CONFORMITY ANALYSIS
FOR THE 2027 FEDERAL TRANSPORTATION IMPROVEMENT AND THE 2026 REGIONAL TRANSPORTATION PLAN

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Kern Council of Governments

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EXECUTIVE SUMMARY

This report presents the Conformity Analysis for the 2027 Federal Transportation Improvement Program (2027 FTIP) and the 2026 Regional Transportation Plan (2026 RTP). Kern Council of Governments is the designated Metropolitan Planning Organization (MPO) in Kern County, California, and is responsible for regional transportation planning.

The Clean Air Act Section 176(c) (42 U.S.C. 7506(c)) and U.S. Environmental Protection Agency (EPA) transportation conformity regulations (40 CFR 93 Subpart A) require that each new RTP and TIP be demonstrated to conform to the State Implementation Plan (SIP) before the RTP and TIP are approved by the MPO or accepted by the U.S. Department of Transportation (DOT). This analysis demonstrates that the criteria specified in the transportation conformity regulations for a conformity determination are satisfied by the 2027 FTIP and the 2026 RTP; a finding of conformity is therefore supported. The 2027 FTIP, the 2026 RTP, and the corresponding Conformity Analysis were approved by Kern Council of Governments Policy Board on September 17, 2026. Federal approval is anticipated on or before December 16, 2026. FHWA/FTA last issued a finding of conformity for the 2027 FTIP and the 2026 RTP, as amended if applicable, on December 16, 2024.

On June 12, 2025, President Trump signed joint resolutions of disapproval under the Congressional Review Act (CRA) for preemption waivers that the EPA had previously issued pursuant to Clean Air Act (CAA) Section 209, including for the Advanced Clean Trucks (ACT), Zero-Emission Airport Shuttle, Heavy-Duty Vehicle Engine Emission Warranty and Maintenance Provisions (Warranty Phase 1), and Heavy-Duty Omnibus (Omnibus) regulations. Each resolution provided that the corresponding waiver "shall have no force or effect." Accordingly, these regulations were preempted by the CAA, meaning that California was no longer able to enforce or attempt to enforce the regulations, and that estimated emissions reductions attributed to the regulations could not be used for the CAA purposes of transportation conformity. The estimated emission reductions attributed to these regulations were included in baseline calculations for California's EMFAC2021 model, which was the only emissions model approved for transportation conformity and SIP emission inventory purposes. Certain San Joaquin Valley State Implementation Plans (SIPs) that were pending EPA review, including the 2022 Ozone SIP (2015 standard), could no longer meet federal requirements since they included estimated emission reductions attributed to the disapproved regulations. In response, CARB developed and submitted to the EPA off-model adjustment factors that removed estimated emissions benefits attributed to ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus regulations from EMFAC2021. On November 21, 2025, EPA approved the off-model adjustment factors. As such, EMFAC2021 with the adjustment factors was approved as the latest approved method for modeling emissions available in California, per 40 CFR 93.111.

CARB has revised the 2022 Ozone SIP (2015 standard) in the summer of 2026 to meet the new federal requirements described above; EPA action is pending at this time. Given the uncertainty associated with the timing of federal approval of the 2022 Ozone SIP (2015 standard), the conformity analysis for the 2027 FTIP and 2026 RTP assumes two potential options: Option 1 - new 2015 ozone standard budgets do not become effective in time of FTIP/RTP approval; and Option 2 – EPA will act on the revised 2015 ozone budgets by December 16, 2026, which is when

the current FTIP/RTP expire. A conformity demonstration is provided for both options as documented below; however, the final conformity analysis adopted by KCOG relies on Option 1 given that federal action on the 2022 Ozone SIP revisions (2015 standard) did not occur by December 16, 2026.

The 2027 FTIP and the 2026 RTP have been financially constrained in accordance with the requirements of 40 CFR 93.108 and consistent with the U.S. DOT metropolitan planning regulations (23 CFR Part 450). A discussion of financial constraints and funding sources is included in the appropriate documents.

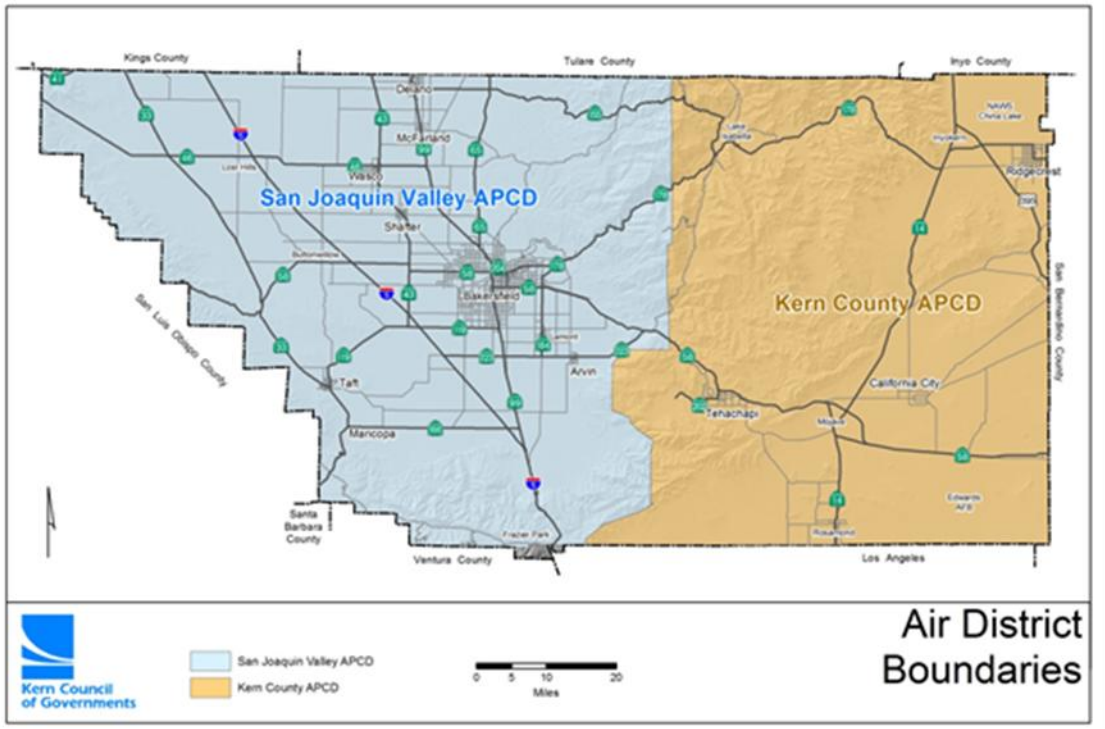
The applicable Federal criteria or requirements for conformity determinations, the conformity tests applied, the results of the conformity assessment, and an overview of the organization of this report are summarized below.

CONFORMITY REQUIREMENTS

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

The conformity regulation applies nationwide to "all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan" (40 CFR 93.102). Currently, the San Joaquin Valley (or portions thereof) is designated as nonattainment with respect to Federal air quality standards for ozone, and particulate matter under 2.5 microns in diameter (PM2.5); and has a maintenance plan for particulate matter under 10 microns in diameter (PM-10). Therefore, transportation plans and programs for the nonattainment areas for Kern County area must satisfy the requirements of the Federal transportation conformity regulation.

Figure 1– Air Pollution Control Districts in the Kern Region



In addition to the San Joaquin Valley planning area, Kern County also includes three other non-attainment areas – (1) the federally designated Mojave Desert (Eastern Kern), (2) portions of the Indian Wells Valley Planning Area, and (3) the portion of the San Joaquin Valley PM-10 nonattainment area that lies within the Kern County Air Pollution Control District that has been labeled as the East Kern PM-10 Area (or PM10 Sliver).The Mojave Desert (Eastern Kern) area is currently designated as nonattainment for the National Ambient Air Quality Standards (NAAQS) for 2008 and 2015 8-hour ozone; whereas the Indian Wells Valley Planning area is designated as a maintenance area for PM-10. The Kern COG transportation plans and programs also satisfy the requirements of the transportation conformity regulation for these nonattainment areas.

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

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

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

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

(4) interagency and public consultation.

Figure 2 – Ozone/Carbon Monoxide Planning Areas

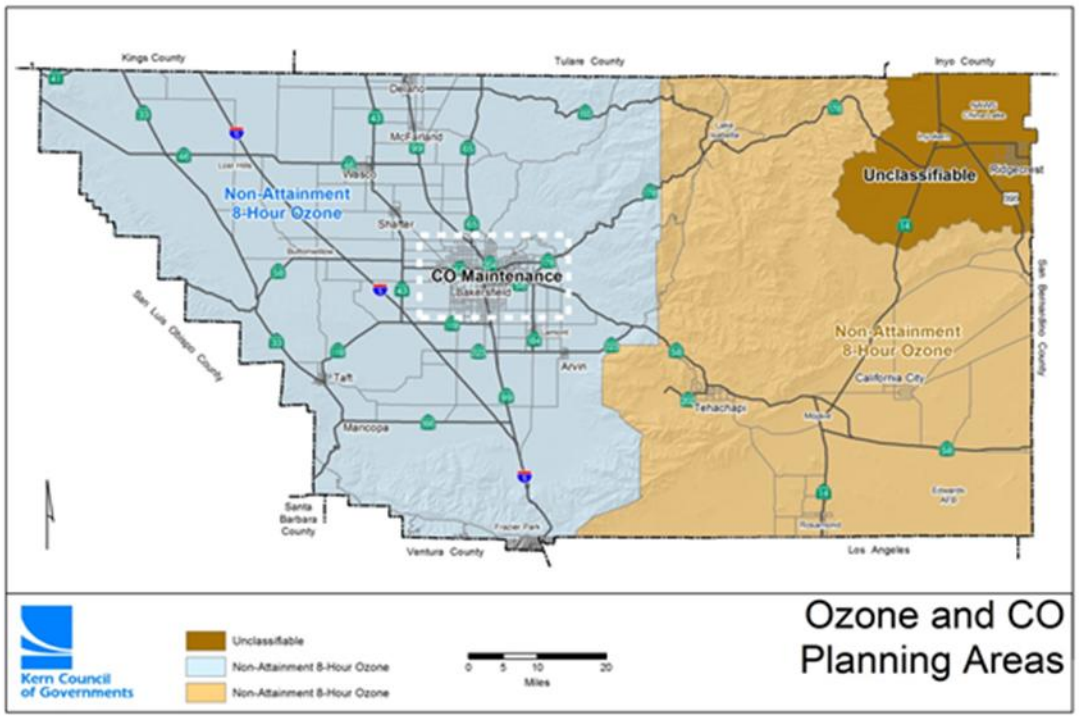
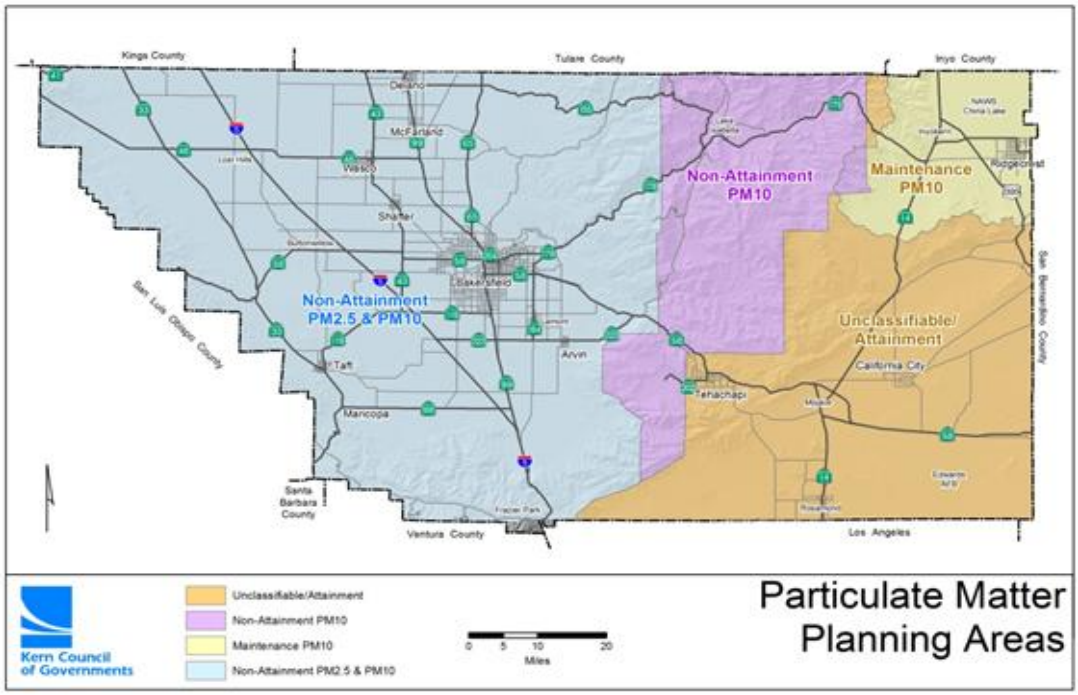


Figure 3 – Particulate Matter Planning Areas



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

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

CONFORMITY TESTS

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

RESULTS OF THE CONFORMITY ANALYSIS

A regional emissions analysis was conducted for the years 2027, 2029, 2031, 2032, 2035, 2037, 2046 and 2049 as applicable to each pollutant. All analyses were conducted using the latest planning assumptions and emissions model. The major conclusions of the Conformity Analysis for the 2027 FTIP and 2026 RTP are:

- For 2008 8-hour ozone, the total regional on-road vehicle-related emissions (ROG and NOx) associated with implementation of the 2027 FTIP and the 2026 RTP for all years tested are projected to be less than the approved emissions budgets specified in *2026 Updates to Motor Vehicle Emissions Budgets for the 75 parts per billion Ozone State Implementation Plan* (2026 SIP Update). The conformity tests for 2008 ozone are therefore satisfied.
- For 2015 8-hour ozone, the total regional on-road vehicle-related emissions (ROG and NOx) associated with implementation of the 2027 FTIP and the 2026 RTP for all years tested are projected to be less than the approved emissions budgets specified in both the *2026 Updates to Motor Vehicle Emissions Budgets for the 75 parts per billion Ozone State Implementation Plan* (Option 1) and the *2026 Extreme Ozone SIP Revision* (Option 2). The conformity tests for 2015 ozone are therefore satisfied.
- For PM-10, the total regional vehicle-related emissions (PM-10 and NOx) associated with implementation of the 2027 FTIP and the 2026 RTP for all years tested are either (1) projected to be less than the approved emissions budgets, or (2) less than the emission budgets using the

approved PM-10 and NOx trading mechanism for transportation conformity purposes from the *2007 PM-10 Maintenance Plan (as revised in 2015)*.

- For the 1997 24-hour PM2.5 standard, the total regional on-road vehicle-related emissions associated with implementation of the 2027 FTIP and the 2026 RTP for the analysis years are either (1) projected to be less than the approved emission budgets, or (2) less than the emission budgets using the approved PM2.5 and NOx trading mechanism for transportation conformity purposes from the *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards (2018 PM2.5 Plan)* for the 1997 PM2.5 24-hour serious area requirements (2020 attainment year). The conformity tests for the 1997 24-hour PM2.5 standard are therefore satisfied.
- For the 1997 annual PM2.5 standard, the total regional on-road vehicle-related emissions associated with implementation of the 2027 FTIP and the 2026 RTP for the analysis years are projected to be less than the approved emission budgets from the 2021 revision to the *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards (2018 PM2.5 Plan)* for the 1997 annual PM2.5 serious area requirements (2023 attainment year). The conformity tests for the 1997 annual PM2.5 standard are therefore satisfied.
- For the 2006 24-hour PM2.5 standard, the total regional on-road vehicle-related emissions associated with implementation of the 2027 FTIP and the 2026 RTP for the analysis years are either (1) projected to be less than the approved emission budgets, or (2) less than the emission budgets using the approved PM2.5 and NOx trading mechanism for transportation conformity purposes from the *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards (2018 PM2.5 Plan)*. The conformity tests for the 2006 PM2.5 standard are therefore satisfied.
- For the 2012 annual PM2.5 standard (moderate and serious), the total regional on-road vehicle-related emissions associated with implementation of the 2027 FTIP and the 2026 RTP for the analysis years are either (1) projected to be less than the approved emission budgets, or (2) less than the emission budgets using the approved PM2.5 and NOx trading mechanism for transportation conformity purposes from the *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards (2018 PM2.5 Plan)* for 2012 PM2.5 moderate area requirements.

The 2027 FTIP and the 2026 RTP will not impede and will support timely implementation of the TCMs that have been adopted as part of applicable air quality implementation plans. The current status of TCM implementation is documented in Chapter 4 of this report.

Regional emissions analyses were also conducted for 2027, 2037, 2046, and 2049 for the Eastern Kern ozone area and 2027, 2037, 2046 and 2049 for the Indian Wells Valley PM-10 area. No emissions analysis was completed for the portion of the SJV PM-10 nonattainment area that is under Kern County Air Pollution Control District jurisdiction (East Kern PM-10 Area).

- For Mojave Desert (Eastern Kern) ozone (2008 and 2015 standards), the total regional on-road vehicle-related emissions (ROG and NOx) associated with implementation of the 2027 FTIP and the 2026 RTP for all years tested are projected to be less than the approved emissions budgets specified in the Eastern Kern 2017 Ozone Plan. The conformity tests for ozone are therefore satisfied.
- For Indian Wells Valley PM-10, the total regional vehicle-related emissions associated with implementation of the 2027 FTIP and the 2026 RTP for all years tested are projected to be less than the approved emissions budgets from the Indian Wells Valley Second 10-Year PM10 Maintenance Plan. The conformity tests for PM-10 are therefore satisfied.

- For the portion of the SJV PM-10 nonattainment area that is under the jurisdiction of the Kern County APCD (East Kern PM-10 Area), the interim emissions test is satisfied for all years since the transportation projects and planning assumptions in both the "action" and "baseline" scenarios are the same. In accordance with Section 93.119(g)(2), the emissions predicted in the "action" scenario are not greater than the emissions predicted in the "Baseline" scenario for such analysis years. The conformity tests for PM-10 are therefore satisfied.

REPORT ORGANIZATION

The report is organized into six chapters. Chapter 1 provides an overview of the applicable Federal and State conformity regulations and requirements, air quality implementation plans, and conformity test requirements. Chapter 2 contains a discussion of the latest planning assumptions and transportation modeling. Chapter 3 describes the air quality modeling used to estimate emission factors and mobile source emissions. Chapter 4 contains the documentation required under the Federal transportation conformity regulation for transportation control measures. Chapter 5 provides an overview of the interagency requirements and the general approach to compliance used by the San Joaquin Valley MPOs. The results of the conformity analysis for the TIP/RTP are provided in Chapter 6.

Appendix E includes public hearing documentation conducted on the 2026 RTP on May 8, 2026 and the 2027 FTIP and the corresponding Conformity Analysis on June 1, 2026. Comments received on the conformity analysis and responses made as part of the public involvement process are included in Appendix F.

CHAPTER 1:
FEDERAL AND STATE REGULATORY REQUIREMENTS

The criteria for determining conformity of transportation programs and plans under the Federal transportation conformity regulation (40 CFR Parts 51 and 93) and the applicable conformity tests for the San Joaquin Valley nonattainment areas are summarized in this section. The Conformity Analysis for and the 2027 FTIP and 2026 RTP was prepared based on these criteria and tests. Presented first is a review of the development of the applicable conformity regulation and guidance procedures, followed by summaries of conformity regulation requirements, air quality designation status, conformity test requirements, and analysis years for this Conformity Analysis.

Kern Council of Governments is the designated Metropolitan Planning Organization (MPO) for Kern County in the San Joaquin Valley. As a result of this designation Kern Council of Governments prepares the TIP, RTP, and associated conformity analyses. The TIP serves as a detailed four year (FY 2026/27 – 2029/30) programming document for the preservation, expansion, and management of the transportation system. The 2026 RTP has a 2049 horizon that provides the long-term direction for the continued implementation of the freeway/expressway plan, as well as improvements to arterial streets, transit, and travel demand management programs. The TIP and RTP include capacity enhancements to the freeway/expressway system commensurate with available funding.

