROCESS DOCUMENTATION

**The following attachments are from the Kern COG public involvement process for the PM2.5 and CO conformity process. In addition to the use of legal notices and print advertising, The public hearing was re-broadcast on cable television throughout Kern County. Flyers and press releases were sent out to stakeholders and all media outlets. Kern COG staff was interviewed as part of a local TV morning show and on two separated evening news stations regarding this issue.**

#### Public Notice Flyer

December 20, 2005

#### NOTICE OF DOCUMENT AVAILABILITY FOR PUBLIC REVIEW AND PUBLIC HEARING

TO: Interested Persons

FROM: RONALD E. BRUMMETT,  
EXECUTIVE DIRECTOR

By: Robert Ball,  
Senior Planner

SUBJECT: PUBLIC REVIEW PERIOD/PUBLIC HEARING FOR –  
THE DRAFT PM 2.5 AND CARBON MONOXIDE AIR QUALITY CONFORMITY ANALYSIS FOR  
THE FEDERALLY APPROVED 2004 FTIP AND THE DESTINATION 2030 RTP

Kern Council of Governments (Kern COG), as the Metropolitan Planning Organization and the Regional Transportation Planning Agency for the Kern County region, is required to publish an Air Quality Conformity Analysis (Conformity) for the Federally Approved Federal Transportation Improvement Program (FTIP) and the Destination 2030 Regional Transportation Plan (RTP) every two years or as amendments, assumptions and regulation changes require. Federal regulations have changed to add a new standard for PM 2.5, triggering the need for this Conformity. The FTIP for the Kern Region is a 6-year schedule of multi-modal transportation improvements and the RTP is a long-range 26-year transportation plan.

A public review period for the Draft PM 2.5 Air Quality Conformity Analysis begins December 20, 2005 and ends January 19, 2006. An additional opportunity to provide comment will be at a Public Hearing scheduled for January 19, 2006 at 7:00 PM at the regular Kern COG board meeting. Consideration of adoption and consideration and comments received by the Kern COG board is scheduled for February 16, 2005 at 7:00 PM. The document will then be submitted to state and federal agencies for their review and final approval prior to the implementation of the new PM 2.5 standard April 5, 2005.

All written comments should be submitted to Kern Council of Governments, 1401 19th Street, Suite 300, Bakersfield, California 93301 no later than 5:00 p.m., April 18, 2005. Please contact Robert Ball at (661) 861-2191 or send e-mail to [rball@kerncog.org](mailto:rball@kerncog.org) with questions regarding the Draft 8-Hour Conformity Analysis.

## **Legal Public Hearing Notice Ad – Published Dec. 20, 2005**

### NOTICE OF DOCUMENT AVAILABILITY FOR PUBLIC REVIEW AND PUBLIC HEARING

#### DRAFT PM 2.5 AND CARBON MONOXIDE AIR QUALITY CONFORMITY ANALYSIS FOR THE FEDERALLY APPROVED 2004 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND THE DESTINATION 2030 REGIONAL TRANSPORTATION PLAN

Kern Council of Governments (Kern COG) is considering a resolution to adopt the Draft Particulate Matter 2.5 microns or smaller, (PM 2.5) Air Quality Conformity Analysis (Conformity) for the Federally Approved 2004 Federal Transportation Improvement Program (TIP), and the Destination 2030 Regional Transportation Plan (RTP).