A. FEDERAL AND STATE CONFORMITY REGULATIONS

CLEAN AIR ACT AMENDMENTS

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

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

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

FEDERAL RULE

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

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

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

On March 6, 2015, EPA published *Implementation of the 2008 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements* final rule (effective April 6, 2015), which shifted the San Joaquin Valley 2008 Ozone Standard attainment date from December 31, 2032 to July 20, 2032 (EPA, 2015). EPA's March 2015 ozone implementation rule also revoked the 1997 Ozone Standard for transportation conformity purposes. On February 16, 2018, the U.S. Court of Appeals ruled against parts of the EPA's 2015 Ozone Implementation Rule related to the revocation of the 1997 ozone standard and the relevant "anti-backsliding" requirements. However, according to *Transportation Conformity Guidance for the South Coast II Court Decision*, nonattainment areas with existing 2008 ozone conformity budgets are not required to address the 1997 ozone standards for conformity purposes.

On December 6, 2018, EPA published the *Implementation of the 2015 National Ambient Air Quality Standards for Ozone: Nonattainment Area State Implementation Plan Requirements* final rule, effective February 4, 2019 (EPA, 2018). The rule clarified that nonattainment areas must continue to demonstrate conformity to the 2008 ozone standards.

On August 24, 2016, EPA published its Final Rule titled *Implementing National Ambient Air Quality Standards for Fine Particles: State Implementation Plan Requirements*. According to the implementation rule, areas designated as nonattainment for the 1997 PM2.5 standards, must continue to demonstrate conformity to these standards until attainment (EPA, 2016).

MULTI-JURISDICTIONAL GUIDANCE

EPA reissued Guidance for Transportation Conformity Implementation in Multi-Jurisdictional Nonattainment and Maintenance Areas in July 2012 (EPA, 2012c). This guidance updates and supersedes the July 2004 "multi-jurisdictional" guidance (EPA, 2004a), but does not change the substance of the guidance on how nonattainment areas with multiple agencies should conduct conformity determinations. This guidance applies to the San Joaquin Valley since there are multiple MPOs within a single nonattainment area. The main principle of the guidance is that one regional emissions analysis is required for the entire nonattainment area. However, separate modeling and conformity documents may be developed by each MPO. The Transportation Conformity Guidance for 2015 Ozone NAAQS Nonattainment Areas released in June 2018 incorporates the 2012 Multi-Jurisdictional Guidance by reference.

Part 3 of the guidance applies to nonattainment areas that have adequate or approved conformity budgets addressing a particular air quality standard. This Part currently applies to the San Joaquin Valley for ozone and PM-10. The guidance allows MPOs to make independent conformity determinations for their plans and TIPs as long as all of the other subareas in the nonattainment area have conforming transportation plans and TIPs in place at the time of each MPO and the Department of Transportation (DOT) conformity determination. Alternatively, the multi-jurisdictional guidance allows MPOs to make a joint conformity demonstration using one area-wide budget. DOT will issue its conformity determination on the TIPs/RTPs at the same time.

With respect to PM2.5, the Transportation Conformity Rule – PM2.5 and PM10 Amendments published on March 24, 2010 effectively incorporates the "multi-jurisdictional" guidance directly into the rule. The Rule allows MPOs to make either joint or independent conformity determinations for their plans and TIPs if all of the other subareas in the nonattainment area have conforming transportation plans and TIPs in place at the time of each MPO and DOT conformity determination.

B. CONFORMITY REGULATION REQUIREMENTS

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

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

2) *Methods / Modeling:*

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

consultation" (EPA, 2010b). Latest planning assumptions relied upon in this conformity analysis are documented in Chapter 2.

Latest Emissions Models — Section 93.111 requires that the latest emission estimation models specified for use in SIPs must be used for the conformity analysis. EPA has approved EMFAC2021 for conformity use on November 15, 2022, and the final rule started the two-year grace period to transition to the new emissions model for use in conformity demonstrations. On November 21, 2025, EPA approved off-model adjustment factors that removed estimated emissions benefits attributed to ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus regulations from EMFAC2021 in response to California preemption waiver disapproval. EMFAC2021 with off-model adjustment factors will be used in this conformity analysis as documented in Chapter 3.

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

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

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

The TIP, RTP, their amendments, and corresponding conformity determinations are prepared by each MPO. Copies of the draft documents are provided to member agencies and others, including FHWA, Federal Transit Administration (FTA), EPA, Caltrans, CARB, and the Air District for review. The conformity analysis is required to be publicly available and an opportunity for public review and comment is provided. Kern Council of Governments adopted consultation process and policy for conformity analysis includes a 30-day comment period followed by a public meeting.

C. AIR QUALITY DESIGNATIONS APPLICABLE TO THE SAN JOAQUIN VALLEY

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

Kern Council of Governments is located in the federally designated San Joaquin Valley Air Basin. The borders of the basin are defined by mountain and foothill ranges to the east and west. The northern border is consistent with the county line between San Joaquin and Sacramento Counties. The southern border is less defined, but is roughly bounded by the Tehachapi Mountains and, to

some extent, the Sierra Nevada range. The Conformity Analysis for the 2027 FTIP and 2026 RTP includes analyses of existing and future air quality impacts for each applicable pollutant.

The San Joaquin Valley is currently designated as nonattainment for the National Ambient Air Quality Standard (NAAQS) for 8-hour ozone (revoked 1997, 2008 and 2015 standards), particulate matter under 2.5 microns in diameter (PM2.5) (1997, 2006 and 2012 standards); and has a maintenance plan for particulate matter under 10 microns in diameter (PM-10).

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

- The 2016 Ozone Plan (2008 standard) was adopted by the Air District on June 16, 2016, and subsequently adopted by ARB on July 21, 2016. EPA found the new ozone budgets adequate on June 29, 2017 (effective July 14, 2017). In response to recent court decisions regarding the baseline RFP year, CARB adopted the revised 2008 ozone conformity budgets as part of the *2018 Updates to the California State Implementation Plan* (2018 SIP Update) on October 25, 2018. EPA approved the 2016 Ozone Plan and the budgets on March 25, 2019. Then in response to federal CRA actions, CARB adopted the *2026 Updates to Motor Vehicle Emissions Budgets for the 75 parts per billion Ozone State Implementation Plan* on March 26, 2026. EPA proposed approval of the new 2008 ozone SIP budgets on July 9, 2026. Final approval is anticipated in early October 2026 with an effective date prior to December 16, 2026.

- Option 2: 2022 Ozone Plan (2015 standard) was adopted by CARB on January 26, 2023 and subsequently submitted for EPA review. In response to federal CRA actions, CARB adopted *2026 Extreme Ozone SIP Revision* on July 23, 2026. EPA action is not expected in 2026. Therefore, this option was not necessary for the final conformity analysis.

- The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016).

- The 2016 PM2.5 Plan and portions of the 2018 PM2.5 Plan (2012 Standard, moderate) was approved by EPA on November 26, 2021 (effective December 27, 2021).

- The 2018 PM2.5 Plan was partially approved by EPA on July 22, 2020 (effective as of publication) inclusive of the revised conformity budgets and trading mechanism for the 2006 24-hr PM2.5 standard. Then on November 26, 2021, EPA partially disapproved the original SIP submittal dealing with 1997 annual PM2.5 nonattainment. In response, CARB submitted a 2021 revision to the 2018 PM2.5 Plan demonstrating attainment by 2023. On January 28, 2022, EPA approved 2018 PM2.5 Plan portion dealing with the 1997 24-hour PM2.5 standard and determined that the SJV attained the standard by the December 31, 2020, deadline (effective February 28, 2022). On December 14, 2023, EPA approved the 1997 annual PM2.5 budgets and trading mechanism for attainment year 2023, effective January 16, 2024. Note that CARB withdrew 2018 PM2.5 Plan portions dealing with 2012 serious PM2.5 standards on October 27, 2022; therefore, moderate area budgets continue to apply. On November 16, 2024, EPA finalized its approval to extend the attainment deadline for the 1997 annual PM2.5 standards by one year to December 31, 2024.

EPA's March 2015 final rule implementing the 2008 Ozone Standard also revoked the 1997 Ozone Standard for transportation conformity purposes. This revocation became effective April 6, 2015. On February 16, 2018, the U.S. Court of Appeals ruled against parts of the EPA's 2015 Ozone Implementation Rule related to the revocation of the 1997 ozone standard and the relevant "anti-backsliding" requirements. However, according to the *Transportation Conformity Guidance for the South Coast II Court Decision*, nonattainment areas with existing 2008 ozone conformity budgets are not required to address the 1997 ozone standards for conformity purposes.

EPA designated the San Joaquin Valley nonattainment area for the 2008 Ozone Standard, effective July 20, 2012. Transportation conformity applies one year after the effective date (July 20, 2013). Federal approval for the eight SJV MPO's 2008 Ozone standard conformity demonstrations was received on July 8, 2013.

On June 4, 2018 EPA published final designations classifying the San Joaquin Valley as "extreme" nonattainment for 2015 ozone with an attainment deadline of 2038, effective August 3, 2018. Transportation conformity applies one year after the effective date or August 3, 2019. It is important to note that the 2015 ozone standard nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 2008 ozone standard.

In addition, on May 4, 2016, the Eastern portion of Kern County, the Mojave Desert, was designated nonattainment for the 2008 ozone standard and classified "moderate" with an attainment date July 20, 2018. ARB adopted the Eastern Kern 2017 Ozone Plan on September 28, 2017 including a request to reclassify the area to "serious" nonattainment for the 2008 ozone standard. On July 5, 2018, EPA approved the reclassification request to "serious" including the new attainment deadline of 2021. On June 25, 2021, the Eastern Kern 2017 Ozone Plan was approved by EPA (effective July 26, 2021). On May 15, 2021, CARB sent a letter to EPA requesting voluntary reclassification request for Eastern Kern from "serious" "severe" nonattainment for the 2008 ozone standard with a new attainment date of 2026. EPA approved the reclassification request in June, effective July 7, 2021.

On June 4, 2018, EPA issued final designations classifying Eastern Kern as "moderate" non-attainment for the 2015 ozone standard with an attainment date of 2024. On May 15, 2021, CARB sent a letter to EPA requesting voluntary reclassification request for Eastern Kern for the 2015 8-hour ozone standard from "moderate" to "serious" nonattainment with an attainment date of 2026. EPA approved the bump up on October 28, 2021. It is important to note that the 2015 ozone standard nonattainment area boundary for Eastern Kern is exactly the same as the nonattainment area boundary for the 2008 ozone standard.

On November 13, 2009, EPA published Air Quality Designations for the 2006 24-hour PM2.5 standard, effective December 14, 2009. Nonattainment areas are required to meet the standard by 2014; transportation conformity began to apply on December 14, 2010. On January 20, 2016 EPA published *Designation of Areas for Air Quality Planning Purposes; California; San Joaquin Valley; Reclassification as Serious Nonattainment for the 2006 PM2.5 NAAQS* finalizing SJV reclassification to Serious nonattainment effective February 19, 2016. Nonattainment areas are required to meet the standard as expeditiously as practicable, but no later than December 31, 2019. It is important to note that the 2006 24-hour PM2.5 nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 annual PM2.5 standard.

EPA's nonattainment area designations for the new 2012 PM2.5 standards became effective on April 15, 2015. Conformity for a given pollutant and standard applies one year after the effective date (April 15, 2016). It is important to note that the 2012 PM2.5 standards nonattainment area boundary for the San Joaquin Valley are exactly the same as the nonattainment area boundary for the 1997 annual PM2.5 standard.

On July 29, 2016, EPA released its *Final Rule for Implementing National Ambient Air Quality Standards for Fine Particles.* According to the implementation rule, areas designated as nonattainment for the 1997 PM 2.5 standards, must continue to demonstrate conformity to these standards until attainment. In the San Joaquin Valley, the 1997 standards (both 24-hour and annual) continue to apply.

D. CONFORMITY TEST REQUIREMENTS

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

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

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

OZONE (2008 AND 2015 STANDARDS)

The San Joaquin Valley currently violates both the 2008 and 2015 ozone standards; thus the conformity determination includes all corresponding analyses (see discussion under Air Quality Designations Applicable to the San Joaquin Valley above). Under the existing conformity regulations, regional emissions analyses for ozone areas must address nitrogen oxides (NOx) and volatile organic compounds (VOC) precursors. It is important to note that in California, reactive organic gases (ROG) are considered equivalent to and are used in place of volatile organic compounds (VOC).

EPA's final rule implementing the 2008 ozone standard also revoked the 1997 ozone standard for transportation conformity purposes. This revocation became effective April 6, 2015. Current federal guidance does not require 2008 ozone nonattainment areas to address the 1997 ozone standard for conformity purposes.

On March 25, 2019, EPA published a final rule approving the 2008 ozone conformity budgets and the *2018 Updates to the California State Implementation Plan.* The EPA final rule identified both reactive organic gases (ROG) and nitrogen oxides (NOx) subarea budgets in tons per average summer day for each MPO in the nonattainment area.

On June 12, 2025, President Trump signed joint resolutions of disapproval under the Congressional Review Act (CRA) for preemption waivers that the EPA had previously issued pursuant to Clean Air Act (CAA) Section 209, including for the Advanced Clean Trucks (ACT), Zero-Emission Airport Shuttle, Heavy-Duty Vehicle Engine Emission Warranty and Maintenance Provisions (Warranty Phase 1), and Heavy-Duty Omnibus (Omnibus) regulations. Each resolution provided that the corresponding waiver "shall have no force or effect." Accordingly, these regulations were preempted by the CAA, meaning that California was no longer able to enforce or attempt to enforce the regulations, and that estimated emissions reductions attributed to the regulations could not be used for the CAA purposes of transportation conformity. The estimated emission reductions attributed to these regulations were included in baseline calculations for California's EMFAC2021 model, which was the only emissions model approved for transportation conformity and SIP emission inventory purposes. Certain San Joaquin Valley State Implementation Plans (SIPs) that were pending EPA review, including the 2022 Ozone SIP (2015 standard), could no longer meet federal requirements since they included estimated emission reductions attributed to the disapproved regulations. In response, CARB developed and submitted to the EPA off-model adjustment factors that removed estimated emissions benefits attributed to ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus regulations from EMFAC2021. On November 21, 2025, EPA approved the off-model adjustment factors. As such, EMFAC2021 with the adjustment factors was approved as the latest approved method for modeling emissions available in California, per 40 CFR 93.111.

On March 26, 2026, CARB adopted revised conformity budgets for the 2008 ozone standard (75 ppb) to ensure the SJV MPOs can pass conformity and to comply with the new requirements due to CRA actions. EPA proposed to approve the revised budgets on July 9, 2026 with final action anticipated in October 2026.

The San Joaquin Valley 2022 Ozone Plan addressing 2015 ozone standard (70 ppb) was adopted by the Air District Board in December of 2022 and submitted for EPA review in February 2023. EPA did not act on the plan prior to CRA actions; therefore, CARB has to resubmit the revised 2022 Ozone SIP, inclusive of new conformity budgets incorporating EMFAC2021 off-model adjustments. On July 23, 2026, CARB adopted the *2026 Extreme Ozone SIP Revision* including new 2015 ozone budgets for the San Joaquin Valley nonattainment area. The draft conformity analysis for the 2027 FTIP and 2026 RTP assumed two potential options: Option 1 - new 2015 ozone standard budgets will not become effective in time of FTIP/RTP approval; and Option 2 – EPA will act on the revised 2015 ozone budgets by December 16, 2026, which is when the current FTIP/RTP expire. However, only Option 1 was adopted by KCOG as the final conformity analysis.

Option 1 – 2015 Ozone Standard SIP is NOT approved by EPA prior to SJV transportation plans expiring:

If the new 2015 ozone standard SIP budgets do not become effective before this conformity analysis is approved by FHWA, the SJV MPOs will conduct demonstrations for both 2008 and 2015 ozone standards using subarea emissions budgets as established in the *2026 Updates to Motor Vehicle Emissions Budgets for the 75 parts per billion Ozone State Implementation Plan*. The SIP revision was proposed to be approved by EPA on July 9, 2026, with final publication expected in October 2026 and budgets effective prior to December 16, 2026

In accordance with Section 93.109(c)(2) of the conformity rule and the 2015 Ozone Transportation Conformity Guidance, if a 2015 ozone nonattainment area has adequate or approved SIP budgets that address the 2008 ozone standard, it must use the budget test until new 2015 ozone standard budgets are found adequate or approved.

The conformity budgets from the *2026 Updates to Motor Vehicle Emissions Budgets for the 75 parts per billion Ozone State Implementation Plan* are provided in Table 1-1 below. These budgets will be used to compare emissions resulting from the 2027 FTIP and the 2026 RTP.

Table 1-1:
On-Road Motor Vehicle 2008 and 2015 Ozone Standard Emissions Budgets
(summer tons/day)

	2026		2029		2031	
County	**ROG**	**NOx**	**ROG**	**NOx**	**ROG**	**NOx**
Fresno	4.4	8.4	3.9	7.8	3.6	7.6
Kern (SJV)	3.7	10.6	3.3	10.3	3.1	10.3
Kings	0.8	2.1	0.7	2.1	0.7	2.1
Madera	0.9	1.9	0.8	1.7	0.7	1.6
Merced	1.5	4.6	1.3	4.3	1.2	4.3
San Joaquin	3.5	6	3.1	5.5	2.8	5.2
Stanislaus	2.4	3.9	2.1	3.5	1.9	3.3
Tulare	2.2	3.6	1.9	3.2	1.7	3.1

[(a)] Note that 2008 ozone budgets were established by rounding up each county's emissions totals to the nearest tenth of a ton.

Option 2 – 2015 Ozone Standard SIP is approved and conformity budgets are effective prior to SJV transportation plans expiring:

If EPA acts on the new 2015 Ozone SIP budgets prior to 2027 FTIP/2026 RTP approval, the SJV MPOs will demonstrate conformity to each ozone standard separately. For the 2008 ozone standard, the budgets shown in Table 1-1 will be used. For the 2015 ozone standard, the SJV MPOs will use the area-wide budgets from the *2026 Extreme Ozone SIP Revision* adopted by CARB on May 28, 2026 and as shown in Table 1-2.

Table 1-2:
On-Road Motor Vehicle 2015 Ozone Standard Emissions Budgets – Area-Wide
(summer tons/day)

Area	2026		2029		2032		2035		2037	
	ROG	**NOx**	**ROG**	**NOx**	**ROG**	**NOx**	**ROG**	**NOx**	**ROG**	**NOx**
SJV Total	19.1	34	16.8	30	14.9	27	14.0	27	13.4	27

[(a)] Note that 2015 ozone budgets are rounded up to the nearest tenth of a tpd for emissions higher than 20 tpd, and to the nearest tenth of a tpd for emissions lower than 20 tpd.

Due to the timing of the SIP review and approval, this conformity analysis documents how Kern Council of Governments meets federal transportation conformity requirements for 2015 ozone using both options described above. However, the final conformity analysis adopted by KCOG relies on Option 1 given that federal action on the 2022 Ozone SIP revisions (2015 standard) did not occur prior to December 16, 2026.

PM-10

The 2007 PM-10 Maintenance Plan (as revised in 2015) was conditionally approved by EPA on July 8, 2016 (effective September 30, 2016), which contains motor vehicle emission budgets for PM-10 and NOx, as well as a trading mechanism. Motor vehicle emission budgets are established based on average annual daily emissions. The motor vehicle emissions budget for PM-10 includes regional re-entrained dust from travel on paved roads, vehicular exhaust, travel on unpaved roads, and road construction. The conformity budgets from Table 2 of the August 12, 2016 Federal Register are provided in Table 1-3 below and will be used to compare emissions for each analysis year resulting from 2027 FTIP and 2026 RTP.

The PM-10 SIP allows trading from the motor vehicle emissions budget for the PM-10 precursor NOx to the motor vehicle emissions budget for primary PM-10 using a 1.5 to 1 ratio. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the 2005 budget for PM-10 with a portion of the 2005 budget for NOx, and use these adjusted motor vehicle emissions budgets for PM-10 and NOx to demonstrate transportation conformity with the PM-10 SIP for analysis years after 2005. As noted above, EPA approved the 2007 PM-10 Maintenance Plan (with minor technical corrections to the conformity budgets) on July 8, 2016, which includes continued approval of the trading mechanism.

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

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

County	2020[(b)]	
	PM-10	**NOx**
Fresno	7.0	25.4
Kern[(a)]	7.4	23.3
Kings	1.8	4.8
Madera	2.5	4.7
Merced	3.8	8.9
San Joaquin	4.6	11.9
Stanislaus	3.7	9.6
Tulare	3.4	8.4

[(a)]Kern County subarea includes only the portion of Kern County within the San Joaquin Valley Air Basin.
[(b)] Note that EPA did not take action on the 2005 budgets of the 2007 PM10 Maintenance Plan (as revised in 2015). These budgets are not in the timeframe of this conformity analysis.