1. Kern COG, the Metropolitan Planning Organization and Regional Transportation Planning Agency for Kern County, is starting an advertised public review period - December 20, 2005 to January 19, 2006 - to be followed by a Public Hearing on January 19, 2005 in accordance with adopted Kern COG policy; and
2. The TIP is a five-year federal transportation expenditure program containing a list near term capital improvements for the Kern region; and
3. The RTP is a twenty-six year transportation plan for the Kern Region containing a list of long term capital improvements for the Kern Region; and
4. The Conformity of the TIP/RTP is a federally mandated analysis that must demonstrate that the TIP/RTP will not adversely affect the region's efforts to attain the national air quality standards; and
5. The Conformity of the TIP/RTP must meet requirements of the Federal Clean Air Act Amendments of 1990 for all areas that air quality-monitoring efforts have identified as non-attainment of the federal standards. The San Joaquin Valley portion of Kern County currently fails to attain the new PM 2.5 standard; and
6. The Conformity is required to be re-analyzed when there is a significant change in the TIP/RTP, latest planning assumptions, or Federal regulations; and
7. The Conformity is required because Federal regulations have changed to add a new PM 2.5 standard; and
8. A PUBLIC HEARING will be held in the Kern COG Conference Room, 1401 19th Street, Third Floor, Bakersfield, California at 7:00 p.m. on Thursday, January 19, 2006 concluding the public comment period.
9. ADOPTION by Kern Council of Governments is scheduled for February 16, 2005 to consider the following actions:
  - a) Find that the TIP/RTP meet conformity requirements of the Federal Clean Air Act Amendments of 1990 and the State Implementation Plans;
  - b) Adopt by resolution, the findings and the Conformity for the TIP/RTP.

Copies of the Document are available at Kern COG, on the Internet at <http://www.kerncog.org> and at all local libraries. Please send written comments to:

Ronald E. Brummett, Executive Director  
Kern Council of Governments, 1401 19<sup>th</sup> Street, Suite 300, Bakersfield, CA 93301  
or call (661) 861-2191, TTY (661) 832-7433

Thursday / Jueves December 29, 2005 El MexiCalo 7

Noticia Legal

Legal Notice/Noticia Legal

Legal Notice/Noticia Legal

Fecha: 29 de diciembre del 2005.

**AVISO DE LA DISPONIBILIDAD DE LOS DOCUMENTOS PARA REVISION Y AUDIENCIA PUBLICA**

BORRADOR (DRAFT) PM2.5 Y ANALISIS DE CONFORMIDAD DE MONOXIDO DE CARBONO PARA EL PROGRAMA FEDERAL DE MEJORAMIENTO DEL TRANSPORTE (TIP) FEDERALMENTE APROBADO EN 2004 Y LA META (DESTINATION) 2030 PLAN DE TRANSPORTE REGIONAL (RTP)

El Concilio de Gobierno de Kern (Kern COG) está considerando una resolución para adoptar el borrador del Asunto Especifico 2.5 mico o más pequeño, (PM 2.5) Análisis de Conformidad de la Calidad de aire (conformidad) para el Programa Federal de Mejoramiento del Transporte (TIP) Federalmente Aprobado en 2004 y la Meta (Destination) 2030 del Plan de Transporte Regional (RTP).

1. Las agencias Kern COG, la Organización de Planificación Metropolitana y la Agencia de Planificación del Transporte Regional para el Condado Kern está iniciando la publicación de un periodo de revisión pública del 20 de diciembre del 2005 al 19 de enero del 2006 y luego llevar a abo una audiencia pública el 19 de enero del 2006 de acuerdo con la norma adoptada por el Kern COG y

2. El TIP es un programa federal para invertir en el transporte durante cinco años y contiene una lista a corto plazo del capital para el mejoramiento de la región de Kern; y

3. El RTP es un plan de transporte de veinte y seis años y contiene una lista a largo plazo del capital para el mejoramiento de la región de Kern; y

4. De conformidad con el TIP/RTP el análisis es un requisito federal que debe demostrar que el TIP/RTP no afectará en forma adversa los esfuerzos de la región para lograr los estándares nacionales de la calidad del aire; y

5. La conformidad del TIP/RTP debe cumplir con los requisitos de las enmiendas de 1990 del Decreto Federal de Aire Limpio para todas las áreas en que los esfuerzos de supervisión de la calidad del aire han sido identificados que no cumplen los estándares federales. El área del Valle de San Joaquín del Condado Kern actualmente no logra los nuevos estándares PM 2.5; y

6. Se requiere que la conformidad sea reanalizada cuando existe un cambio significativo en el TIP/RTP, las asuciones de planificación más recientes o las normas federales; y

7. La declaración de conformidad es un requisito porque las normas federales han cambiado para agregar un nuevo estándar PM 2.5; y

8. Se llevará a cabo una AUDIENCIA PUBLICA en el salón de conferencias de Kern COG, en el 1401 de la calle 19, tercer piso, Bakersfield California a las 7:00 p.m. el jueves, 19 de enero del 2006 al finalizar el periodo para comentario del público.

9. La ADOPCION por el Concilio de Gobiernos está programada para el 16 de febrero del 2006 para considerar las siguientes acciones:

- a) Comprobar que el TIP/RTP cumple con los requisitos de conformidad de las enmiendas de 1990 del Decreto Federal de Aire Limpio y con los Planes de Implementación del Estado;
- b) Adoptar por una resolución, las conclusiones y la declaración de conformidad para el TIP/RTP.

Las copias del documento están disponibles en las oficinas de Kern COG, en el internet <http://www.kerncog.org> y en todas las bibliotecas locales. Favor de enviar sus comentarios escritos a: Ronald E. Brummet, Executive Director Kern Council of Governments, 1401 19th Street, Suite 300, Bakersfield, CA 93301 o llamar al teléfono (661) 861-2191, TTY (661) 832-7433.

Publicado el 29 de diciembre del 2005.

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**FICTITIOUS BUSINESS NAME STATEMENT FILE NO. 2005-B9297**

(are) doing business as: 3609 Rosemary Court Bakersfield California 93308. Fictitious Address: Same: 3609 Rosemary Court Bakersfield California 93308. This fictitious business name is conducted by Indimenced to transact business in the County of Kern. The business name listed above is owned by: Chris Salyard, County Clerk of Kern County, Ann K. Barnett, County Deputy. The filing of this statement authorizes the use of the business name in violation of the federal, state, or county laws. Business and Fictitious Business Name Statement expires: November 20, 2010. Filed: 5, 12, 19, 2006

**FICTITIOUS BUSINESS NAME STATEMENT FILE NO. 2005-B8878**

(are) doing business as: 85 Schnaidt St., Shafter, California 93263. Fictitious Address: SAME. Precise Plastic Corporation. The registrant business under the name listed above on: 00/00/00. Filed by: M. Mascorro, President with the County Clerk of Kern County, Ann K. Barnett, County Deputy. The filing of this statement authorizes the use of the business name in violation of the federal, state, or county laws. Business and Fictitious Business Name Statement expires: November 30, 2006.

Jan. 5, 12, 2006

**FICTITIOUS BUSINESS NAME STATEMENT FILE No. 2005-B8820**

The following person(s) is (are) doing business

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2765 Calloway Dr., Suite 100  
Corner of Rosestate & Calloway  
588-9623

2717 K Street  
Bakersfield, 93301  
661.328.9412

3415 Wilson Rd.  
Bakersfield, 93309  
661.837.1513



## Air Quality / Transportation Public Hearing In Bakersfield

Kern Council  
of Governments

For information,  
please call  
661-861-2191

Air quality is everyone's business. January 19 is a chance to have your say. The public is encouraged to comment on Kern COG's draft Air Quality Conformity Determination for the 2004 Federal Transportation Improvement Program (FTIP) and Destination 2030 Regional Transportation Plan (RTP), which determine whether transportation projects in Kern County can progress without making our air worse. Copies are available at Kern COG's office; in all County libraries and online at: [www.kerncog.org](http://www.kerncog.org).

### Come Find Information & Provide Input On:

- Air quality/transportation plans/processes
- Transportation & air quality linkages
- Particulate matter and carbon monoxide standards

**What:** Air Quality Public Hearing  
**When:** Thursday, January 19, 7PM  
**Where:** Bakersfield  
Kern COG Board Mtg.  
1401 19th Street, Suite 300

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## **APPENDIX E**

### **RESPONSE TO PUBLIC COMMENTS**

All 8 MPOs in the San Joaquin Valley PM2.5 nonattainment area had a 30-day public review period and conducted a public hearing on their own Draft PM2.5 Conformity Determination that also included a nonattainment area demonstration as well as a Carbon Monoxide determination where appropriate.

Editorial comments were received from the San Joaquin Valley Air Pollution Control District for a number of the documents. The final documents will address and/or incorporate those editorial comments as appropriate.