PM2.5

EPA and FHWA have indicated that areas violating both the annual and 24-hour standards for PM2.5 must address all standards in the conformity determination. The San Joaquin Valley currently violates both the 1997 annual and 24-hour and 2012 annual PM2.5 standards and the 2006 24-hour PM2.5 standards; thus the conformity determination includes all corresponding analyses (see discussion under Air Quality Designations Applicable to the San Joaquin Valley above).

The 2016 PM2.5 Plan addressing moderate area requirements for the 2012 PM2.5 standard was adopted by the San Joaquin Valley Air District on September 15, 2016. The 2018 PM2.5 Plan addressing 1997, 2006 and 2012 PM2.5 standards was adopted by the San Joaquin Valley Air District on November 15, 2018 and California Air Resources Board on January 24, 2019, and subsequently submitted for EPA review together with the 2016 Moderate PM2.5 Plan and reclassification to serious request. EPA approved SIP portions dealing with the moderate 2012 PM2.5 standard on November 26, 2021 (effective December 27, 2021). Note that CARB withdrew 2018 PM2.5 Plan portions dealing with the serious 2012 PM2.5 standard on October 27, 2022; therefore, moderate area budgets continue to apply.

On July 22, 2020, EPA published final rule approving 2018 PM2.5 SIP elements that pertain to 2006 24-hour PM2.5 standard serious area nonattainment (effective as of publication). Then on January 28, 2022, EPA approved 2018 PM2.5 Plan portion dealing with the 1997 24-hour PM2.5 standard and determined that the SJV attained the standard by the December 31, 2020 deadline (effective February 28, 2022).

While EPA partially disapproved the original SIP submittal dealing with 1997 annual PM2.5 nonattainment on November 26, 2021. CARB has submitted the 2021 revision to the 2018 PM2.5 Plan in the same month demonstrating attainment by 2023. On February 10, 2022, EPA found the 1997 annual PM2.5 budgets adequate, effective February 25, 2022. On December 14, 2023, EPA issued final approval of the remaining 1997 annual PM2.5 Plan elements (except for the contingency measures), including conformity budgets and the trading mechanism. On October 4, 2024, EPA finalized its approval of contingency measure SIP revisions submitted by the Air District and CARB earlier that year.

On May 23, 2024, CARB submitted a request for one-year extension of the attainment deadline for the 1997 PM2.5 annual standards from December 31, 2023 to December 31, 2024. On November 19, 2024, EPA issued a final rule approving the one-year extension, effective December 19, 2024. 2023 budgets continue to apply. However, on February 24, 2026, the Ninth Circuit remanded the decision without vacatur stating the EPA had authority under the Clean Air Act to grant the extension, but was prohibited by their PM2.5 SIP implementation rule. The Court remand permits EPA to take action consistent with the decision.

1997 (24-hour and annual) Standards

The 2018 PM2.5 Plan contains motor vehicle emission budgets for PM2.5 and NOx established based on average annual daily emissions, as well as a trading mechanism. The motor vehicle emissions budget for PM2.5 includes directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and

road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes. The applicable conformity budgets are provided in Table 1-4 for the 1997 annual and 24-hour PM2.5 standards and will be used to compare emissions resulting from the 2027 FTIP and the 2026 RTP.

Table 1-4:
On-Road Motor Vehicle 1997 (24-hour and annual) PM2.5 Standard Emissions Budgets
(tons per average annual day)

	2020		2023	
County	**PM2.5**	**NOx**	**PM2.5**	**NOx**
Fresno	0.9	25.3	0.8	15.1
Kern (SJV)	0.8	23.3	0.7	13.3
Kings	0.2	4.8	0.2	2.8
Madera	0.2	4.2	0.2	2.5
Merced	0.3	8.9	0.3	5.3
San Joaquin	0.6	11.9	0.6	7.6
Stanislaus	0.4	9.6	0.4	6.1
Tulare	0.4	8.5	0.4	5.2

The 2018 PM2.5 SIP includes a trading mechanism that allows trading from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary PM2.5 using a 6.5 to 1 ratio on an annual basis and a 2 to 1 ratio on a 24-hr basis. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM2.5 with a portion of the applicable corresponding budget for NOx, and use these adjusted motor vehicle emissions budgets for PM2.5 and NOx to demonstrate transportation conformity with the 2018 PM2.5 SIP. To ensure that the trading mechanism does not impact the ability to meet the NOx budget, the NOx emission reductions available to supplement the PM2.5 budget shall only be those remaining after the NOx budget has been met. The trading mechanism for the 24-hour and annual PM2.5 was approved by EPA on January 28, 2022 and December 14, 2023 respectively.

On January 29, 2026, EPA took final action to determine the Valley attained the 1997 annual PM2.5 standard by the December 31, 2024, attainment date. District and CARB are working on a redesignation request and maintenance plan for both 1997 PM2.5 standards.

2012 Annual PM2.5 Standard (Moderate and Serious)

On November 26, 2021, EPA published final approval of the moderate area SIP budgets for the 2012 PM2.5 standard contained in the 2016 Moderate Area PM2.5 Plan and portions of the 2018 PM2.5 plan that pertain to the moderate requirements for the 2012 PM2.5 standard. The approval also included reclassification to serious. On December 29, 2021, EPA proposed approval of the SIP elements and conformity budgets that pertain to the 2012 annual PM2.5 serious area requirements (final action expected by end of the year). CARB withdrew 2018 PM2.5 Plan portions dealing with

the serious 2012 PM2.5 standard on October 27, 2022. The 2024 Plan for annual 2012 PM2.5 standards (serious) was adopted by CARB on July 25, 2024 and submitted for EPA review on August 22, 2024; EPA approval is pending at this time. Until the new 2012 serious area PM2.5 standard budgets are found adequate or approved, the SJV will conduct conformity determination for the 2012 annual PM2.5 standard using budgets established in the 2018 PM2.5 Plan for moderate nonattainment. The conformity budgets from the November 26, 2021 Federal Register are provided in Table 1-5 will be used to compare emissions resulting from 2027 FTIP and 2026 RTP.

Table 1-5:
On-Road Motor Vehicle 2012 (annual) PM2.5 Standard Emissions Budgets (Moderate)
(tons per average annual day)

	2022	
County	**PM2.5**	**NOx**
Fresno	0.9	21.2
Kern (SJV)	0.8	19.4
Kings	0.2	4.1
Madera	0.2	3.5
Merced	0.3	7.6
San Joaquin	0.6	10.0
Stanislaus	0.4	8.1
Tulare	0.4	6.9

The 2018 PM2.5 SIP includes a trading mechanism that allows trading from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary PM2.5 using a 6.5 to 1 ratio on an annual basis. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM2.5 with a portion of the applicable corresponding budget for NOx and use these adjusted motor vehicle emissions budgets for PM2.5 and NOx to demonstrate transportation conformity with the 2018 PM2.5 SIP.

2006 24-Hour PM2.5 Standard

The 2018 PM2.5 Plan addressing 1997, 2006 and 2012 PM2.5 standards was adopted by the San Joaquin Valley Air District on November 15, 2018 and then by CARB on January 24, 2019. On March 27, EPA published a proposed rule approving portions of the 2018 PM2.5 Plan, including the 2006 PM2.5 conformity budgets and trading mechanism. Final rule on sections that pertain to 2006 24-hour PM2.5 standard serious area nonattainment was published on July 22, 2020.

The 2018 PM2.5 Plan for the 2006 PM2.5 standard contains motor vehicle emission budgets for PM2.5 and NOx established based on average winter daily emissions, as well as a trading mechanism. The motor vehicle emissions budget for PM2.5 includes directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included

in the motor vehicle emission budgets for conformity purposes. The conformity budgets from the March 27, 2020 Federal Register, Table 14 are provided in Table 1-6 below and will be used to compare emissions resulting from the 2027 FTIP and the 2026 RTP.

Table 1-6
On-Road Motor Vehicle 2006 24-Hour PM2.5 Standard Emissions Budgets
(tons per average winter day)

	2020		2023		2024	
County	**PM2.5**	**NOx**	**PM2.5**	**NOx**	**PM2.5**	**NOx**
Fresno	0.9	25.9	0.8	15.5	0.8	15.0
Kern (SJV)	0.8	23.8	0.7	13.6	0.7	13.4
Kings	0.2	4.9	0.2	2.9	0.2	2.8
Madera	0.2	4.4	0.2	2.6	0.2	2.5
Merced	0.3	9.1	0.3	5.5	0.3	5.3
San Joaquin	0.6	12.3	0.6	7.9	0.6	7.6
Stanislaus	0.4	9.8	0.4	6.2	0.4	6.0
Tulare	0.4	8.7	0.4	5.3	0.4	5.1

The 2018 PM2.5 SIP includes a trading mechanism that allows trading from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary PM-2.5 using a 2 to 1 ratio on a 24-hour, wintertime basis. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM2.5 with a portion of the applicable corresponding budget for NOx, and use these adjusted motor vehicle emissions budgets for PM2.5 and NOx to demonstrate transportation conformity with the PM2.5 SIP.

E. ANALYSIS YEARS

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

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

Section 93.118(b)(2) clarifies that when a maintenance plan has been submitted, conformity must be demonstrated for the last year of the maintenance plan and any other years for which the

maintenance plan establishes budgets in the time frame of the transportation plan. Section 93.118(d)(2) indicates that a regional emissions analysis may be performed for any years, the attainment year, and the last year of the plan's forecast. Other years may be determined by interpolating between the years for which the regional emissions analysis is performed.

Section 93.118(d)(2) indicates that the regional emissions analysis may be performed for any years in the time frame of the transportation plan provided they are not more than ten years apart and provided the analysis is performed for the attainment year (if it is in the time frame of the transportation plan) and the last year of the plan's forecast period. Emissions in years for which consistency with motor vehicle emissions budgets must be demonstrated, as required in paragraph (b) of this section (i.e., each budget year), may be determined by interpolating between the years for which the regional emissions analysis is performed. Table 1-7 below provides a summary of conformity analysis years that apply to this conformity analysis.

Table 1-7:
San Joaquin Valley Conformity Analysis Years

Pollutant	Budget Years[1]	Attainment/ Maintenance Year	Intermediate Years	RTP Horizon Year
2008 Ozone	2026/2029	2031	2046	2049
2015 Ozone	2026/2029/2032/2035	2037[2]	2046	2049
PM-10	NA	2020	2027/2037/ 2046	2049
1997 24-hour PM2.5	NA	2020	2027/ 2037/2046	2049
1997 Annual PM2.5	NA	2023	2027/2037	2049
2012 Annual PM2.5 (Moderate and Serious)	NA	2022/2025[3]	2027/ 2037	2049
2006 24-hour PM2.5	2020/2023	2024	2027/2037	2049

[1]Budget years that are not in the time frame of the transportation plan/conformity analysis are not included as analysis years (e.g., 2020, 2023, 2024, 2025), although they may be used to demonstrate conformity. Some of the early RFP year budgets were not acted on by EPA since they were not applicable.
[2]2031 is the attainment year for the 2008 ozone standard. 2037 is the attainment year for the 2015 ozone standard.
[3]2022 is the attainment year for the moderate 2012 PM2.5 standard (not in the timeframe of this analysis). 2025 is the attainment year for the serious 2012 PM2.5 standard.

For the 2008 ozone standard, the San Joaquin Valley has been classified as an extreme nonattainment area with an attainment date of July 20, 2032. In accordance with the March 2015 *Implementation of the 2008 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements* final rule, the attainment year of 2031 must be modeled. When using the budget test, the attainment year of the 2008 ozone standard must be analyzed (i.e. 2031).

For the 2015 ozone standard, the San Joaquin Valley has been classified as an extreme nonattainment area with an attainment date of August 3, 2038. In accordance with the December 2018 final rule, *Implementation of the 2015 National Ambient Air Quality Standards for Ozone: Nonattainment Area State Implementation Plan Requirements*, the attainment year of 2037 must be modeled. When using the budget test, the attainment year of the 2015 ozone standard must be analyzed (i.e. 2037).

The Clean Air Act requires all states to attain the 1997 PM2.5 standards as expeditiously as practicable beginning in 2010, but by no later than April 5, 2010 unless EPA approves an attainment date extension. States must identify their attainment dates based on the rate of reductions from their control strategies and the severity of the PM2.5 problem. The 2018 PM2.5 SIP addresses attainment of the 1997 24-hour PM2.5 standard (serious) by 2020 and was approved by EPA on January 28, 2022 (effective February 28, 2022). The attainment year is not in the timeframe of this conformity analysis. On February 10, 2022, EPA found the serious area 1997 annual PM2.5 budgets for attainment year 2023 adequate (effective February 25, 2022) and issues final approval inclusive of the trading mechanism on December 14, 2023. Then on May 23, 2024, CARB submitted a request for one-year extension of the attainment deadline for the 1997 PM2.5 annual standards from December 31, 2023 to December 31, 2024. On November 19, 2024, EPA issued a final rule approving the one-year extension, effective December 19, 2024. The 2023 conformity budgets still apply but the attainment year is not in the timeframe of this conformity analysis.

On January 20, 2016, EPA finalized reclassification of the San Joaquin Valley to Serious nonattainment for the 2006 24-hour PM2.5 Standard. On August 16, 2016, the 2012 PM2.5 Plan was approved by EPA, effective September 30, 2016, inclusive of new conformity budgets and trading mechanism for the 2006 24-hour PM2.5 standard with a requirement to attain the standard as expediously as practicable and no later than December 31, 2019. In 2019, CARB submitted an attainment deadline extension request as part of the 2018 PM2.5 Plan. Final rule on 2018 PM2.5 SIP sections that pertain to 2006 24-hour PM2.5 standard Serious area nonattainment was released on July 22, 2020. The attainment year is not in the timeframe of this conformity analysis.

On January 15, 2015, EPA classified the San Joaquin Valley as Moderate nonattainment for the 2012 PM2.5 Standards. On November 26, 2021, EPA issued final rule approving the Moderate Area 2016 PM2.5 Plan, portions of the 2018 PM2.5 SIP pertaining to moderate nonattainment of the 2012 PM2.5 standards, and the reclassification request to serious nonattainment. The San Joaquin Valley 2018 PM2.5 Plan includes serious area budgets for the 2012 PM2.5 standards with an attainment deadline of 2025; therefore, the attainment year 2025 must be modeled.

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

In addition to the San Joaquin Valley planning area, Kern County also includes three other non-attainment areas – (1) the federally designated Mojave Desert (Eastern Kern), (2) portions of the Indian Wells Valley Planning Area, and (3) the portion of the San Joaquin Valley PM-10 nonattainment area that lies within the Kern County Air Pollution Control District that has been labeled as the East Kern PM-10 Area (or PM10 Sliver). The conformity analysis for the 2027 FTIP and 2026 RTP also includes analysis of existing and future air quality impacts for each applicable pollutant.

The Eastern Kern area is currently designated as nonattainment for the National Ambient Air Quality Standards (NAAQS) for 2008 and 2015 8-hour ozone; whereas the Indian Wells Valley Planning area is designated as a maintenance area for PM-10; and there is an additional East Kern PM-10 Area. The Kern County Air Pollution Control District is responsible for air quality plan development for these areas. State Implementation Plans have been prepared to address 8-hour ozone in Eastern Kern County, and PM-10 in the Indian Wells:

- EPA published final approval of the Eastern Kern 2017 Ozone Plan on June 25, 2021, inclusive of the transportation conformity budgets (effective July 26, 2021).
- Indian Wells Valley Second 10-Year PM10 Maintenance Plan was approved by EPA on January 18, 2023 (effective February 17, 2023).

On May 4, 2016, EPA reclassified Eastern Kern to "moderate" nonattainment for the 2008 ozone standard with a new attainment date of July 20, 2018 (effective June 3, 2016). The Eastern Kern 2017 Ozone Attainment Plan was adopted by the Eastern Kern Air Pollution District on July 27, 2017. ARB adopted the 2017 Ozone Plan on September 28, 2017, including a request to reclassify the area to "serious" nonattainment, and subsequently submitted the Plan for EPA review. On July 5, 2018, EPA approved the reclassification request to serious, including the new attainment date of 2021. EPA published final approval for the Eastern Kern 2017 Ozone Plan on June 25, 2021 (effective July 26, 2021). Subsequently, on May 15, 2021, CARB sent a letter to EPA requesting voluntary reclassification request for Eastern Kern from serious to severe. EPA approved reclassification request to severe in June 2021, effective July 7, 2021. Accordingly, the new attainment year of 2026 must be modeled.

On June 4, 2018, EPA published final designations for the 2015 ozone standard classifying Eastern Kern as "moderate" nonattainment with a new attainment date of 2024. In accordance with the December 2018 final rule, *Implementation of the 2015 National Ambient Air Quality Standards for Ozone: Nonattainment Area State Implementation Plan Requirements*, the attainment year of 2023 must be modeled. Subsequently, on May 15, 2021, CARB sent a letter to EPA requesting voluntary reclassification request for Eastern Kern for the 2015 8-hour ozone standard from moderate to serious. EPA approved the reclassification request on October 28, 2021. When using the budget test, the attainment year for the 2015 ozone standard must be analyzed (i.e. 2026 for serious). According to the 2015 ozone implementation rules, areas designated nonattainment for 2015 ozone standards are required to use any existing adequate or approved SIP motor vehicle emissions budgets for a prior ozone standard until budgets for the 2015 ozone standard are either found adequate or approved; thus, the Eastern Kern 2017 Ozone Plan conformity budgets will be used to demonstrate conformity with the 2015 8-hour ozone standards.

The 2023 8-Hour Ozone SIP addressing both the 2008 and 2015 ozone standards was adopted by CARB Board at the June 22, 2023 public meeting and subsequently submitted for EPA review. Since the SIP contains statewide measures impacted by the 2025 CRA actions, the Eastern Kern Air District and CARB are developing a revised SIP. Currently, existing conformity budgets from the 2017 Ozone Plan continue to apply.

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

portion of Kern County as nonattainment for the 1997 PM2.5 standards or the 2006 24-hour PM2.5 standard.

G. CONFORMITY TEST REQUIREMENTS

OZONE

Under the existing conformity regulation, regional emissions analyses for ozone areas must address nitrogen oxides (NOx) and volatile organic compounds (VOC) precursors. The motor vehicle emission budgets for ozone are specified in the Eastern Kern 2017 Ozone SIP in tons per average summer day. The 2020 motor vehicle emission budgets for ROG and NOx from the June 25, 2021 Federal Register are provided in the table below.

Table 1-8:
Mojave Desert (Eastern Kern County)
Ozone Emissions Budgets
(summer tons / day)

	2020	
County	**ROG**	**NOx**
Kern – Mojave Desert	1.3	3.6

PM-10

The new motor vehicle emissions budgets for PM-10 are specified in the Indian Wells Valley Second 10-Year PM10 Maintenance Plan. EPA finalized approval of this Plan on January 18, 2023, effective February 17, 2023. The budgets for 2020 and 2025 from January 18, 2023 Federal Register will be used to compare with each analysis year emissions, as shown in Table 1-9 below. Emission budgets include vehicle exhaust, as well as dust from paved and unpaved roads, and construction activities.

Table 1-9:
Kern County Indian Wells Valley Area
PM-10 Emissions Budgets (tons/day)

County	**2020**	**2025**
Kern – Indian Wells Valley	0.4	0.5

In addition, the San Joaquin Valley PM-10 nonattainment area includes a portion of Kern County that is not addressed in the PM-10 Second Maintenance Plan. This area is now under the jurisdiction of the Kern County APCD and has been labeled the East Kern PM-10 Area. This area currently has no PM-10 air quality plan. Under this scenario, the conformity regulation requires that the PM-10 nonattainment area use the interim emissions tests, which include either the

"Action" scenario less than the "Baseline" scenario (Build vs. No-Build) or the "Action" scenario less than baseline emissions (Build vs. 1990). The regional emissions analysis must only address PM-10, since neither VOC nor NOx precursors have been found to be a significant contributor to the PM-10 nonattainment problem in this area. Analysis year requirements are addressed under Section 93.119(g)(1) of the conformity regulation, nonattainment areas using interim emission tests are required to perform a regional emissions analysis for the following years:

- A year no more than 5 years beyond the year in which the conformity determination is made (e.g., 2027);
- The last year of the transportation plan's forecast period (e.g., 2049); 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., 2037, 2046).