During the public review period, an error was found in the Kern County summary tab. This error has been corrected and does not change the positive conformity demonstration for either Kern County or the nonattainment area. Each of the final documents will contain the corrected results for the nonattainment area demonstration in Appendix G.

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

Kern COG received 2 verbal questions/comments from the Arthur Unger of Kern Chapter of the Sierra Club at the January 19, 2006 Public Hearing. These comments do not affect the nonattainment area conformity demonstration.

- 1) “The littlest particles seem to be the nastiest... Did it (the analysis) say that of PM 10, 92% of it is PM 2.5?”

Response: On page 23 of the Draft Kern PM2.5 and Carbon Monoxide Conformity “...that the diesel exhaust fraction of PM-10 that represents PM2.5 or smaller is 0.92.” This states PM2.5 is 92% of the PM-10 diesel exhaust emissions.

- 2) (The analysis states that) “the amount of PM 2.5 tons per year between 2002 and 2030 won’t change in the long run?”

Response: The comment appears to refer to page 30, table 5-1, of the draft document, the PM 2.5 NOX emissions for 2020 and 2030 that are identical. At the hearing staff suggested that this had to do with the credit was being taken for the national implementation of clean diesel. However, upon further research, an error in the spreadsheet, referencing input from Fresno County was identified and corrected. A revised table 5-1 has been incorporated resulting in a more logical progression of NOX emissions. The emission level does not exceed the 2002 base year estimate as required to pass the conformity test.

**APPENDIX F**

**TIMELY IMPLEMENTATION DOCUMENTATION  
FOR TRANSPORTATION CONTROL MEASURES**

**TIMELY IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES**

<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>Implementation Status</u>	<u>2005 PM2.5 Conformity Update</u>
								(as of 4/05)	(as of 11/05)
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	\$100,000 in total funding completed FY 03/04 (includes FY 02/03 funds). Amend. No. 1 was federally approved on 11/19/04.	Complete.
KE 1.1	Arvin	New bus service to Ikea plant and business park	2002	Not specified				Planning is complete and implementation was found to be infeasible due to low ridership to Ikea and Business Park. City of Arvin will continue to monitor transit ridership in this corridor as the business park develops and riderships increases to appropriate levels.	Complete.
KE 1.5	Arvin	Construct transfer station	2005	\$650,000 CMAQ (includes local)	2002	KER000503	CONSTRUCT NEW TRANSIT TRANSFER STATION	CMAQ funding has been authorized for use. Expected completion Fall 2005.	Delays due to city attorney clearance to allow contract engineer to do work. Caltrans approved clearance

									November 2005. Expected completion by the end of 2006.
KE 9.3	Arvin	Drive Approach Modification Project; Traffic Signal Project	2003; 2003	\$395,000 Total				Complete.	
KE 10.2	Arvin	Bike Racks on Buses	2002	Not specified				complete	
KE 5.2 and 5.16	Bakersfield	Traffic signal interconnect projects	2003	\$1 M CMAQ (includes local)					
					1998	KER960506	TRAFFIC OPERATIONS CENTER: MANAGEMENT CENTER TO LINK ALL TRAFFIC SIGNALS TO CITY HALL- PURCHASE HARDWARE AND SOFTWARE - CONSTRUCTION OF CENTER (PHASE 2)	complete	
					2002	KER000504	SIGNALIZATION, COMMUNICATION / SYNCHRONIZATION OF SOUTH H STREET FROM WHITE LANE TO PANAMA LANE	Financial constraint issues delayed the construction schedule to FY 04/05 of 2004 FTIP. Expected completion October 2005.	Complete.
					2002	KER000505	SIGNALIZATION, COMMUNICATION / SYNCHRONIZATION OF STINE ROAD FROM WHITE LANE TO HARRIS ROAD	Financial constraint issues delayed the construction schedule to FY 04/05 of 2004 FTIP. Expected completion	Complete.

								October 2005.	
					2002	KER000506	SIGNALIZATION, COMMUNICATION / SYNCHRONIZATION OF ASHE ROAD FROM CLUB VIEW DRIVE TO NORTH HALF MOON BLVD.	Financial constraint issues delayed the construction schedule to FY 04/05 of 2004 FTIP. Expected completion October 2005.	Complete.
					2002	KER000507	SIGNALIZATION, COMMUNICATION / SYNCHRONIZATION OF MISC. BRANCH COMMUNICATIONS AT VARIOUS LOCATIONS	Financial constraint issues delayed the construction schedule to FY 04/05 of 2004 FTIP. Expected completion October 2005.	Complete.
					2002	KER010502	SIGNALIZATION: COMMUNICATION / SYNCHRONIZATION OF THREE IDENTIFIED SIGNAL LOCATIONS	Financial constraint issues delayed the construction schedule to FY 04/05 of 2004 FTIP. Expected completion October 2005.	Construction contract awarded June 2005. Contractor garnered delay. Project currently in construction. Expected completion first quarter 06.
					2002	KER990512	IN BAKERSFIELD -TRAFFIC SIGNAL WIRED INTERCONNECT ON NILES ST. FROM ALTA VISTA DR. TO HALEY ST.	Financial constraint issues delayed the construction schedule to FY 04/05 of 2004 FTIP. Expected completion October 2005.	Construction contract awarded June 2005. Contractor garnered delay. Project currently in construction. Expected completion

									first quarter 06.
					2002	KER990520	IN BAKERSFIELD -(TRUNK LINE) TRAFFIC SIGNAL WIRED INTERCONNECT ON CHESTER AVENUE FROM 23RD ST. TO W. COLUMBUS ST.	Financial constraint issues delayed the construction schedule to FY 04/05 of 2004 FTIP. Expected completion October 2005.	Construction contract awarded June 2005. Contractor garnered delay. Project currently in construction. Expected completion first quarter 06.
					2002	KER010503	SIGNALIZATION: COMMUNICATION / SYNCHRONIZATION OF MISC. BRANCH COMMUNICATIONS AT VARIOUS LOCATIONS	Financial constraint issues delayed the construction schedule to FY 04/05 of 2004 FTIP. Expected completion October 2005.	Construction contract awarded June 2005. Contractor garnered delay. Project currently in construction. Expected completion first quarter 06.
KE 5.3	Bakersfield	Intersection improvements at White and Wible Road; Westside Parkway	2003; 2007 +	Not specified					

								Some utility relocations are complete and others are planned. Median reconstruction project design (Stockdale Highway) is in progress; expected completion June 2005. Construction expected completion Spring 2006.	Awaiting modifications to the existing traffic signals before construction of median islands can be done. Construction scheduled for fourth quarter 06
					2000	KER970508	SIGNALIZATION: TRUNK LINE COMMUNICATIONS/SYNCHRO. - WHITE LANE FROM WIBLE ROAD TO HUGHES LANE	Complete	
					2002	KER010501	SIGNALIZATION: COMMUNICATION / SYNCHRONIZATION OF GOSFORD ROAD FROM WHITE LANE TO STOCKDALE HWY.	Complete	
					2002	KER020102	IN BAKERSFIELD: FROM STOCKDALE HWY TO TRUXTUN AVE AT ROUTE 99; CONSTRUCT 4-LANE AND 6-LANE NEW FACILITY	2004 FTIP federally approved 10/4/04. Environmental and right of way phases in progress.	
KE 9.5	California City	Expand bike lanes by about 75%	2003	Not specified				complete	

KE 1.5	Kern County	Service to Shafter, Wasco, McFarland, Delano, Lost Hills, Lamont, Weedpatch, Ridgecrest, California City and Mojave	2003	\$400,000 per year				complete	
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	construction in progress; expected completion in 2005	Complete.
					2000	KER990519	SIGNALIZATION, SIGNAL SYNCHRONIZATION, CHANNELIZATION AND RELATED SAFETY MODIFICATIONS - NILES ST. FROM VIRGINIA ST. TO MORNING DR.	complete	
					2000	KER990518	SIGNAL SYNCHRONIZATION, CHANNELIZATION AND RELATED SAFETY MODIFICATIONS - FAIRFAX RD. FROM BRUNDAGE LANE TO COLLEGE AVE.	complete	
					2000	KER990523	SIGNALIZATION, SIGNAL SYNCHRONIZATION, CHANNELIZATION AND RELATED SAFETY MODIFICATIONS - OSWELL ST. FROM BRUNDAGE LANE TO	complete	