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

H. ANALYSIS YEARS

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

Table 1-10:

Other Portions of Kern County Conformity Analysis Years

Pollutant	Budget Years	Attainment/ Maintenance Year[1]	Intermediate Years	RTP Horizon Year
E. Kern 2008 and 2015 Ozone	2020	2026	2027/2037/2046	2049
Indian Wells Valley PM-10	2020	2025	2027/2037/2046	2049
East Kern PM-10	NA	NA	2027/2037/2046	2049

[1]Budget years that are not in the time frame of the transportation plan/conformity analysis are not included as analysis years (e.g., 2020, 2026), although they may be used to demonstrate conformity.

CHAPTER 2: LATEST PLANNING ASSUMPTIONS AND TRANSPORTATION MODELING

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

According to the conformity regulation, the time the conformity analysis begins is "the point at which the MPO or other designated agency begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions." The conformity analysis and initial emissions modeling began in December of 2025.

Key elements of the latest planning assumptions guidance include:

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

The Kern Council of Governments uses the Cube transportation model. The model was validated in 2025 for the 2023 base year. The Kern Council of Governments Policy Board accepted the latest planning assumptions, including socioeconomic data, forecasts, and travel model calibration, as described herein, in August 2025. The latest planning assumptions used in the transportation model validation and this conformity analysis are summarized in Table 2-1.

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

Regulatory Citation	Modeling Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
§93.110(a),(b)	Population	Base Year: 2023 (Jan 1st) Source: The Kern COG policy board accepted population projections from the 2024-2050 Kern Regional Growth Forecast on April 18, 2024. Prepared by Placeworks chief economist	This data is disaggregated to the TAZ level using 2020 U.S. Census population and household data for input into the CUBE travel demand model for the base year validation. Projections use the Uplan Land Use Model for distribution of socio-economic data to the TAZ level based on local adopted general plans. Households and persons are cross-classified based on 2022-23 American Community Survey marginal and PUMS tables.	Regional Growth Forecast update is anticipated between 2027-29 for the 2030 RTP to be prepared by a consulting economist.
	Employment	Base Year: 2023 Source: The Kern COG policy board accepted employment projections from the 2024-2050 Kern Regional Growth Forecast on April 18, 2024. Prepared by Placeworks chief economist.		

Regulatory Citation	Modeling Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
§93.110(a); §93.122(b)(1)(iii)	Land Use Allocation	The Kern COG demographics and land use characteristics include updates to person per household, unit type, income, age group of householders. These characteristics were updated with 2022 ACS data and PUMS records for 2022 and 2023.	Land use is internally consistent with RTP transportation alternatives.	Updated every 4 years together with the demographic projections during the next RTP update cycle.

Regulatory Citation	Modeling Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
§93.122(b)(1)(i)	Travel Demand Model Structure	Four Step Trip Based Model, Cube Voyager, Validated to Base Year 2023	Trip Generation: The person trip generation rates were updated based on the 2023 CCTS and latest available research on post-COVID trip generation for non-residential/commercial land uses. Trip Distribution: The trip distribution model uses a gravity model equation to distribute trips to all TAZs, including a feedback loop for congested travel. Mode Choice: The model uses defined mode share percentages after trip generation and trip. Traffic Assignment: The model uses an iterative, capacity-restrained equilibrium assignment routine based on an implementation of the Frank-Wolfe algorithm.	Update every 4 years in sync with the demographic projection and Regional Plan updates.

Regulatory Citation	Modeling Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
§93.122(b)(1)(i)	Traffic Counts & Validation	Approximately 900 two-way traffic count locations from the Kern Regional Traffic Count Program (2023) were used in model validation.	Link-level and screenline validation conducted; functional class VMT evaluated.	Traffic counts are collected annually and used to update model validation every four years.
§93.122(b)(1)(iv),(b)(2)	Capacity-Sensitive Assignment & Speeds	The 2026 transportation model validation was based on highway speed data from the 2017 FHWA National Performance Monitoring Research Data Set and speed studies conducted by the cities and the County on Caltrans functionally classified routes.	Speeds derived from final peak and off-peak assigned volumes; feedback loop ensures consistency; EMFAC2021 speed bins generated.	Updated speed data will be incorporated in the next model validation scheduled for completion by 2030.
§93.122(b)(3)	HPMS Reconciliation	Model validated to 2023 HPMS VMT within +/- 3% difference.	Modeled VMT within the county including centroid connectors and intrazonal compared to HPMS totals.	The need to re-validate the model is revisited during each RTP update cycle.

Regulatory Citation	Modeling Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
§93.122(b)(1)(vi)	Model Sensitivity Testing	The model sensitivity was tested relative to AOC, Transit Frequency, Transit Fare, Highway Capacity, Parking Cost and compared with VMT, transit boardings, person-trips by trip purpose and person-trips by mode.	Model sensitive to transit service frequencies, auto operating costs, transit fares, off-street parking prices in downtown Bakersfield, and capacities of selected roadway segments.	Model sensitivity is re-tested during each model update
§93.110(a)	Auto Operating Costs (AOC)	SJV Auto Operating Cost Methodology approved by CARB	AOC were based on fuel costs from 2023 EIA/CEC forecasts, non-fuel costs using AAA data and EMFAC2021 fuel efficiency assumptions; converted to constant dollars.	The need to update AOC assumptions is revisited during each RTP update cycle.
§93.111	Latest Emissions Model	EMFAC2021 with November 2025 off model adjustment factors and May 2026 HD I/IM adjustment factors	Fleet mix consistent with CARB defaults. Only total VMT and light-duty speed distributions were modified in line with travel models outputs.	TBD by CARB

Regulatory Citation	Modeling Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
§93.110 (a, b)	Vehicle Registrations	EMFAC2021	Kern COG does not estimate vehicle registrations, age distributions or fleet mix. Rather, current forecasted estimates for these data are developed by CARB and included in the EMFAC2021 model. Vehicle registrations, age distribution and fleet mix are developed and included in the model by CARB and cannot be updated by the user	TBD by CARB
§93.122(a)	Regionally Significant Projects	2026 RTP/2027 FTIP (see Appendix D for a full list)	All regionally significant projects are coded into model network.	Each conformity cycle including RTP amendments

A. SOCIOECONOMIC DATA

POPULATION, EMPLOYMENT AND LAND USE

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

For this conformity analysis, socioeconomic projections for Kern Council of Governments were developed using the most recent available demographic forecasts and regional planning assumptions available at the time the conformity modeling began. These projections represent the most recent planning assumptions adopted by the MPO and are consistent with the Regional Transportation Plan.

Population and employment projections are developed for the model base year 2023 and for RTP horizon years through 2049. The 2023 data were derived from 2023 HPMS VMT.

The socioeconomic projections are allocated to traffic analysis zones (TAZs) within the MPO modeling area and are used as key inputs for trip generation and trip distribution steps in the travel demand model.

Population and Employment Data Sources

Population and employment forecasts used in the conformity analysis were derived from the 2024-2050 Kern Regional Growth Forecast prepared by Placeworks chief economist. The demographic forecasts reflect local general plans, development trends, and regional growth projections. These forecasts are periodically reviewed and updated as part of each RTP update cycle.

Land Use Allocation

The socioeconomic projections were distributed spatially across the MPO region using the open source Uplan Land Use Model developed by UC Davis using ArcGIS software, incorporating economic factors such as proximity to urban services (sewer, existing urban), rail and interchanges in distribution of employment and households. The model limits distribution based on local general plans and other factors. The model has allowed testing of hundreds of scenarios to better balance land use and transportation expenditures in development of the 2026 RTP.

Socioeconomic data were aggregated to the traffic analysis zone (TAZ) level and incorporated into the travel demand model to estimate trip generation, distribution, and travel patterns.

B. TRANSPORTATION MODELING

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

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

The Kern COG MIP-4 travel demand model updates and calibrates the Kern COG MIP-II model (VMIP 2) to a new 2023 base year, and a refined zone structure of 2,058 Transportation Analysis Zones (TAZs), with many parameters updated using the Central California Travel Survey of 2022-

23 (CCTS). The MIP-4 travel model is the second iteration of re-validation/calibration and enhancements to the VMIP 2 model for Kern COG. The Kern COG MIP-3 model was the first iteration in 2021 by DKS, which calibrated to 2020 (pre-COVID) with updated 2020 Census data and subsequent enhancements enabling tolling and managed lane modeling. The San Joaquin Valley Model Improvement Program, Phase 2 (VMIP 2) travel demand model for Kern, applies an advanced four-step travel demand model system of trip generation, distribution, mode choice, and traffic assignment with nearly all stages recognizing household demographics, auto availability, modes including explicit auto occupancy, transit by walk and drive access, walk and bike, pricing, and congestion by time of day. The travel model includes a congestion feedback loop that accurately accounts for short-term induced travel demand. The VMIP 2 travel demand model in 2017 was subjected to a peer review by DKS Associates in cooperation with Fehr and Peers.[1] The review and subsequent updates addressed a variety of other calibration considerations, including gateway volumes from the statewide and neighboring models, the 2012 California Household Travel Survey (including more than 400 over-sampled surveys for transit riders in Kern), transit route volumes observed in 2019/20, over 900 peak/off-peak/daily traffic count locations, and observed speed limit information.

C. TRAFFIC ANALYSIS ZONES

The model study area is divided into 2058 traffic analysis zones (TAZs). Each TAZ represents a geographic area for which socioeconomic data and travel demand are aggregated for modeling purposes.

D. MODEL BASE YEAR AND VALIDATION

The conformity regulation requires documentation that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. The first conformity analysis year 2027 is less than 10 years from the base year that the model was validated to which meets the requirements in Section 93.106(a)(1)(ii).

The Kern COG travel model was validated to a base year of 2023. The base year validation process compared modeled traffic volumes to observed traffic counts collected throughout the region. Validation ensures that the model reasonably replicates existing travel patterns.

TRAFFIC COUNTS

The travel demand model was validated using observed traffic count data collected from regional traffic monitoring programs and state highway monitoring systems. Approximately 900 count locations were used to compare modeled and observed traffic volumes in 2023. The validation process included comparisons of modeled volumes with observed counts by facility type and screenline locations across the region.

[1] DKS Associates, Summary of Peer Review Revisions to the Kern COG VMIP-2 Travel Demand Model, http://www.kerncog.org/wp-content/uploads/2018/01/MIP2_peer_review.pdf , 2017.

The Kern COG model is recalibrated to recent traffic and transit count data and the Central California Travel Survey of 2022-23. Socio-economic data is distributed using the Uplan Land Use Model updated using 2022 ACS data and PUMS records for 2022/2023.

SPEEDS

The conformity regulation requires documentation of the use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes.

The travel demand model uses a capacity-sensitive equilibrium traffic assignment procedure. Traffic volumes are assigned iteratively across the transportation network until equilibrium conditions are reached and no traveler can reduce travel time by switching routes.

Congested travel speeds are calculated based on final assigned traffic volumes and link capacities. A feedback loop is used within the model to ensure that travel times used in trip distribution are consistent with final network travel speeds.

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

TRANSIT

The conformity regulation requires documentation of any changes in transit operating policies and assumed ridership levels since the previous conformity determination.

Several recent on-board transit surveys have been performed for the transit systems in Kern. The Kern COG regional travel demand model was validated in 2023 to observed transit ridership data including electronic farebox data. Transit boardings were within 1% of observed surveys in the 2023 base year, within the +-20 percent best practice guidelines. In addition, the model was subjected to a land use sensitivity test that measured the capability of the model to accurately report transit ridership in high quality transit areas. To implement these tests, land use developments by Traffic Analysis Zone (TAZ) were classified into place types and selected to be changed either geographically (move all the development to a different place but retain the development and demographics) or by place type (keep the development in the same location but modify the place type to reflect different "D" variables). The results showed that the Kern travel model provided results with a high level of correlation to the well calibrated small scale test model.

VALIDATION/CALIBRATION

The conformity regulation requires documentation that the model results have been analyzed for reasonableness and compared to historical trends.

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

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

Kern COG travel model calibration included a telecommute (TC) module to add functionality for adjusting person trip rates based on TC rates. Kern's 2023 base year data accounts for person trip rates with a higher level of TC than pre-covid (2019); for backcasting to model years 2019 or earlier, an telecommute parameter would be needed to adjust HW and WO trip rates to account for less telecommuting. An analysis was performed on TC data from ACS, CCTS, BLS, SWAA and Godbe for 2019 (pre-covid) to 2023 base year to create a telecommute parameter, which applies a straight line factor between 2019 and 2023 that when applied based on corresponding TC rate for 2019 accounts for higher HW and WO trip rates. The TC factor can also be applied to TC rate forecasts for future years. A long-term TC trend analysis was performed on data from AHTUS, ATUS, SWAA, ACS and BLS to forecast future TC rates and the corresponding TC factor. See Model Documentation for more details.

AUTO OPERATING COST

Auto operating costs were updated for the 2026 RTP/2027 FTIP including fuel price projections, vehicle fuel efficiency, and vehicle maintenance costs. Fuel price projections were based on the 2023 Annual Energy Outlook developed by the U.S. Energy Information Administration. Electricity costs were derived from the California Energy Commission Transportation Energy Demand Forecast. Maintenance costs were based on the AAA "Your Driving Costs" report.

HPMS RECONCILIATION

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

Highway Performance Monitoring System (HPMS) estimates of vehicle miles traveled (VMT) shall be considered the primary measure of VMT within the portion of the nonattainment or maintenance area and for the functional classes of roadways included in HPMS, for urban areas which are sampled on a separate urban area basis. For areas with network-based travel models, a factor (or factors) may be developed to reconcile and calibrate the network-based travel model estimates of VMT in the base year of its validation to the HPMS estimates for the same period. These factors

may then be applied to model estimates of future VMT. In this factoring process, consideration will be given to differences between HPMS and network-based travel models, such as differences in the facility coverage of the HPMS and the modeling network description. Locally developed count-based programs and other departures from these procedures are permitted subject to the interagency consultation procedures.

Model-estimated VMT was compared with HPMS estimates for the base year to ensure consistency between modeled and observed regional travel activity.

The modeled VMT was within +/-3% difference of the HPMS estimate for the 2023 base year.

FUTURE NETWORKS

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

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

§93.122(a)(1) requires that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis. Kern Council of Governments includes these projects in the transportation network.

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

The project listing for the 2026 RTP and 2027 FTIP including exempt projects is provided in Appendix B. VMT estimates in Table 2-2 reflect all projects listed in the Appendix.

The build highway networks include qualifying projects based on the 2026 RTP and 2027 FTIP. Not all of the street and freeway projects included in the TIP/RTP qualify for inclusion in the highway network. Projects that call for study, design, or non-capacity improvements are not included in the networks. When these projects result in actual facility construction projects, the associated capacity changes are coded into the network as appropriate. Since the networks define capacity in terms of number of through traffic lanes, only construction projects that increase the lane-miles of through traffic are included.

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

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

E. TRAFFIC ESTIMATES

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

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

Horizon Year	Total Population	Employment	Average Weekday VMT (millions)	Total Lane Miles
2027	797,524	304,291	20.2	5,753
2029	808,372	311,413	20.6	N/A
2031	819,221	318,536	21.0	N/A
2032	824,646	322,097	21.2	N/A
2035	840,919	332,780	21.6	N/A
2037	846,617	338,241	21.7	6,041
2046	868,597	362,814	21.7	6,205
2049	880,808	371,005	21.7	6,209

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

Horizon Year	Total Population (thousands)	Employment (thousands)	Average Weekday VMT (millions)	Total Lane Miles
2027	94,720	33,911	3.3	1,904
2037	98,781	36,977	3.4	2,255
2046	99,386	38,887	3.4	2,258
2049	99,722	39,523	3.4	2,259

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

Horizon Year	Total Population (thousands)	Employment (thousands)	Average Weekday VMT (millions)	Total Lane Miles
2027	35,947	14,131	0.5	371
2037	36,402	15,253	0.5	382
2046	36,574	16,092	0.5	396
2049	36,670	16,372	0.5	396

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

Horizon Year	Total Population (thousands)	Employment (thousands)	Average Weekday VMT (millions)	Total Lane Miles
2027	30,728	5,863	0.7	478
2037	29,697	5,941	0.7	489
2046	29,584	5,979	0.7	489
2049	29,522	5,991	0.7	489

F. VEHICLE REGISTRATIONS

Kern Council of Governments does not estimate vehicle registrations, age distributions or fleet mix. Rather, current forecasted estimates for these data are developed by CARB and included in the EMFAC2021 model. Vehicle registrations, age distribution and fleet mix are developed and included in the model by CARB and cannot be updated by the user. EPA issued final approval for EMFAC2021 use in conformity demonstrations on November 15, 2022; therefore, the conformity analysis for the 2027 and the 2026 RTP relies on assumptions incorporated in EMFAC2021.

G. STATE IMPLEMENTATION PLAN MEASURES

Committed control measures in the applicable air quality plans that reduce mobile source emissions and are used in conformity, are summarized below.

OZONE

No committed control measures are included in the 2016 Ozone Plan.

2026 Extreme Ozone SIP Revision includes reductions from the California's Heavy-Duty Inspection and Maintenance (HD I/M) regulation. However, these are applied as "off-model adjustment factors" to criteria pollutant emission estimates modeled with EMFAC2021 and are incorporated in this conformity analysis. EPA approved the HD I/M off-model adjustments for use in SIP development and transportation conformity determination on May 6, 2026.

PM-10

Committed control measures in the EPA approved 2007 PM-10 Maintenance Plan that reduce mobile source emissions are shown in Table 2-3. However, reductions from these control measures are included in EMFAC2021 and are not applied separately.

Table 2-3:
2007 PM-10 Maintenance Plan Measures Assumed in the Conformity Analysis

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

PM2.5
No committed control measures are included in the 2016 PM2.5 Plan and the 2018 PM2.5 Plan.

H. TELEWORK AND ONLINE SERVICES – OPTION 2

Given that six out of eight SJV MPO travel models do not account for post-COVID travel behavior such as telework and telehealth, CARB has developed a methodology that estimates emission reductions associated with telework and online services for Kings, Madera, Merced, San Joaquin, Stanislaus and Tulare[2]. The CARB methodology provides these reductions for the entire San Joquin Valley and not by sub-area, therefore the emission reductions are only used to demonstrate conformity for the 2015 ozone standard given that the ***2026 Extreme Ozone SIP Revision*** sets Valley-wide budgets for summer ROG and NOx. The methodology has been reviewed and concurred by interagency consultation partners for use with the 2026 Extreme Ozone SIP budgets only when approved.

[2] "Latest Planning Assumptions for Telework and Online Services in San Joaquin Valley Transportation Conformity". California Air Resources Board, May 20, 2026.

CHAPTER 3:
AIR QUALITY MODELING

The model used to estimate vehicle exhaust emissions for ozone precursors and particulate matter is EMFAC2021. CARB emission factors for PM10 have been used to calculate re-entrained paved and unpaved road dust, and fugitive dust associated with road construction. For this conformity analysis, model inputs not dependent on the TIP or RTP are consistent with the applicable SIPs, which include:

- The 2016 Ozone Plan (2008 standard) was adopted by the Air District on June 16, 2016, and subsequently adopted by ARB on July 21, 2016. EPA found the new ozone budgets adequate on June 29, 2017 (effective July 14, 2017). In response to recent court decisions regarding the baseline RFP year, CARB adopted the revised 2008 ozone conformity budgets as part of the *2018 Updates to the California State Implementation Plan* (2018 SIP Update) on October 25, 2018. EPA approved the 2016 Ozone Plan and the budgets on March 25, 2019. Then in response to federal CRA actions, CARB adopted the *2026 Updates to Motor Vehicle Emissions Budgets for the 75 parts per billion Ozone State Implementation Plan* on March 26, 2026. EPA proposed approval of the new 2008 ozone SIP budgets on July 9, 2026. Final approval is anticipated in early October 2026 with an effective date prior to December 16, 2026.

- Option 2: 2022 Ozone Plan (2015 standard) was adopted by CARB on January 26, 2023 and subsequently submitted for EPA review. In response to federal CRA actions, CARB adopted *2026 Extreme Ozone SIP Revision* on July 23, 2026. EPA action is not expected in 2026. Therefore, this option was not necessary for the final conformity analysis.

- The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016).

- The 2016 PM2.5 Plan and portions of the 2018 PM2.5 Plan (2012 Standard, moderate) was approved by EPA on November 26, 2021 (effective December 27, 2021).

- The 2018 PM2.5 Plan was partially approved by EPA on July 22, 2020 (effective as of publication) inclusive of the revised conformity budgets and trading mechanism for the 2006 24-hr PM2.5 standard. Then on November 26, 2021, EPA partially disapproved the original SIP submittal dealing with 1997 annual PM2.5 nonattainment. In response, CARB submitted a 2021 revision to the 2018 PM2.5 Plan demonstrating attainment by 2023. On January 28, 2022, EPA approved 2018 PM2.5 Plan portion dealing with the 1997 24-hour PM2.5 standard and determined that the SJV attained the standard by the December 31, 2020 deadline (effective February 28, 2022). On December 14, 2023, EPA approved the 1997 annual PM2.5 budgets and trading mechanism for attainment year 2023, effective January 16, 2024. Note that CARB withdrew 2018 PM2.5 Plan portions dealing with 2012 serious PM2.5 standards on October 27, 2022; therefore, moderate area budgets continue to apply. On November 16,

2024, EPA finalized its approval to extend the attainment deadline for the 1997 annual PM2.5 standards by one year to December 31, 2024.

The conformity regulation requirements for the selection of the horizon years are summarized in Chapter 1; regional emissions have been estimated for the horizon years summarized in Table 1-7.

A. EMFAC2021

Section 93.111 of the conformity regulation requires the use of the latest emission estimation model in the development of conformity determinations.

The EMFAC model (short for EMission FACtor) is a computer emissions modeling software that estimates emission rates for motor vehicles for calendar years from 2000 to 2050 operating in California. Pollutant emissions for hydrocarbons, carbon monoxide, nitrogen oxides, particulate matter, lead, sulfur oxides, and carbon dioxide are output from the model. Emissions are calculated for passenger cars, light, heavy, and medium-duty trucks, motorcycles, buses and motor homes.

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

On January 15, 2021, CARB released the latest update to the EMFAC model – EMFAC2021v1.0.0. Then in April of 2022, CARB released an updated version of the model (v1.0.2) fixing a number of minor modeling bugs. EPA issued final approval of EMFAC2021 model for regional conformity use with a two-year grace period on November 15, 2022; EMFAC2021 was required for regional conformity use as on November 16, 2024.

On June 12, 2025, President Trump signed joint resolutions of disapproval under the Congressional Review Act (CRA) for preemption waivers that the EPA had previously issued pursuant to Clean Air Act (CAA) section 209, including for the Advanced Clean Trucks (ACT), Zero-Emission Airport Shuttle, Heavy-Duty Vehicle Engine Emission Warranty and Maintenance Provisions (Warranty Phase 1), and Heavy-Duty Omnibus (Omnibus) regulations. In response, CARB developed and submitted to the EPA off-model adjustment factors that removed estimated emissions benefits attributed to ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus regulations from EMFAC2021. On November 21, 2025, the EPA approved the off-model adjustment factors. As such, EMFAC2021 with the adjustment factors was approved as the lasted approved method for modeling emissions available in California, per 40 CFR 93.111.

On March 25, 2026 CARB submitted a request for the use of additional EMFAC2021 off-model adjustment factors that account for the emission benefits of California's Heavy-Duty Vehicle Inspection and Maintenance Program (HD I/M) for the purposes of SIP development and in transportation conformity determinations. On May 6, 2026, EPA approved the use of these factors in regional conformity analyses in California. The approval letter also clarified that the HD I/M adjustments must be used in conjunction and after the off-model adjustments approved on

November 21, 2025 are applied, as EMFAC2021 with the adjustment factors was approved as the lasted approved method for modeling emissions available in California, per 40 CFR 93.111.

A transportation data template and detailed EMFAC modeling instructions have been prepared to summarize the transportation model output for use in EMFAC2021. The template includes allocating VMT by speed bin by hour of the day. EMFAC2021 was used to estimate exhaust emissions for ozone, PM-10, and PM2.5 conformity demonstrations consistent with the applicable air quality plan. A conformity post-processing template has been developed to process EMFAC output and to incorporate both the November 21, 2025 and HD I/M off-model adjustment factors, as well as to employ rounding of emission results consistent with SIP conformity budget setting.

B. ADDITIONAL PM-10 ESTIMATES

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

CALCULATION OF REENTRAINED DUST FROM PAVED ROAD TRAVEL

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

The road dust calculations have been updated to reflect this new methodology. More specifically, the emission factor equation and k value (particle size multiplier) have been updated accordingly. CARB default assumptions for roadway silt loading by roadway class, average vehicle weight, and rainfall correction factor remain unchanged. Emissions are estimated for five roadway classes including freeways, arterials, collectors, local roads, and rural roads. Countywide VMT information is used for each road class to prepare the emission estimates.

CALCULATION OF REENTRAINED DUST FROM UNPAVED ROAD TRAVEL

The base methodology for estimating unpaved road dust emissions is based on a CARB methodology in which the miles of unpaved road are multiplied by the assumed VMT and an

emission factor. In the 2007 PM-10 Maintenance Plan, it is assumed that all non-agricultural unpaved roads within the San Joaquin Valley receive 10 vehicle passes per day. An emission factor of 2.0 lbs PM-10/VMT is used for the unpaved road dust emission estimates. Emissions are estimated for city/county maintained roads.

CALCULATION OF PM-10 FROM ROADWAY CONSTRUCTION

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

PM-10 TRADING MECHANISM

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

C. PM2.5 APPROACH

EPA and FHWA have indicated that areas violating both the annual and 24-hour standards for PM2.5 must address all standards in the conformity determination. The San Joaquin Valley currently violates both the 1997 and 2012 annual PM2.5 standards, and the 1997 and 2006 24-hour PM2.5 standards; thus this conformity determination includes analyses to all PM2.5 standards.

The following PM2.5 approach addresses the 1997 (annual and 24-hour), the 2012 (annual, moderate and serious), and the 2006 (24-hour) standards.

EMFAC2021 incorporates data for temperature and relative humidity that vary by geographic area, calendar year and season. The annual average represents an average of all the monthly inventories. A winter average represents an average of the California winter season (October through February). EMFAC will be run to estimate direct PM2.5 and NOx emissions from motor vehicles for an annual or winter average day as described below.

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

PM2.5 areas that are currently using network-based travel models must continue to use them when calculating annual emission inventories. The guidance indicates that the interagency consultation process should be used to determine the appropriate approach to produce accurate annual

inventories for a given nonattainment area. Whichever approach is chosen, that approach should be used consistently throughout the analysis for a given pollutant or precursor. The interagency consultation process should also be used to determine whether significant seasonal variations in the output of network-based travel models are expected and whether these variations would have a significant impact on PM2.5 emission estimates.

The SJV MPOs use network-based travel models. However, the models only estimate average weekday VMT. The SJV MPOs do not have the data or ability to estimate seasonal variation at this time. Data collection and analysis for some studies are in the preliminary phases and cannot be relied upon for other analyses. Some statewide data for the seasonal variation of VMT on freeways does exist. However, traffic patterns on freeways do not necessarily represent the typical traffic pattern for local streets and arterials. In many cases, traffic counts are sponsored by the MPOs and conducted by local jurisdictions. While some local jurisdictions may collect weekend or seasonal data, typical urban traffic counts occur on weekdays (Tuesday through Thursday). Data collection must be more consistent in order to begin estimation of daily or seasonal variation. The SJV MPOs believe that the average annual day calculated from the current traffic models and EMFAC2021 represent the most accurate VMT data available. The MPOs will continue to discuss and research options that look at how VMT varies by month and season according to the local traffic models.

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

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 the latest version of EMFAC emissions modeling software. As indicated under the Conformity Test Requirements, emissions from re-entrained road dust and construction-related fugitive dust from highway or transit projects are not included at this time. In addition, NOx emissions are included; however, VOC, SOx, and ammonia emissions are not.

1997 24-Hour and Annual Standards – The portions of the 2018 PM2.5 Plan dealing with the 1997 24-hour standard were approved by EPA on January 28, 2022 (effective February 28, 2022) and contain motor vehicle emission budgets for PM2.5 and NOx established based on daily average annual daily emissions. The 1997 annual PM2.5 transportation conformity budgets for annual average PM2.5 and NOx emissions were approved by EPA on December 14, 2023 (effective January 16, 2024). The annual inventory methodology contained in the 2018 PM2.5 Plan was used to establish emissions budgets is consistent with the methodology used herein. The motor vehicle emissions budget for PM2.5 includes directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes.

2006 24-Hour Standard – On March 27, 2020, EPA proposed approval of portions of the 2018 PM2.5 Plan that pertain to the 2006 24-hour PM2.5 standard, including granting attainment deadline extension to 2024. This portion of the 2018 PM2.5 Plan was finalized on July 22, 2020. The 2018 PM2.5 Plan contains motor vehicle emission budgets for PM2.5 and NOx established

based on average winter daily emissions. The winter inventory methodology contained in the 2018 PM2.5 Plan and used to establish emissions budgets is consistent with the methodology used herein. The motor vehicle emissions budget for PM2.5 include directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes.

2012 Annual Standard - On November 26, 2021, EPA issued final approval of the 2016 Moderate Area PM2.5 Plan and the portions of the 2018 PM2.5 plan that pertain to the moderate requirements for the 2012 PM2.5 standard. The approval also included reclassification to serious. Note that CARB withdrew 2018 PM2.5 Plan portions dealing with 2012 serious PM2.5 standards on October 27, 2022. Until the new 2012 serious area PM2.5 standard budgets are found adequate or approved, the SJV will conduct conformity determination for the 2012 annual PM2.5 standard using budgets established in the 2016 PM2.5 and 2018 PM2.5 Plan for moderate nonattainment. The 2018 PM2.5 Plan contains motor vehicle emission budgets for PM2.5 and NOx established based on average annual daily emissions. The annual inventory methodology contained in the 2018 PM2.5 Plan and used to establish emissions budgets is consistent with the methodology used herein. The motor vehicle emissions budget for PM2.5 include directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes.

1997 AND 2012 ANNUAL PM2.5 TRADING MECHANISM

The 2018 PM2.5 Plan budgets and trading mechanism will also be used in this conformity analysis for moderate and serious 2012 PM2.5 and serious 1997 PM2.5 standards, as needed. The 2016 PM2.5 Plan and 2018 PM2.5 Plan allows trading for 2012 PM2.5 from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary annual PM2.5 using a 6.5 to 1 ratio. This trading mechanism will be used for the 1997 and 2012 annual PM2.5 standard conformity analysis, as needed.

2006 AND 1997 24-HOUR PM2.5 TRADING MECHANISM

On July 22, 2020, EPA partially approved the 2018 PM2.5 SIP including the 2006 PM2.5 standard trading mechanism that allows trading from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary PM-2.5 using a 2 to 1 ratio. Then on January 28, 2022, EPA approved 1997 24-hour PM2.5 SIP elements contained in the 2018 PM2.5 Plan, inclusive of the inter-pollutant trading mechanism with the same 2 to 1 ratio. This trading mechanism will be used for the 2006 and 2012 24-hour PM2.5 standard conformity analysis, as needed.

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

For Mojave Desert (Eastern Kern), the model that was used to estimate emissions for ozone precursors is EMFAC2021 with off-model adjustments using the methodology described above.

For Indian Wells Valley (Kern County Portion), PM-10 on-road exhaust was found to be significant in the Second 10-Year PM-10 Maintenance Plan, therefore it is included in the emissions budgets and the conformity estimates. Paved road dust, unpaved road dust, and fugitive dust associated with road construction have been estimated using the methodology approved by EPA in January 2023. However, there is no PM-10 trading mechanism.

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

- Eastern Kern 2017 Ozone Plan that was approved by EPA on June 25, 2021 (effective July 26, 2021).
- Indian Wells Valley Second 10-Year PM-10 Maintenance Plan that was approved by EPA on January 18, 2023 (effective February 17, 2023).

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

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

E. SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES

New step-by-step air quality modeling instructions were developed for SJV MPO use with EMFAC2021 and off-model adjustments.

Documentation of the Conformity Analysis for the 2027 FTIP and 2026 RTP is provided in Appendix C, including:

- 2026 RTP Conformity EMFAC Spreadsheet
- SJV 2026 RTP 2015 Ozone Conformity EMFAC Spreadsheet (Option 2)
- 2026 RTP Conformity Paved Road Spreadsheet
- 2026 RTP Conformity Unpaved Road Dust Spreadsheet
- 2026 RTP Conformity Construction Spreadsheet
- 2026 RTP Conformity Totals Spreadsheet
- SJV 2026 RTP 2015 Ozone Conformity Totals Spreadsheet (Option 2)

CHAPTER 4:
TRANSPORTATION CONTROL MEASURES

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

A. TRANSPORTATION CONFORMITY REGULATION REQUIREMENTS FOR TCMS

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

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

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

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

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

(i) programs for improved public transit;

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

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

(iv) trip-reduction ordinances;

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

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

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

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

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

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

(xi) programs to control extended idling of vehicles;

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

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

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

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

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

TCM REQUIREMENTS FOR A TRANSPORTATION PLAN

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

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

TCM REQUIREMENTS FOR A TRANSPORTATION IMPROVEMENT PROGRAM

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

"(1) An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs over other projects within their control, including projects in locations outside the nonattainment or maintenance area;

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

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

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

B. APPLICABLE AIR QUALITY IMPLEMENTATION PLANS

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

APPLICABLE IMPLEMENTATION PLAN FOR OZONE

The 2016 Ozone Plan does not include new TCMs for the San Joaquin Valley. The 2022 Ozone Plan contains new commitments for the San Joaquin Valley identified through a local RACM process and as documented in the SIP for each MPO (Option 2).

APPLICABLE IMPLEMENTATION PLAN FOR PM-10

The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016). No new local agency control measures were included in the Plan.

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

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

APPLICABLE IMPLEMENTATION PLAN FOR PM2.5

The 2016 and 2018 PM2.5 Plans do not include any additional TCMs for the San Joaquin Valley.

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

C. IDENTIFICATION OF RACM THAT REQUIRE TIMELY IMPLEMENTATION DOCUMENTATION

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

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

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

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

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

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

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

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

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

Option 2: In April of 2022, a new local TCM RACM analysis was conducted as part of 2022 Ozone SIP development. This analysis has then been revised to meet PM2.5 SIP BACM requirements in 2023 and again in 2024, as part of 2012 annual PM2.5 standard attainment deadline extension request. 2022 RACM TID is included in the TCM listing for this Conformity Analysis. A summary of this information is provided in Appendix D.

D. TCM FINDINGS FOR THE TIP AND REGIONAL TRANSPORTATION PLAN

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

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

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

In May 2003, the San Joaquin Valley MPO Executive Directors committed to conduct feasibility analyses as part of each new RTP in support of the 2003 PM-10 Plan. This commitment was retained in the 2007 PM-10 Maintenance Plan. In accordance with this commitment, Kern Council of Governments undertook a process to identify and evaluate potential control measures that could be included in the 2026 RTP. The analysis of additional measures included verification of the feasibility of the measures in the PM-10 Plan BACM analysis, as well as an analysis of new PM-10 commitments from other PM-10 nonattainment areas.

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

The Local Government Control Measures considered in the PM-10 Plan BACM analysis that were considered for inclusion in the 2026 RTP included:

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

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

With the adoption of each new RTP, the MPOs will consider the feasibility of these measures, as well as identify any other new PM-10 measures that would be relevant to the San Joaquin Valley. Kern Council of Governments also considered PM-10 commitments from other PM-10 nonattainment areas that had been developed since the previous RTP was approved. Federal websites were reviewed for any PM-10 plans that have been approved since 2020. New PM-10

plans reviewed consist entirely of maintenance plans that rely on existing SIP-approved control strategies, with no new control measures proposed.

- The Indian Wells Valley, California Second 10-Year PM-10 Maintenance Plan was approved by EPA on February 17, 2023. This plan continues to implement control measures from the 1991 Searles Valley PM_{10} Attainment Plan. These controls include Rule 402 (fugitive dust), Rule 402.2 and SB 700 requirements (agricultural operations), road dust control measures, and contingency provisions for stricter dust controls. Collectively, these controls address emissions from unpaved roads, construction and demolition activities, off-road vehicle use, open storage piles, and the stabilization of disturbed surfaces during periods of inactivity.

- The Sacramento County, California Second 10-Year PM-10 Maintenance Plan approved by EPA on April 15, 2024. This plan did not include new control measures and instead relies on continued implementation of existing SIP and First Maintenance Plan controls. These include fugitive dust rules (Rules 401, 403, 404, and 405), residential wood combustion measures (e.g., change-out programs and Rule 421 curtailments), and agricultural burning controls (Rule 501).

- The Lane County, Oakridge, Oregon PM-10 Maintenance Plan approved by EPA on August 22, 2022. The plan continues existing control strategies, including reducing road dust using anti-icing chemicals and implementing residential wood-burning controls such as winter curtailment programs, replacement of uncertified wood stoves with cleaner units, and restrictions to burn only seasoned wood with no more than 20 percent moisture.

- The Flathead County, Whitefish, Montana PM-10 Limited Maintenance Plan and Redesignation Request was approved by EPA on June 8, 2022. This plan continues implementation of controls from the 2000 SIP, focusing on reducing fugitive dust emissions from roads, parking lots, construction and demolition projects, and barren ground. Key measures include the use of specific sealing materials and requirements, limit sanding and chip seal materials and include prioritized street sweeping and flushing once roads become ice-free and temperatures exceed 35°F.

- The Sanders County (Thompson Falls), Montana PM-10 Limited Maintenance Plan and Redesignation Request was approved by EPA on March 8, 2022. The plan continued controls from 2000 SIP to reduce fugitive dust from roads and parking lots through regular street sweeping based on visible dust, restrictions on sanding materials, paving, and seasonal sweeping protocols.

- The Silver Bow County, Butte, Montana PM-10 Limited Maintenance Plan and Redesignation Request was approved by EPA on June 25, 2021. This plan continued SIP approved controls for residential wood-burning restrictions, open burning prohibitions, and street sanding and cleanup requirements.

- The Coso Junction, California Second 10-Year PM-10 Maintenance Plan was approved by EPA on August 14, 2023. The plan relied on existing control measures for unpaved road dust, windblown dust stabilization, and industrial source-specific dust, with a focus on Owens Lake.

Based on review of commitments from other PM-10 nonattainment areas that have been developed since the previous RTP, no additional on-road fugitive dust controls measures are available for consideration. The San Joaquin Valley MPOS already implement similar or more stringent measures through Regulation VIII (Fugitive PM10 Prohibitions) that contains a comprehensive suite of rules designed to reduce fugitive PM_{10} emissions from a range of sources.

Based on consultation with CARB and the Air District, Kern Council of Governments considered priority funding allocations in the 2026 RTP for PM-10 and NOx emission reduction projects in the post-attainment year timeframe that go beyond the emission reduction commitments made for the 2010 attainment year for the following four measures:

(1) Paving or Stabilizing Unpaved Roads and Alleys

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

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

(4) Repave or Overlay Paved Roads with Rubberized Asphalt

Kern COG and its member jurisdictions consider both short- and long-term PM-10 emission reductions to be a priority as part of adopted policy. Every two to three years, Kern COG conducts a Congestion Mitigation and Air Quality (CMAQ) "Call for Projects" that includes funding for PM-10 projects by five categories including one for PM mitigating projects listed in measures 1-3 above. Funding levels and goals are set by Kern COG as part of each funding cycle, including a commitment to cost effectiveness. Additional points are given based on the level of emissions 47 Kern Council of Governments Conformity Analysis for the 2025 FTIP and 2022 RTP reductions and BACM status. Currently, Caltrans has incorporated rubberized asphalt as general policy to meet recycled content requirements on high volume state highway facilities.

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

CHAPTER 5:
INTERAGENCY CONSULTATION

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

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

A. INTERAGENCY CONSULTATION

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

IAC calls to discuss the 2027 FTIP and 2026 RTP conformity demonstration methodology and applicable budgets were held on March 17, April 16, 2026, and May 27, 2026. The draft boilerplate conformity document (including latest planning assumptions) was distributed for interagency consultation on May 16, 2026. Comments received were addressed and incorporated into this version of the analysis. EPA and FHWA concurred on May 28, 2026.