							BERNARD ST.		
					2000	KER000533	SYNCHRONIZATION CHANNELIZATION AND RELATED SAFETY MODIFICATIONS ON CALIFORNIA AVENUE FROM WASHINGTON STREET TO EDISON HIGHWAY	complete	
								Amend. No. 1 was federally approved on 11/19/04.	Going out to bid for equipment. Expected purchase and installation within third quarter 06.
KE 10.2	County	Retrofit buses with bike racks	2005	\$80,000 CMAQ (includes local)	2002	KER000528	INSTALL BIKE CYCLE RACKS ON BUS FLEET	complete	
KE 10.2	Delano	Bike racks on four full size transit buses	2003	Not specified				Complete	
J 34	GET	Develop and implement an area vehicle locator		\$2.2 million	2002	KER990526 KER990527	Area Vehicle Locator (Phase 1) Area Vehicle Locator (Phase 2)	Complete	

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	
KE 1.5	Shafter	Analyze transit system for route expansion; construct a CNG facility; two CNG mini-vans for enhanced service	2000; 2003	Not specified				Analysis is complete. Additional projects should be excluded since they are NA (fuel based) under the conformity rule.	
KE 1.5	Taft	Construct transit transfer station	2002	\$375,000 CMAQ	2002	KER990550	IN THE CITY OF TAFT - CONSTRUCT TRANSIT TRANSFER STATION	complete	
KE 9.5 and 9.2	Tehachapi	1.3 miles of Class I bike trails adjacent to several roadways in community	2003	Not specified				complete	
SJ 5.3	Wasco	Traffic signal at Highway 46 and Griffith Avenue	Not specified	\$221,000				Design phase in progress. Construction expected completion October 2005.	Project was delayed due to. Caltrans requested design changes. Revisions submitted

									May 2005. The project is in progress. Expected completion by 07.
KE 7.17	Wasco	Construct new transit transfer station	design in 2002	\$619,710 CMAQ	2002	KER000520	CONSTRUCT NEW TRANSIT TRANSFER STATION	Design phase was initiated in 2002, is in progress and expected completion Fall 2005. CMAQ funding has been authorized for use.	Project was delayed due to project redesign and delays in acquiring land from Railroad. Construction contract was awarded on November 2005. Expected completion by third fourth qtr. of 06
KE 9.1	Wasco	Convert two mid-block alleys to pedestrian walkways	2002	TEA	2002	KER001001	DOWNTOWN STREETSCAPE IMPROVEMENT PROJECT	complete	



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**APPENDIX G**

**PM2.5 CONFORMITY RESULTS SUMMARY FOR EACH MPO IN THE  
SAN JOAQUIN VALLEY NONATTAINMENT AREA  
PM2.5 Conformity Results Summary -- FRESNO**

Pollutant	Scenario	Emissions Total		Did you Pass?	
		PM2.5	NOx	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	tons/day			
		1.1	50.4		
	2010	0.9	26.9	YES	YES
	2020	0.9	10.8	YES	YES
	2030	1.0	5.9	YES	YES
PM2.5 Annual Standard	2002 Base Year	tons/year			
		402	18396		
	2010	329	9819	YES	YES
	2020	329	3942	YES	YES
	2030	365	2154	YES	YES
Carbon Monoxide	2010 Budget	CO			
		tons/day			
		240			
	2010	129		YES	
	2018 Budget	CO			
		tons/day			
		240			
2018	76		YES		
2020	63		YES		
2030	42		YES		