The Conformity Analysis for the 2027 FTIP and 2026 RTP was developed in consultation with Kern Council of Governments local partner agencies, including member jurisdictions, Caltrans, and local transit agencies.

The 2026 RTP/SCS were released on May 8, 2026 for a 55-day public comment period. 2027 FTIP, and the corresponding conformity analysis were released on June 1, 2026 for a 30-day public comment period, followed by adoption of all documents on September 17, 2026. Federal approval is anticipated on or before December 16, 2026.

Kern COG has represented Transit providers on the TTAC and RPAC which make recommendations on the TIP/RTP and corresponding conformity analysis, and addition Kern COG works closely with Kern APCD and SJVAPCD through the IAC process.

B. PUBLIC CONSULTATION

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

All MPOs in the San Joaquin Valley have standard public involvement procedures. Kern Council of Governments has an adopted consultation process and policy for conformity analysis which includes a minimum 30-day public notice and comment period followed by a public hearing. A public meeting is also conducted prior to adoption and all public comments are responded to in writing. The Appendices contain corresponding documentation supporting the public involvement procedures.

CHAPTER 6:
TIP AND RTP CONFORMITY

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

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

This chapter presents the results of the conformity tests, satisfying the remaining requirement of the transportation conformity regulation. Separate tests were conducted for ozone, PM-10 and PM2.5 (1997 and 2012 PM2.5 standards, and 2006 24-hour PM2.5 standards). The applicable conformity tests were reviewed in Chapter 1. For each test, the required emissions estimates were developed using the transportation and emission modeling approaches required under the transportation conformity regulation and summarized in Chapters 2 and 3. The results are summarized below, followed by a more detailed discussion of the findings for each pollutant. Table 6-1 presents results for ozone (ROG/NOx), PM-10 (PM-10/NOx), and PM2.5 (PM2.5/NOx) respectively, in tons per day for each of the horizon years tested.

Ozone:

The applicable conformity test is the emissions budget test, using either Option 1 – budgets from the *2026 Updates to Motor Vehicle Emissions Budgets for the 75 parts per billion Ozone State Implementation Plan* for both the 2008 and 2015 standards, or Option 2 – budgets from the *2026 Updates* for the 2008 standard and budgets from the *2026 Extreme Ozone SIP Revision* for the 2015 standard. Both SIP revisions establish budgets for ROG and NOx for an average summer (ozone) season day. EPA proposed approval of the 2016 Update budgets on July 9, 2026, with final publication anticipated in early October 2026 and an effective date prior to December 16, 2026. The modeling results for all analysis years indicate that the on-road vehicle ROG and NOx emissions predicted for each of the "Build" scenarios are less than the emissions budgets. The TIP/RTP therefore satisfy the conformity emissions test for volatile organic compounds and nitrogen oxides.

PM-10:

For PM-10, the applicable conformity test is the emissions budget test, using the 2007 PM-10 Maintenance Plan budgets for PM-10 and NOx. This Plan revision including conformity budgets was conditionally approved by EPA on July 8, 2016 (effective September 30, 2016). On January 20, 2023, CARB withdrew their 2017 PM10 Maintenance Plan Update addressing the conditional approval of the 2015 Transportation Conformity Budget Update for the annual PM10 standard dealing with exceptional events demonstration. However, since EPA has not yet taken action on this submittal, the 2007 Maintenance Plan budgets (as revised in 2015) continue to apply. The modeling results for all analysis years indicate that the PM-10 emissions predicted for the "Build" scenarios are less than the emissions budget for 2020 using the 2015 Update budgets. The TIP/RTP therefore satisfy the conformity emissions tests for PM-10.

1997 24-Hour and Annual PM2.5 Standards:

For 1997 PM2.5 Standards, the applicable conformity test is the emission budget test, using budgets established in the 2018 PM2.5 Plan. EPA approved 2018 PM2.5 Plan elements pertaining to the 1997 24-hour and 1997 annual PM2.5 standards on January 28, 2022 and December 14, 2024, respectively. The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the "Build" scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

2006 PM2.5 Standard:

On July 22, 2020, EPA approved portions of the 2018 PM2.5 Plan that pertain to the 2006 24-hour PM2.5 standard, including new transportation conformity budgets and trading mechanism. For the 2006 PM2.5 standard, the applicable conformity test is the emission budget test, using approved budgets established in the 2018 PM2.5 Plan. The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the "Build" scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

2012 PM2.5 Standard:

On November 26, 2021, EPA issued final approval of the 2016 Moderate Area PM2.5 Plan and portions of the 2018 PM2.5 plan that pertain to the moderate requirements for the 2012 PM2.5 standard. The approval also included reclassification to serious. CARB withdrew 2018 PM2.5 Plan portions dealing with 2012 serious PM2.5 standards on October 27, 2022. The 2024 Plan for annual 2012 PM2.5 standards (serious) was adopted by CARB on July 25, 2024 and submitted for EPA review on August 22, 2024; EPA action is still pending at this time. Until the new 2012 serious area PM2.5 standard budgets are found adequate or approved, the SJV will conduct conformity determination for the 2012 annual PM2.5 standard using budgets established in the 2016 PM2.5 and 2018 PM2.5 Plan for moderate nonattainment.

For the 2012 PM2.5 standards, the applicable conformity test is the emissions budget test, using moderate area budgets. The modeling results for all analysis years indicate that the on-road vehicle

PM2.5 and NOx emissions predicted for the "Build" scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

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

For the Mojave Desert ozone area, EPA finalized approval of the Eastern Kern 2017 Ozone SIP on June 25, 2021, thus the applicable conformity test for both the 2008 and 2015 ozone standards is the emissions budget test using the established budgets for ROG and NOx for an average summer (ozone) season day. The modeling results for all analysis years indicate that the on-road vehicle ROG and NOx emissions predicted for each of the "Build" scenarios are less than the emissions budgets. The TIP/RTP therefore satisfy the conformity emissions test for volatile organic compounds and nitrogen oxides.

For Indian Wells Valley PM-10, the applicable conformity test is the emissions budget test, using the Indian Wells Valley Second 10-Year Maintenance Plan budgets for PM-10 and NOx. This Plan was approved by EPA on January 18, 2023 (effective February 17, 2023). The modeling results for all analysis years indicate that the PM-10 emissions predicted for the "Build" scenarios are less than the emissions budgets for 2020 and 2025. The TIP/RTP therefore satisfy the conformity emissions tests for PM-10.

For the portion of the SJV PM-10 nonattainment area that is under the jurisdiction of the Kern County APCD, the interim emissions test is satisfied for all years since the transportation projects and planning assumptions in both the "Action" and "Baseline" scenarios are exactly the same. In accordance with Section 93.119(g)(2), the emission predicted in the "Action" scenario are not greater than the emissions predicted in the "Baseline" scenario for such analysis years. The TIP/RTP therefore satisfy the conformity emissions tests for PM-10.

As all requirements of the Transportation Conformity Regulation have been satisfied, a finding of conformity for the 2027 FTIP and the 2026 RTP is supported.

Table 6-1:
Conformity Results Summary

Option 1 Conformity Analysis Results – Adopted by KCOG

2026 RTP Conformity Analysis Results Summary -- Kern

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
2008 Ozone and Option 1 - 2015 Ozone	2026 Budget	3.7	10.6		
	2027	3.40	7.6	YES	YES
	2029 Budget	3.3	10.3		
	2029	3.1	7.2	YES	YES
	2031 Budget	3.1	10.3		
	2031	2.9	7.0	YES	YES
	2037	2.5	6.9	YES	YES
	2046	2.1	7.6	YES	YES
	2049	2.0	8.0	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10	2020 Budget	7.4	23.3		
	2027	5.6	8.0	YES	YES
	2020 Budget	7.4	23.3		
	2037	5.8	7.3	YES	YES
	2020 Budget	7.4	23.3		
	2046	5.7	7.9	YES	YES
	2020 Budget	7.4	23.3		
	2049	5.5	8.3	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 24-Hour PM2.5 Standard	2020 Budget	0.8	23.3		
	2027	0.4	8.0	YES	YES
	2020 Budget	0.8	23.3		
	2037	0.4	7.3	YES	YES
	2020 Budget	0.8	23.3		
	2046	0.5	8.0	YES	YES
	2020 Budget	0.8	23.3		
	2049	0.5	8.4	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 Annual PM2.5 Standard	2023 Budget	0.7	13.3		
	2027	0.4	8.0	YES	YES
	2023 Budget	0.7	13.3		
	2037	0.4	7.3	YES	YES
	2023 Budget	0.7	13.3		
	2046	0.5	8.0	YES	YES
	2023 Budget	0.7	13.3		
	2049	0.5	8.4	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2006 PM2.5 Winter 24-Hour Standard	2024 Budget	0.7	13.4		
	2027	0.4	8.4	YES	YES
	2024 Budget	0.7	13.4		
	2037	0.4	7.6	YES	YES
	2024 Budget	0.7	13.4		
	2046	0.5	8.3	YES	YES
	2024 Budget	0.7	13.4		
	2049	0.5	8.7	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2012 Annual PM2.5 Standard (Moderate)	2022 Budget	0.8	19.4		
	2027	0.4	8.0	YES	YES
	2022 Budget	0.8	19.4		
	2037	0.4	7.3	YES	YES
	2022 Budget	0.8	19.4		
	2046	0.5	8.0	YES	YES
	2022 Budget	0.8	19.4		
	2049	0.5	8.4	YES	YES

Option 2 Conformity Analysis Results – Not Adopted

2026 RTP Conformity Analysis Results Summary

San Joaquin Valley (All Subareas)					
Standard	**Analysis Year**	**Emissions Total**		**DID YOU PASS?**	
		ROG (tons/day)	**NOx (tons/day)**	**ROG**	**NOx**
2015 Ozone	2026 Budget	19.1	34		
	2027	16.8	31	**YES**	**YES**
	2029 Budget	16.8	30		
	2029	15.3	28	**YES**	**YES**
	2032 Budget	14.9	27		
	2032	13.5	26	**YES**	**YES**
	2035 Budget	14.0	27		
	2035	12.2	25	**YES**	**YES**
	2037 Budget	13.4	27		
	2037	11.6	25	**YES**	**YES**
	2046	9.4	26	**YES**	**YES**
	2049	9.2	26	**YES**	**YES**

Conformity Analysis Results for Other Areas of Kern County

2026 RTP Conformity Results Summary -- Kern (Mojave Desert)

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
2008 and 2015 Ozone	2020 Budget	1.3	3.6		
	2027	0.6	1.7	YES	YES
	2037	0.4	1.7	YES	YES
	2046	0.3	1.9	YES	YES
	2049	0.3	2.0	YES	YES

2026 RTP Conformity Results Summary -- Kern (Indian Wells Valley)

Standard	Analysis Year	Emissions Total	DID YOU PASS?
		PM-10 (tons/day)	PM-10
PM-10 (Second Maintenance Plan)	2020 Budget	0.4	
	2027	0.3	YES
	2025 Budget	0.5	
	2037	0.3	YES
	2025 Budget	0.5	
	2046	0.4	YES
	2025 Budget	0.5	
	2049	0.3	YES

REFERENCES

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APPENDIX A

CONFORMITY CHECKLIST

CONFORMITY ANALYSIS DOCUMENTATION

Checklist for MPO TIPs/RTPs
January 2018

40 CFR	Criteria	Page	Comments
§93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	Ch. 1 P.11-14	
§93.102 (b)(2)(iii)	PM10 areas: document whether EPA or state has found VOC and/or NOx to be a significant contributor or if the SIP establishes a budget	Ch. 1 P.18 P. 26-27	
§93.102 (b)(2)(iv)	PM2.5 areas: document if both EPA and the state have found that NOx is **not** a significant contributor or that the SIP does **not** establish a budget (otherwise, conformity applies for NOx)	N/A	NOx is a significant contributor.
§93.102 (b)(2)(v)	PM2.5 areas: document whether EPA or state has found VOC, SO2, and/or NH3 to be a significant contributor or if the SIP establishes a budget	Ch. 1 P.19-22	
§93.104 (b, c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding made by DOT.	E.S. P. 1 Appendix E - Resolution	
§93.104 (e)	If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate.	N/A	
§93.106	Document that horizon years are no more than 10 years apart ((a)(1)(i)). Document that the first horizon year is no more than 10 years from the based year used to validate the transportation demand planning model ((a)(1)(ii)). Document that the attainment year is a horizon year, if in the timeframe of the plan ((a)(1)(iii)). Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year ((a)(2)(ii)). Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	Ch. 1 P. 22, Table 1-7 P, 27, Table 1-10 Ch.2 P, 36 Appendix B – Project List Ch. 2 P. 39-40	
§93.108	Document that the TIP/RTP is fiscally constrained (23 CFR 450).	E.S. P. 2	

40 CFR	Criteria	Page	Comments
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	E.S. 5-7	
§93.109 (c,)	Provide either a table or text description that details, for each pollutant, precursor and applicable standard, whether the interim emissions test(s) and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years.	Ch. 1 P.14-22, 24-27	
§93.109(e)	CO or PM10: Document if the area has a limited maintenance plan and from where that information comes	Ch. 1 P. 18, 26-27	PM10 only
§93.109(f)	Document if motor vehicle emissions are an insignificant contributor and in what SIP that determination is found	N/A	
§93.110 (a, b)	Document the use of latest planning assumptions (source and year) at the "time the conformity analysis begins," including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	Ch. 2, Table 2-1 Ch. 2 P. 28	
EPA-DOT guidance	Document the use of planning assumptions less than five years old. If unable, include written justification for the use of older data. (December 2008 guidance,)	Ch. 2, Table 2-1	LPAs are less than five years old
§93.110 (c,d,e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination (c). Document the assumptions about transit service, use of the latest transit fares, and road and bridge tolls (d). Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented (e). Document the key assumptions and show that they were agreed to through Interagency and public consultation (f).	Ch. 2 P. 37 Ch. 2, P.41-42 Ch. 4, P.50-52 Ch. 5 P.58-59 Appendix E	
§93.111	Document the use of the latest emissions model approved by EPA. If the previous model was used and the grace period has ended, document that the analysis began before the end of the grace period.	Ch. 3 P. 44-45	
§93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450. Include documentation of consultation on conformity tests and methodologies as well as responses to written comments.	Ch. 5 P. 58-59 Appendix E	
§93.113	Document timely implementation of all TCMs in approved SIPs. Document that implementation is consistent with schedules in the applicable SIP and	Ch. 4 P. 50-57	

40 CFR	Criteria	Page	Comments
	document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation.	Appendix D	
§93.114	Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2).	ES, P.1 Ch.3, P.43	Analysis addresses both documents
For Areas with SIP Budgets:			
§93.118, §93.124	Document what the applicable budgets are, and for what years. Document if there are subarea budgets established, and for which areas (93.124(c)). Document if there is a safety margin established, and what are the budgets with the safety margin included. (93.124(a)). Document if there has been any trading among budgets, and if so, which SIP establishes the trading mechanism, and how it is used in the conformity analysis (93.124(b)). If there is more than one MPO in the area, document whether separate budgets are established for each MPO (93.124(d)).	Ch. 1 P. 14-22, 25-27 Ch. 3 P. 46, 48	All sub-area budgets, except for Option 2 No safety margin
§93.118 (a, c, e)	Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs.	Ch. 6 P. 60-67. Table 6-1	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	Ch. 1 P. 22-24	
§93.118 (d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	Ch. 1 P. 22, Table 1-7 P, 27, Table 1-10	 No interpolation
For Areas without Applicable SIP Budgets:			
§93.119	Document whether the area must meet just one or both interim emissions tests. If both, document that it is the "less than" form of these tests (i.e., §93.119(b)(1) and (c)(1) vs. (b)(2), (c)(2), and (d)).	Ch. 1 P. 26-27	Eastern Kern PM10 Area only
§93.119[i] (a, b, c, d)	Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the TIP and regionally significant non-Federal projects, are consistent with the requirements of the "Action/Baseline" or "Action/Baseline Year" emissions tests as applicable.	Ch. 1 P. 26-27	Eastern Kern PM10 Area only

40 CFR	Criteria	Page	Comments
§93.119 (e)	Document the appropriate baseline year.	N/A	Projects and LPAs are the same for baseline and action/baseline scenarios for East Ker PM10 Area
§93.119 (f)	Document the use of appropriate pollutants and if EPA or the state has made a finding that a particular precursor or component of PM10 is significant or insignificant.	N/A	Projects and LPAs are the same for baseline and action/baseline scenarios for East Ker PM10 Area
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.	N/A	Projects and LPAs are the same for baseline and action/baseline scenarios for East Ker PM10 Area
§93.119 (h, i)	Document how the baseline and action scenarios are defined for each analysis year.	Ch. 3 P. 49	Eastern Kern PM10 Area only
For All Areas Where a Regional Emissions Analysis Is Needed			
§93.122 (a)(1)	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis year it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis	Ch. 2 P. 39-40 Appendix B	
§93.122 (a)(2, 3)	Document that only emission reduction credits from TCMs on schedule have been included, or that partial credit has been taken for partially implemented TCMs (a)(2). Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year (a)(3).	N/A	All SIP measures included in EMFAC2021. No additional credits from TCMs applied
§93.122 (a)(4,5,6,7)	For nonregulatory measures that are not included in the transportation plan and TIP, include written commitments from appropriate agencies (a)(4). Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios (a)(5). Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation (a)(6). Document the method(s) used to estimate VMT on off-network roadways in the analysis (a)(7).	N/A	

40 CFR	Criteria	Page	Comments
§93.122 (b)(1)(i)[ii]	Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).	Ch. 2 P. 35-41, Table 2-1	
§93.122 (b)(1)(ii) [ii]	Document the land use, population, employment, and other network-based travel model assumptions.	Ch. 2P. 34-35, Table 2-1	
§93.122 (b)(1)(iii) [ii]	Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.	Ch. 2 P. 35, Table 2-1	
§93.122 (b)(1)(iv) [ii]	Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes.	Ch. 2 P. 37. Table 2-1	
§93.122 (b)(1)(v) [ii]	Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split.	Ch. 2 P. 36-37. Table 2-1	
§93.122 (b)(1)(vi) [ii]	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	Ch. 2 P. 38, Table 2-1	
§93.122 (b)(2) [ii]	Document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.	Ch. 2 P. 37, Table 2-1	
§93.122 (b)(3) [ii]	Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT.	Ch. 2 P. 38-39, Table 2-1	
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled	N/A	
§93.122 (e, f)	Document, in areas where a SIP identifies construction-related PM10 or PM2.5 as significant pollutants, the inclusion of PM10 and/or PM2.5 construction emissions in the conformity analysis.	Ch. 3 P. 45-46	
§93.122 (g)	If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis, i.e. that:	N/A	

40 CFR	Criteria	Page	Comments
	(g)(1)(i): the new plan and TIP contain all the projects that must be started to achieve the highway and transit system envisioned by the plan	N/A	
	(g)(1)(ii): all plan and TIP projects are included in the transportation plan with design concept and scope adequate to determine their contribution to emissions in the previous determination;	N/A	
	(g)(1)(iii): the design concept and scope of each regionally significant project in the new plan/TIP are not significantly different from that described in the previous;	N/A	
	(g)(1)(iv): the previous regional emissions analysis meets 93.118 or 93.119 as applicable	N/A	
§93.126, §93.127, §93.128	Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, traffic signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts.	Ch.5, P. 58 Appendix B	Projects are determined as exempt through San Joaquin Valley Project-Level Working Group IAC consultation

[i] Note that some areas are required to complete both Interim emissions tests.
[ii] 40 CFR 93.122(b) refers only to serious, severe and extreme ozone areas and serious CO areas above 200,000 population. Also note these procedures apply in any areas where the use of these procedures has been the previous practice of the MPO (40 CFR 93.122(d)).