**PM2.5 Conformity Results Summary -- KERN**

Pollutant	Scenario	Emissions Total		Did you Pass?	
		PM2.5	NOx	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	tons/day			
		1.1	53.3		
	2010	0.8	26.7	YES	YES
	2020	0.9	11.1	YES	YES
	2030	1.0	6.6	YES	YES
PM2.5 Annual Standard	2002 Base Year	tons/year			
		402	19455		
	2010	292	9746	YES	YES
	2020	329	4052	YES	YES
	2030	365	2409	YES	YES
Carbon Monoxide	2010 Budget	CO			
		tons/day			
		180			
	2010	107	YES		
	2018 Budget	CO			
		tons/day			
		180			
2018	65	YES			
2020	54	YES			
2030	38	YES			

**PM2.5 Conformity Results Summary -- KINGS**

Pollutant	Scenario	Emissions Total		Did you Pass?	
		PM2.5	NOx	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	tons/day			
		0.2	8.6		
	2010	0.2	5.2	YES	YES
	2020	0.2	2.3	YES	YES
	2030	0.2	1.2	YES	YES
PM2.5 Annual Standard	2002 Base Year	tons/year			
		73	3139		
	2010	73	1898	YES	YES
	2020	73	840	YES	YES
	2030	73	438	YES	YES

**PM2.5 Conformity Results Summary -- MADERA**

Pollutant	Scenario	Emissions Total		Did you Pass?	
		PM2.5	NOx	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	tons/day			
		0.3	10.4		
	2010	0.2	7.7	YES	YES
	2020	0.3	4.2	YES	YES
	2030	0.3	2.9	YES	YES
PM2.5 Annual Standard	2002 Base Year	tons/year			
		110	3796		
	2010	73	2811	YES	YES
	2020	110	1533	YES	YES
	2030	110	1059	YES	YES

**PM2.5 Conformity Results Summary -- MERCED**

Pollutant	Scenario	Emissions Total		Did you Pass?	
		PM2.5	NOx	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	tons/day			
		0.4	19.3		
	2010	0.3	9.9	YES	YES
	2020	0.3	3.4	YES	YES
	2030	0.4	1.5	YES	YES
PM2.5 Annual Standard	2002 Base Year	tons/year			
		146	7045		
	2010	110	3614	YES	YES
	2020	110	1241	YES	YES
	2030	146	548	YES	YES

**PM2.5 Conformity Results Summary -- SAN JOAQUIN**

Pollutant	Scenario	Emissions Total		Did you Pass?	
		PM2.5	NOx	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	tons/day			
		0.8	36.9		
	2010	0.7	17.7	YES	YES
	2020	0.7	6.3	YES	YES
	2030	0.8	2.6	YES	YES
PM2.5 Annual Standard	2002 Base Year	tons/year			
		292	13469		
	2010	256	6461	YES	YES
	2020	256	2300	YES	YES
	2030	292	949	YES	YES
Carbon Monoxide	2010 Budget	CO			
		tons/day			
		170			
	2010	95	YES		
	2018 Budget	CO			
		tons/day			
		170			
2018	57	YES			
2020	48	YES			
2030	33	YES			

**PM2.5 Conformity Results Summary -- STANISLAUS**

Pollutant	Scenario	Emissions Total		Did you Pass?	
		PM2.5	NOx	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	tons/day			
		0.6	27.7		
	2010	0.4	13.1	YES	YES
	2020	0.4	5.0	YES	YES
	2030	0.5	2.8	YES	YES
PM2.5 Annual Standard	2002 Base Year	tons/year			
		219	10111		
	2010	146	4782	YES	YES
	2020	146	1825	YES	YES
	2030	183	1022	YES	YES
Carbon Monoxide	2010 Budget	CO			
		tons/day			
		130			
	2010	62	YES		
	2018 Budget	CO			
		tons/day			
		130			
2018	33	YES			
2020	26	YES			
2030	19	YES			

**PM2.5 Conformity Results Summary -- TULARE**

Pollutant	Scenario	Emissions Total		Did you Pass?	
		PM2.5	NOx	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	tons/day			
		0.6	30		
	2010	0.4	14.3	YES	YES
	2020	0.4	4.9	YES	YES
	2030	0.5	2.0	YES	YES
PM2.5 Annual Standard	2002 Base Year	tons/year			
		219	10950		
	2010	146	5220	YES	YES
	2020	146	1789	YES	YES
	2030	183	730	YES	YES