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

APPENDIX B

TRANSPORTATION PROJECT LISTING

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

									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
1	**Bakersfield**															
2	Bakersfield	SJV	7th STANDARD RD	SANTA FE	ZERKER RD				2	2	2	2	2	2	2	2
3	Bakersfield/Shafter	SJV	7th STANDARD RD	Allen	VERDUGO				2	2	2	2	2	2	2	2
4	Bakersfield/Shafter	SJV	7th STANDARD RD	VERDUGO	CALLOWAY				2	2	2	2	2	2	2	2
5	Bakersfield	SJV	AIRPORT	STATE RD	SR99				3	3	3	3	3	3	3	3
6	Bakersfield	SJV	ALFRED HARRELL	MT VERNON	CHINA GRADE LOOP				2	2	2	2	2	2	2	2
7	Bakersfield	SJV	ALFRED HARRELL	CHINA GRADE LOOP	FAIRFAX				2	2	3	3	3	3	3	3
8	Bakersfield	SJV	ALFRED HARRELL	FAIRFAX	WEST END HARTPARK	Add Lanes	Local		2	2	2	2	2	2	2	2
9	Bakersfield	SJV	ALFRED HARRELL	WEST END HARTPARK	LAKE MING	Add Lanes	Local		1	1	2	2	2	2	2	2
10	Bakersfield	SJV	ALFRED HARRELL	LAKE MING	PALADINO	Add Lanes	Local		1	1	2	2	2	2	2	2
11	Bakersfield	SJV	ALFRED HARRELL	PALADINO	SR178	Add Lanes	Local		1	1	2	2	2	2	2	2
12	Bakersfield	SJV	ALLEN	SR58	BRIMHALL	Add Lanes	Local		3	3	3	3	3	3	3	3
13	Bakersfield	SJV	ALLEN	BRIMHALL	WESTSIDE PARKWAY				3	3	3	3	3	3	3	3
14	Bakersfield	SJV	ALLEN	WESTSIDE PARKWAY	STOCKDALE				3	3	3	3	3	3	3	3
15	Bakersfield	SJV	ALLEN	STOCKDALE	MING AVE				3	3	3	3	3	3	3	3
16	Bakersfield	SJV	ALLEN	MING AVE	WHITE LN				1/2	1/2	3	3	3	3	3	3
17	Bakersfield	SJV	ALLEN	WHITE LN	CAMPUS PARK				1	1	2	2	2	2	2	2
18	Bakersfield	SJV	ALLEN	CAMPUS PARK	PANAMA LN				1	1	2	2	2	2	2	2
19	Bakersfield	SJV	ALLEN	PANAMA LN	SR 119				1	1	1	1	1	1	1	1
20	Bakersfield	SJV	ASHE RD	PANAMA LN	SR 119				2	2	2	2	2	2	2	2
21	Bakersfield	SJV	BRIMHALL RD	Rudd Road	RENFRO RD				2	2	2	2	2	2	2	2
22	Bakersfield	SJV	BRIMHALL RD	RENFRO RD	ALLEN				2	2	2	2	2	2	2	2
23	Bakersfield	SJV	BUENA VISTA RD	WHITE LN	HARRIS RD				2	2	2	2	2	2	2	2
24	Bakersfield	SJV	BUENA VISTA RD	HARRIS RD	PANAMA LN				2	2	2	2	2	2	2	2
25	Bakersfield	SJV	BUENA VISTA RD	PANAMA LN	SR 119				2	2	2	2	2	2	2	2
26	Bakersfield	SJV	BUENA VISTA RD	SR 119	CURNOW RD				1	1	2	2	2	2	2	2
27	Bakersfield	SJV	CALLOWAY	ETCHART RD	SNOW	Add Lanes	Local		1	1	2	2	2	2	2	2
28	Bakersfield	SJV	CALLOWAY	SNOW	NORRIS				3	3	3	3	3	3	3	3
29	Bakersfield	SJV	CALLOWAY	NORRIS	OLIVE				3/2	3/2	3/2	3/2	3/2	3/2	3/2	3/2
30	Bakersfield	SJV	CALLOWAY	OLIVE	NORIEGA				3	3	3	3	3	3	3	3
31	Bakersfield	SJV	CALLOWAY	NORIEGA	HAGEMAN				3	3	3	3	3	3	3	3
32	Bakersfield	SJV	CALLOWAY	HAGEMAN	MEACHAM				3	3	3	3	3	3	3	3
33	Bakersfield	SJV	CALLOWAY	MEACHAM	SR58				3	3	3	3	3	3	3	3
34	Bakersfield	SJV	CALLOWAY	BRIMHALL	WESTSIDE PARKWAY				3	3	3	3	3	3	3	3
35	Bakersfield	SJV	CALLOWAY	WESTSIDE PARKWAY	STOCKDALE				3	3	3	3	3	3	3	3
36	Bakersfield	SJV	CALIFORNIA	STOCKDALE	MOHAWK				3	3	3	3	3	3	3	3
37	Bakersfield	SJV	CALIFORNIA	MOHAWK	REAL				3	3	3	3	3	3	3	3
38	Bakersfield	SJV	CALIFORNIA	REAL	SR99				3	3	3	3	3	3	3	3
39	Bakersfield	SJV	CALIFORNIA	SR99	OAK				3	3	3	3	3	3	3	3

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

									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
40	Bakersfield	SJV	CALIFORNIA	OAK	A ST				3/2	3/2	3/2	3/2	3	3	3	3
41	Bakersfield	SJV	CALIFORNIA	A ST	H ST				3	3	3	3	3	3	3	3
42	Bakersfield	SJV	CALIFORNIA	H ST	CHESTER				3	3	3	3	3	3	3	3
43	Bakersfield	SJV	CALIFORNIA	CHESTER	L ST				3	3	3	3	3	3	3	3
44	Bakersfield	SJV	CALIFORNIA	L ST	N ST				3	3	3	3	3	3	3	3
45	Bakersfield	SJV	CALIFORNIA	N ST	Q ST				3	3	3	3	3	3	3	3
46	Bakersfield	SJV	CALIFORNIA	Q ST	UNION				3	3	3	3	3	3	3	3
47	Bakersfield	SJV	CALIFORNIA	UNION	BAKER				3	3	3	3	3	3	3	3
48	Bakersfield	SJV	CALIFORNIA	BAKER	KING				3	3	3	3	3	3	3	3
49	Bakersfield	SJV	CALIFORNIA	KING	BEALE				3	3	3	3	3	3	3	3
50	Bakersfield	SJV	CALIFORNIA	BEALE	HALEY				3	3	3	3	3	3	3	3
51	Bakersfield	SJV	CALIFORNIA	HALEY	WASHINGTON				2	2	2	2	2	2	2	2
52	Bakersfield	SJV	CASA LOMA	UNION	MADISON				2	2	2	2	2	2	2	2
53	Bakersfield	SJV	CASA LOMA	MADISON	COTTONWOOD				2	2	2	2	2	2	2	2
54	Bakersfield	SJV	CASA LOMA	COTTONWOOD	WASHINGTON				2	2	2	2	2	2	2	2
55	Bakersfield	SJV	CASA LOMA	WASHINGTON	FAIRFAX				0	0	2	2	2	2	2	2
56	Bakersfield	SJV	CHESTER	34TH ST	COLUMBUS				2	2	2	2	2	2	2	2
57	Bakersfield	SJV	CHESTER	30TH ST	34TH ST				2	2	2	2	2	2	2	2
58	Bakersfield	SJV	CHESTER	SR178	30TH ST				2	2	2	2	2	2	2	2
59	Bakersfield	SJV	COFFEE	7TH STANDARD	ETCHART RD	Add Lanes	Local		2	2	3	3	3	3	3	3
60	Bakersfield	SJV	COFFEE	ETCHART RD	SNOW	Add Lanes	Local		2	2	3	3	3	3	3	3
61	Bakersfield	SJV	COFFEE	NORRIS	OLIVE	Add Lanes	Local		3/2	3/2	3	3	3	3	3	3
62	Bakersfield	SJV	COFFEE	OLIVE	HAGEMAN				3	3	3	3	3	3	3	3
63	Bakersfield	SJV	COFFEE	HAGEMAN	MEANY				3	3	3	3	3	3	3	3
64	Bakersfield	SJV	COFFEE	MEANY	DOWNING				3	3	3	3	3	3	3	3
65	Bakersfield	SJV	COFFEE	DOWNING	GRANITE FALLS				3	3	3	3	3	3	3	3
66	Bakersfield	SJV	COFFEE	GRANITE FALLS	SR58				3	3	3	3	3	3	3	3
67	Bakersfield	SJV	COFFEE	SR58	BRIMHALL				3	3	3	3	3	3	3	3
68	Bakersfield	SJV	COFFEE	BRIMHALL	WESTSIDE PARKWAY				3	3	3	3	3	3	3	3
69	Bakersfield	SJV	COFFEE	WESTSIDE PARKWAY	TRUXTUN				3	3	3	3	3	3	3	3
70	Bakersfield	SJV	COFFEE	TRUXTUN	STOCKDALE				3	3	3	3	3	3	3	3
71	Bakersfield	SJV	CENTENNIAL CORRIDOR	SR 58	WESTSIDE PARKWAY	New Freeway	KER08RTP020	$698,000,000	3	3	3	3	3	3	3	3
72	Bakersfield	SJV	COTTONWOOD	SR 58	CASA LOMA DR				2	2	2	2	2	2	2	2
73	Bakersfield	SJV	COTTONWOOD	CASA LOMA DR	WHITE LN				2	2	2	2	2	2	2	2
74	Bakersfield	SJV	COTTONWOOD	WHITE LN	PANAMA LN				2	2	2	2	2	2	2	2
75	Bakersfield	SJV	FAIRFAX RD	ALFRED HARRELL HIGHWAY	PALADINO DR				1	1	2	2	2	2	2	2
76	Bakersfield	SJV	FAIRFAX RD	REDBANK RD	PANAMA LN				1	1	2	2	2	2	2	2
77	Bakersfield	SJV	FAIRVIEW RD	MONITOR ST	SOUTH UNION AVE				1	1	2	2	2	2	2	2
78	Bakersfield	SJV	GOSFORD	SR119	MC KEE				2	2	2	2	2	2	2	2

Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled																	
									modeled (each								
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
79	Bakersfield	SJV	GOSFORD	MC KEE	MC CUTCHEN				2	2	2	2	2	2	2	2
80	Bakersfield	SJV	GOSFORD	MC CUTCHEN	PANAMA LN				2	2	2	2	2	2	2	2
81	Bakersfield	SJV	GOSFORD	PANAMA LN	HARRIS				3	3	3	3	3	3	3	3
82	Bakersfield	SJV	GOSFORD	HARRIS	PACHECO				3	3	3	3	3	3	3	3
83	Bakersfield	SJV	GOSFORD	PACHECO	DISTRICT				3	3	3	3	3	3	3	3
84	Bakersfield	SJV	GOSFORD	DISTRICT	WHITE LN				3	3	3	3	3	3	3	3
85	Bakersfield	SJV	GOSFORD	WHITE LN	S LAURELGLEN				3	3	3	3	3	3	3	3
86	Bakersfield	SJV	GOSFORD	S LAURELGLEN	N LAURELGLEN				3	3	3	3	3	3	3	3
87	Bakersfield	SJV	GOSFORD	N LAURELGLEN	MING				3	3	3	3	3	3	3	3
88	Bakersfield	SJV	GOSFORD	MING	CAMINO MEDIA				3	3	3	3	3	3	3	3
89	Bakersfield	SJV	GOSFORD	CAMINO MEDIA	STOCKDALE				3	3	3	3	3	3	3	3
90	Bakersfield	SJV	HAGEMAN	ALLEN	OLD FARM				3	3	3	3	3	3	3	3
91	Bakersfield	SJV	HAGEMAN	OLD FARM	JEWETTA				3	3	3	3	3	3	3	3
92	Bakersfield	SJV	HAGEMAN	JEWETTA	VERDUGO				3	3	3	3	3	3	3	3
93	Bakersfield	SJV	HAGEMAN	VERDUGO	CALLOWAY				3	3	3	3	3	3	3	3
94	Bakersfield	SJV	HAGEMAN	CALLOWAY	MAIN PLAZA				3	3	3	3	3	3	3	3
95	Bakersfield	SJV	HAGEMAN	MAIN PLAZA	RIVERLAKES				3	3	3	3	3	3	3	3
96	Bakersfield	SJV	HAGEMAN	RIVERLAKES	COFFEE				3	3	3	3	3	3	3	3
97	Bakersfield	SJV	HAGEMAN	COFFEE	PATTON				3	3	3	3	3	3	3	3
98	Bakersfield	SJV	HAGEMAN	PATTON	FRUITVALE				3	3	3	3	3	3	3	3
99	Bakersfield	SJV	HAGEMAN	FRUITVALE	MOHAWK				3	3	3	3	3	3	3	3
100	Bakersfield	SJV	HAGEMAN	MOHAWK	KNUDSEN DR				3	3	3	3	3	3	3	3
101	Bakersfield	SJV	HAGEMAN	KNUDSEN DR	SR 99	New Ramps	KER08RTP013	$68,900,000	3	3	3	3	3	3	3	3
102	Bakersfield	SJV	MCCUTCHEN RD	BUENA VISTA	OLD RIVER RD				2	2	2	2	2	2	2	2
103	Bakersfield	SJV	MCCUTCHEN RD	OLD RIVER RD	GOSFORD				2	2	2	2	2	2	2	2
104	Bakersfield	SJV	MCCUTCHEN RD	GOSFORD	STINE				2	2	2	2	2	2	2	2
105	Bakersfield	SJV	HOSKING	STINE	AKERS RD				2	2	2	2	2	2	2	2
106	Bakersfield	SJV	HOSKING	AKERS RD	WIBLE RD				2	2	2	2	2	2	2	2
107	Bakersfield	SJV	HOSKING	WIBLE RD	SO. H ST	Add Lanes	KER08RTP009	$31,000,000	3	3	3	3	3	3	3	3
108	Bakersfield	SJV	HOSKING	SO. H ST	UNION				2	2	2	2	2	2	2	2
109	Bakersfield	SJV	JEWETTA AVE	SNOW	HAGEMAN				2	2	2	2	2	2	2	2
110	Bakersfield	SJV	JEWETTA AVE	HAGEMAN	MEACHAM				2	2	2	2	2	2	2	2
111	Bakersfield	SJV	MANOR	ROBERTS LN	UNION				2	2	2	2	2	2	2	2
112	Bakersfield	SJV	MASTERSON ST	ALFRED HARRELL HWY	PALADINO DR				2	2	2	2	2	2	2	2
113	Bakersfield	SJV	MASTERSON ST	PALADINO DR	SR 178				2	2	2	2	2	2	2	2
114	Bakersfield	SJV	MING AVE	WEST BELTWAY	S ALLEN				2	2	2	2	2	2	2	2
115	Bakersfield	SJV	MING AVE	S ALLEN	BUENA VISTA				2	2	2	2	2	2	2	2
116	Bakersfield	SJV	MING AVE	BUENA VISTA	GRAND LAKES				3	3	3	3	3	2	3	3
117	Bakersfield	SJV	MING AVE	GRAND LAKES	OLD RIVER RD				3	3	3	3	3	2	3	3

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

									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
118	Bakersfield	SJV	MING AVE	OLD RIVER RD	HAGGIN OAKS				3	3	3	3	3	2	3	3
119	Bakersfield	SJV	MING AVE	HAGGIN OAKS	GOSFORD				3	3	3	3	3	2	3	3
120	Bakersfield	SJV	MING AVE	GOSFORD	EL PORTAL				3	3	3	3	3	2	3	3
121	Bakersfield	SJV	MING AVE	EL PORTAL	ASHE				3	3	3	3	3	2	3	3
122	Bakersfield	SJV	MING AVE	ASHE	NEW STINE				3	3	3	3	3	2	3	3
123	Bakersfield	SJV	MING AVE	NEW STINE	STINE RD				3	3	3	3	3	2	3	3
124	Bakersfield	SJV	MING AVE	STINE	AKERS				3	3	3	3	3	2	3	3
125	Bakersfield	SJV	MING AVE	AKERS	REAL				3	3	3	3	3	2	3	3
126	Bakersfield	SJV	MING AVE	REAL	WIBLE				3	3	3	3	3	2	3	3
127	Bakersfield	SJV	MING AVE	WIBLE	HUGHES LN				3	3	3	3	3	2	3	3
128	Bakersfield	SJV	MING AVE	HUGHES LN	H ST				2	2	2	2	2	2	2	2
129	Bakersfield	SJV	MING AVE	H ST	CHESTER				2	2	2	2	2	2	2	2
130	Bakersfield	SJV	MING AVE	CHESTER	P ST				2	2	2	2	2	2	2	2
131	Bakersfield	SJV	MING AVE	P ST	UNION				2	2	2	2	2	2	2	2
132	Bakersfield	SJV	MOHAWK	HAGEMAN	DOWNING				2	2	2	3	3	2	3	3
133	Bakersfield	SJV	MOHAWK	ROSEDALE	TRUXTUN	New Arterial	KER08RTP004	$377,000,000	3	3	3	3	3	2	3	3
134	Bakersfield	SJV	MOHAWK	SR 58	SR 58/Rosedale Highway 0.5 mi s/o				3	3	3	3	3	2	3	3
135	Bakersfield	SJV	MONTEREY	UNION	ALTA VISTA				3	3	3	3	3	3	3	3
136	Bakersfield	SJV	MONTEREY	ALTA VISTA	BAKER				2	2	2	2	2	2	2	2
137	Bakersfield	SJV	MONTEREY	BAKER	BEALE				2	2	2	2	2	2	2	2
138	Bakersfield	SJV	MONTEREY	BEALE	HALEY				2	2	2	2	2	2	2	2
139	Bakersfield	SJV	MONTEREY	HALEY	NILES				2	2	2	2	2	2	2	2
140	Bakersfield	SJV	MORNING DR	ALFRED HARRELL HWY	PALADINO DR				1	1	1	1	1	1	1	1
141	Bakersfield	SJV	MORNING DR	PALADINO DR	SR 178				2	2	2	2	3	3	3	3
142	Bakersfield	SJV	MORNING DR	SR 178	COLLEGE				1	1	1	1	1	1	1	1
143	Bakersfield	SJV	MT VERNON	COLUMBUS	SR178				2	2	2	2	2	2	2	2
144	Bakersfield	SJV	MT VERNON	SR58	BELLE TERRACE				2	2	2	2	2	2	2	2
145	Bakersfield	SJV	MT VERNON	BELLE TERRACE	CASA LOMA DR				1	1	2	2	2	2	2	2
146	Bakersfield	SJV	MT VERNON	WHITE LN/MULLER RD	PANAMA LN				0	0	0	0	1	1	1	1
147	Bakersfield	SJV	N. CHESTER	COLUMBUS	BEARDSLEY				2	2	2	2	2	2	2	2
148	Bakersfield	SJV	NEW STINE RD	WILSON	MING				3	3	3	3	3	3	3	3
149	Bakersfield	SJV	NEW STINE RD	MING	SUNDALE				3	3	3	3	3	3	3	3
150	Bakersfield	SJV	NEW STINE RD	SUNDALE	BELLE TERRACE				3	3	3	3	3	3	3	3
151	Bakersfield	SJV	NEW STINE RD	BELLE TERRACE	STOCKDALE				3	3	3	3	3	3	3	3
152	Bakersfield	SJV	NILES	UNION	ALTA VISTA				3	3	3	3	3	3	3	3
153	Bakersfield	SJV	NILES	ALTA VISTA	BAKER				2	2	2	2	2	2	2	2
154	Bakersfield	SJV	NILES	BAKER	BEALE				2	2	2	2	2	2	2	2
155	Bakersfield	SJV	NILES	BEALE	HALEY				2	2	2	2	2	2	2	2
156	Bakersfield	SJV	NILES	HALEY	MONTEREY				2	2	2	2	2	2	2	2

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

									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
157	Bakersfield	SJV	OAK ST	CALIFORNIA AVE	SR 178 / 24th ST				2	2	3	3	3	3	3	3
158	Bakersfield	SJV	OLD_RIVER	STOCKDALE	CAMINO MEDIA				3	3	3	3	3	3	3	3
159	Bakersfield	SJV	OLD_RIVER	CAMINO MEDIA	MING				3	3	3	3	3	3	3	3
160	Bakersfield	SJV	OLD_RIVER	MING	WHITE LN				3	3	3	3	3	3	3	3
161	Bakersfield	SJV	OLD_RIVER	WHITE LN	CAMPUS PARK				3	3	3	3	3	3	3	3
162	Bakersfield	SJV	OLD_RIVER	CAMPUS PARK	PACHECO				3	3	3	3	3	3	3	3
163	Bakersfield	SJV	OLD_RIVER	PACHECO	HARRIS				3	3	3	3	3	3	3	3
164	Bakersfield	SJV	OLD_RIVER	HARRIS	PANAMA LN	Add Lanes	Local		2	2	2	2	2	2	2	2
165	Bakersfield	SJV	OLD_RIVER	PANAMA LN	BERKSHIRE	Add Lanes	Local		2	2	2	2	2	2	2	2
166	Bakersfield	SJV	OLD_RIVER	BERKSHIRE	MCCUTCHEN(HOSKING)	Add Lanes	Local		2	2	2	2	2	2	2	2
167	Bakersfield	SJV	OLD STINE	MING AVE	BELLE TERRACE				2	2	2	2	2	2	2	2
168	Bakersfield	SJV	OLIVE DR	RUDD RD (WEST BELTWAY)	ALLEN				2	2	2	2	2	2	2	2
169	Bakersfield	SJV	OLIVE DR	ALLEN	JEWETTA				2	2	2	2	2	2	2	2
170	Bakersfield	SJV	OSWELL	SR178	BERNARD	Add Lanes	Local		3	3	3	3	3	3	3	3
171	Bakersfield	SJV	OSWELL	BRUNDAGE	SR58				2	2	2	2	2	2	2	2
172	Bakersfield	SJV	PALADINO DR	FAIRFAX	MORNING DR				2	2	2	2	2	2	2	2
173	Bakersfield	SJV	PALADINO DR	MORNING DR	VALLEY LN				2	2	2	2	2	2	2	2
174	Bakersfield	SJV	PALADINO DR	VALLEY LN	MASTERSON Street				2	2	2	2	2	2	2	2
175	Bakersfield	SJV	PALADINO DR	MASTERSON Street	ALFRED HARRELL HWY				0	0	1	1	1	1	1	1
176	Bakersfield	SJV	PANAMA_LN	ALLEN	WINDERMERE ST	Add Lanes	Local		2	2	2	2	3	3	3	3
177	Bakersfield	SJV	PANAMA_LN	WINDERMERE ST	BUENA VISTA BLVD	Add Lanes	Local		2	2	2	2	3	3	3	3
178	Bakersfield	SJV	PANAMA_LN	BUENA VISTA	MOUNTAIN VISTA	Add Lanes	Local		2	2	2	2	3	3	3	3
179	Bakersfield	SJV	PANAMA_LN	MOUNTAIN VISTA	OLD RIVER RD	Add Lanes	Local		2	2	2	2	3	3	3	3
180	Bakersfield	SJV	PANAMA_LN	OLD RIVER RD	PROGRESS	Add Lanes	Local		2	2	2	2	3	3	3	3
181	Bakersfield	SJV	PANAMA_LN	PROGRESS	GOSFORD	Add Lanes	Local		2	2	2	2	3	3	3	3
182	Bakersfield	SJV	PANAMA_LN	GOSFORD	RELIANCE	Add Lanes	Local		3	3	3	3	3	3	3	3
183	Bakersfield	SJV	PANAMA_LN	RELIANCE	ASHE	Add Lanes	Local		3	3	3	3	3	3	3	3
184	Bakersfield	SJV	PANAMA_LN	ASHE	GOLDEN GATE	Add Lanes	Local		3	3	3	3	3	3	3	3
185	Bakersfield	SJV	PANAMA_LN	GOLDEN GATE	STINE RD	Add Lanes	Local		3	3	3	3	3	3	3	3
186	Bakersfield	SJV	PANAMA_LN	STINE RD	AKERS				3	3	3	3	3	3	3	3
187	Bakersfield	SJV	PANAMA_LN	AKERS	WIBLE				3	3	3	3	3	3	3	3
188	Bakersfield	SJV	PANAMA_LN	WIBLE	SR99				3	3	3	3	3	3	3	3
189	Bakersfield	SJV	PANAMA_LN	SR99	H ST				3	3	3	3	3	3	3	3
190	Bakersfield	SJV	PANAMA_LN	H ST	MONITOR	Add Lanes	Local		2	2	3	3	3	3	3	3
191	Bakersfield	SJV	PANAMA_LN	MONITOR	UNION	Add Lanes	Local		2	2	3	3	3	3	3	3
192	Bakersfield	SJV	PANAMA_LN	UNION	SPARKS ST				1/2	1/2	2	2	2	2	2	2
193	Bakersfield	SJV	PANAMA_LN	SPARKS ST	COTTONWOOD				2	2	2	2	3	3	3	3
194	Bakersfield	SJV	PANAMA LN	COTTONWOOD	SR184				2	2	2	2	2	2	2	2
195	Bakersfield	SJV	PANORAMA DR	1700 FEET N COLUMBUS	UNION				2	2	2	2	2	2	2	2

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

									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
196	Bakersfield	SJV	QUAIL CREEK RD	SNOW	ETCHART RD				1	1	2	2	2	2	2	2
197	Bakersfield	SJV	QUAIL CREEK RD	ETCHART RD	7th STANDARD RD				0	0	2	2	2	2	2	2
198	Bakersfield	SJV	REAL RD	STOCKDALE	SR58				2	2	2	2	2	2	2	2
199	Bakersfield	SJV	RENFRO RD	7th STANDARD RD	OLIVE DR				0	0	0	0	1	1	1	1
200	Bakersfield	SJV	RENFRO RD	OLIVE DR	REINA RD				2	2	2	2	2	2	2	2
201	Bakersfield	SJV	RENFRO RD	JOHNSON RD	STOCKDALE HWY				2	2	2	2	2	2	2	2
202	Bakersfield	SJV	SANTA FE WAY	RUDD RD (West Beltway)	HAGEMAN RD				2	2	2	2	2	2	2	2
203	Bakersfield	SJV	SNOW RD	RENFRO RD	ALLEN				2	2	2	2	2	2	2	2
204	Bakersfield	SJV	SNOW RD	JEWETTA AVE	CALLOWAY DR				2	2	2	2	2	2	2	2
205	Bakersfield	SJV	SNOW RD	COFFEE RD	FRUITVALE AVE				2	2	2	2	2	2	2	2
206	Bakersfield	SJV	SO.CHESTER	UNION	PLANZ RD				2	2	2	2	2	2	2	2
207	Bakersfield	SJV	SO.CHESTER	PLANZ RD	WILSON				2	2	2	2	2	2	2	2
208	Bakersfield	SJV	SO.CHESTER	MING	BELLE TERRACE				2	2	2	2	2	2	2	2
209	Bakersfield	SJV	SO.CHESTER	BELLE TERRACE	SR58				2	2	2	2	2	2	2	2
210	Bakersfield	SJV	SO.CHESTER	SR58	BRUNDAGE				2	2	2	2	2	2	2	2
211	Bakersfield	SJV	SO.CHESTER	BRUNDAGE	4TH ST				2	2	2	2	2	2	2	2
212	Bakersfield	SJV	SO.CHESTER	4TH ST	CALIFORNIA				2	2	2	2	2	2	2	2
213	Bakersfield	SJV	SO.CHESTER	CALIFORNIA	TRUXTUN				2	2	2	2	2	2	2	2
214	Bakersfield	SJV	SO.CHESTER	TRUXTUN	18TH ST				2	2	2	2	2	2	2	2
215	Bakersfield	SJV	SO.CHESTER	18TH ST	21ST ST				2	2	2	2	2	2	2	2
216	Bakersfield	SJV	SO.CHESTER	21ST ST	SR178				2	2	2	2	2	2	2	2
217	Bakersfield	SJV	SO. H ST	ARVIN-EDSION CANAL	HOSKING				2	2	2	2	2	2	2	2
218	Bakersfield	SJV	SO. H ST	HOSKING	SR119				2	2	2	2	2	2	2	2
219	Bakersfield	SJV	STINE RD	WILSON	PLANZ RD				3	3	3	3	3	3	3	3
220	Bakersfield	SJV	STINE RD	PLANZ RD	WHITE LN				3	3	3	3	3	3	3	3
221	Bakersfield	SJV	STINE RD	WHITE LN	DISTRICT				3	3	3	3	3	3	3	3
222	Bakersfield	SJV	STINE RD	DISTRICT	PACHECO				3	3	3	3	3	3	3	3
223	Bakersfield	SJV	STINE RD	PACHECO	HARRIS				3	3	3	3	3	3	3	3
224	Bakersfield	SJV	STINE RD	HARRIS	PANAMA LN				3	3	3	3	3	3	3	3
225	Bakersfield	SJV	STINE RD	PANAMA LN	BERKSHIRE				2	2	2	2	2	2	2	2
226	Bakersfield	SJV	STINE RD	BERKSHIRE	HOSKING				2	2	2	2	2	2	2	2
227	Bakersfield	SJV	STINE RD	HOSKING	MC KEE				2	2	2	2	2	2	2	2
228	Bakersfield	SJV	STINE RD	MC KEE	SR119				2	2	2	2	2	2	2	2
229	Bakersfield	SJV	STOCKDALE	NORD	WEGIS	New Freeway	KER08RTP020	$698,000,000	2/1	3	3	3	3	3	3	3
230	Bakersfield	SJV	STOCKDALE	WEGIS	HEATH	New Freeway	KER08RTP020	$698,000,000	2/1	3	3	3	3	3	3	3
231	Bakersfield	SJV	STOCKDALE	HEATH	CLAUDIA AUTUMN DR	New Freeway	KER08RTP020	$698,000,000	2	2	2	2	2	2	2	2
232	Bakersfield	SJV	STOCKDALE	CLAUDIA AUTUMN DR	RENFRO	New Freeway	KER08RTP020	$698,000,000	2	2	2	2	2	2	2	2
233	Bakersfield	SJV	STOCKDALE	RENFRO	ALLEN				2	2	2	2	2	2	2	2
234	Bakersfield	SJV	STOCKDALE	ALLEN	JEWETTA				3	3	3	3	3	3	3	3

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SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
235	Bakersfield	SJV	STOCKDALE	JEWETTA	BUENA VISTA BLVD				3	3	3	3	3	3	3	3
236	Bakersfield	SJV	STOCKDALE	BUENA VISTA	CALLOWAY				3	3	3	3	3	3	3	3
237	Bakersfield	SJV	STOCKDALE	CALLOWAY	COFFEE				3	3	3	3	3	3	3	3
238	Bakersfield	SJV	STOCKDALE	COFFEE	ASHE				3	3	3	3	3	3	3	3
239	Bakersfield	SJV	STOCKDALE	ASHE	CALIFORNIA				3	3	3	3	3	3	3	3
240	Bakersfield	SJV	STOCKDALE	CALIFORNIA	MONTCLAIR				3	3	3	3	3	3	3	3
241	Bakersfield	SJV	STOCKDALE	MONTCLAIR	STINE RD				3	3	3	3	3	3	3	3
242	Bakersfield	SJV	STOCKDALE	STINE	REAL				3	3	3	3	3	3	3	3
243	Bakersfield	SJV	STOCKDALE	REAL	SR99				3	3	3	3	3	3	3	3
244	Bakersfield	SJV	STOCKDALE	SR99	OAK				3	3	3	3	3	3	3	3
245	Bakersfield	SJV	TRUXTUN AVE	OAK	BEECH	Add Lanes	Local		2/3	2/3	2/3	2/3	3	3	3	3
246	Bakersfield	SJV	TRUXTUN AVE	BEECH	PINE ST	Add Lanes	Local		2	2	2	2	3	3	3	3
247	Bakersfield	SJV	TRUXTUN AVE	PINE	B ST	Add Lanes	Local		2	2	2	2	3	3	3	3
248	Bakersfield	SJV	TRUXTUN AVE	B ST	F ST	Add Lanes	Local		2	2	2	2	3	3	3	3
249	Bakersfield	SJV	TRUXTUN AVE	F ST	H ST	Add Lanes	Local		2	2	2	2	3	3	3	3
250	Bakersfield	SJV	TRUXTUN AVE	H ST	CHESTER				3/2	3/2	3/2	3/2	3	3	3	3
251	Bakersfield	SJV	TRUXTUN AVE	CHESTER	M ST				3	3	3	3	3	3	3	3
252	Bakersfield	SJV	TRUXTUN AVE	M ST	N ST				3	3	3	3	3	3	3	3
253	Bakersfield	SJV	TRUXTUN AVE	N ST	Q ST				3	3	3	3	3	3	3	3
254	Bakersfield	SJV	TRUXTUN AVE	Q ST	UNION				3	3	3	3	3	3	3	3
255	Bakersfield	SJV	UNION	MANOR	COLUMBUS				2	2	2	2	2	2	2	2
256	Bakersfield	SJV	UNION	COLUMBUS	34TH ST				2	2	2	2	2	2	2	2
257	Bakersfield	SJV	UNION	34TH ST	30TH ST				2	2	2	2	2	2	2	2
258	Bakersfield	SJV	UNION	30TH ST	NILES				2	2	2	2	2	2	2	2
259	Bakersfield	SJV	UNION	NILES	MONTEREY				2	2	2	2	2	2	2	2
260	Bakersfield	SJV	UNION	MONTEREY	KENTUCKY				2	2	2	2	2	2	2	2
261	Bakersfield	SJV	UNION	KENTUCKY	SR204				2	2	2	2	2	2	2	2
262	Bakersfield	SJV	UNION	SR204	21ST ST				3	3	3	3	3	3	3	3
263	Bakersfield	SJV	UNION	21ST ST	18TH ST				3	3	3	3	3	3	3	3
264	Bakersfield	SJV	UNION	18TH ST	TRUXTUN				3	3	3	3	3	3	3	3
265	Bakersfield	SJV	UNION	TRUXTUN	CALIFORNIA				3	3	3	3	3	3	3	3
266	Bakersfield	SJV	UNION	CALIFORNIA	4TH ST				3	3	3	3	3	3	3	3
267	Bakersfield	SJV	UNION	4TH ST	BRUNDAGE				3	3	3	3	3	3	3	3
268	Bakersfield	SJV	UNION	BRUNDAGE	SR58				3	3	3	3	3	3	3	3
269	Bakersfield	SJV	UNION	SR58	BELLE TERRACE	Add Lanes	Local		3	3	3	3	3	3	3	3
270	Bakersfield	SJV	UNION	MING	WILSON	Add Lanes	Local		3	3	3	3	3	3	3	3
271	Bakersfield	SJV	UNION	WILSON	PLANZ	Add Lanes	Local		3	3	3	3	3	3	3	3
272	Bakersfield	SJV	UNION	PLANZ	CHESTER	Add Lanes	Local		3	3	3	3	3	3	3	3
273	Bakersfield	SJV	UNION	CHESTER	WHITE LN	Add Lanes	Local		3	3	3	3	3	3	3	3

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SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
274	Bakersfield	SJV	UNION	PACHECO	FAIRVIEW RD	Add Lanes	Local		2	2	3	3	3	3	3	3
275	Bakersfield	SJV	UNION	FAIRVIEW RD	PANAMA LN	Add Lanes	Local		2	2	3	3	3	3	3	3
276	Bakersfield	SJV	UNION	PANAMA LN	BERKSHIRE	Add Lanes	Local		2	2	3	3	3	3	3	3
277	Bakersfield	SJV	UNION	BERKSHIRE	HOSKING	Add Lanes	Local		2	2	3	3	3	3	3	3
278	Bakersfield	SJV	VINELAND RD	PALADINO DR	SR 178				2	2	2	2	2	2	2	2
279	Bakersfield	SJV	VINELAND RD	SR 178	SR 184/Kern Canyon Road				2	2	2	2	2	2	2	2
280	Bakersfield	SJV	WHITE LN/Muller Road	COTTONWOOD RD	OSWELL				0	0	2	2	2	2	2	2
281	Bakersfield	SJV	WHITE LN	BUENA VISTA	MOUNTAIN VISTA				3	3	3	3	3	3	3	3
282	Bakersfield	SJV	WHITE LN	MOUNTAIN VISTA	OLD RIVER RD				3	3	3	3	3	3	3	3
283	Bakersfield	SJV	WHITE LN	OLD RIVER RD	PARK VIEW				3	3	3	3	3	3	3	3
284	Bakersfield	SJV	WHITE LN	PARK VIEW	PIN OAK PARK				3	3	3	3	3	3	3	3
285	Bakersfield	SJV	WHITE LN	PIN OAK PARK	GOSFORD				3	3	3	3	3	3	3	3
286	Bakersfield	SJV	WHITE LN	GOSFORD	LILY				3	3	3	3	3	3	3	3
287	Bakersfield	SJV	WHITE LN	LILY	ASHE				3	3	3	3	3	3	3	3
288	Bakersfield	SJV	WHITE LN	ASHE	WILSON				3	3	3	3	3	3	3	3
289	Bakersfield	SJV	WHITE LN	WILSON	CLOVE				3	3	3	3	3	3	3	3
290	Bakersfield	SJV	WHITE LN	CLOVE	STINE RD				3	3	3	3	3	3	3	3
291	Bakersfield	SJV	WHITE LN	STINE RD	AKERS		`		3	3	3	3	3	3	3	3
292	Bakersfield	SJV	WHITE LN	AKERS	WIBLE RD				3	3	3	3	3	3	3	3
293	Bakersfield	SJV	WHITE LN	WIBLE RD	SR99				3	3	3	3	3	3	3	3
294	Bakersfield	SJV	WHITE LN	SR99	HUGHES LN				3	3	3	3	3	3	3	3
295	Bakersfield	SJV	WHITE LN	HUGHES LN	H ST				3/2	3/2	3/2	3/2	3/2	3/2	3/2	3/2
296	Bakersfield	SJV	WHITE LN	H ST	MONITOR				2	2	2	2	2	2	2	2
297	Bakersfield	SJV	WHITE LN	MONITOR	UNION				2	2	2	2	2	2	2	2
298	Bakersfield	SJV	WIBLE	SR 119	CURNOW RD				1	1	2	2	2	2	2	2
299	Bakersfield	SJV	WEST URBAN CORRIDOR	7TH STANDARD	SR 58/Rosedale Highway	New Freeway	KER08RTP102	$115,793,000	0	0	0	0	0	0	0	0
300	Bakersfield	SJV	WEST URBAN CORRIDOR	SR58	WESTSIDE PARKWAY	New Freeway	KER08RTP016	$170,000,000	0	0	0	0	0	0	0	0
301	Bakersfield	SJV	WEST URBAN CORRIDOR	WESTSIDE PARKWAY	PACHECO		KER08RTP016		0	0	0	0	0	0	0	0
302	Bakersfield	SJV	WEST URBAN CORRIDOR	PACHECO	WHITE LN		KER08RTP097		0	0	0	0	0	0	0	0
303	Bakersfield	SJV	WEST URBAN CORRIDOR	WHITE LN	SR 119		KER08RTP097		0	0	0	0	0	0	0	0
	Caltrans																
304	Caltrans	SJV	ELLINGTON	11TH AVE	SR155				1	1	1	1	1	1	1	1
305	Caltrans	SJV	I-5	COUNTY LINE	LAVAL				4	4	4	4	4	4	4	4
306	Caltrans	SJV	I-5	LAVAL	SR99				4	4	4	4	4	4	4	4
307	Caltrans	SJV	I-5	SR99	SR166		06-45680		2	2	2	2	2	2	2	2
308	Caltrans	SJV	I-5	SR166	OLD RIVER RD		06-45680		2	2	2	2	2	2	2	2
309	Caltrans	SJV	I-5	OLD RIVER RD	SR223		06-45680		2	2	2	2	2	2	2	2
310	Caltrans	SJV	I-5	SR223	SR119		06-45680		2	2	2	2	2	2	2	2
311	Caltrans	SJV	I-5	SR119	SR43		06-45680		2	2	2	2	2	2	2	2

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

									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
312	Caltrans	SJV	I-5	SR43	STOCKDALE		06-45680		2	2	2	2	2	2	2	2
313	Caltrans	SJV	I-5	STOCKDALE	SR58		06-45680		2	2	2	2	2	2	2	2
314	Caltrans	SJV	I-5	SR58	7TH STANDARD		06-45680		2	2	2	2	2	2	2	2
315	Caltrans	SJV	I-5	7TH STANDARD	ROWLEE		06-45680		2	2	2	2	2	2	2	2
316	Caltrans	SJV	I-5	ROWLEE	LERDO HWY		06-45680		2	2	2	2	2	2	2	2
317	Caltrans	SJV	I-5	LERDO HWY	SR46		06-45680		2	2	2	2	2	2	2	2
318	Caltrans	SJV	I-5	SR46	TWISSELMAN				2	2	2	2	2	2	2	2
319	Caltrans	SJV	I-5	TWISSELMAN	COUNTY LINE				2	2	2	2	2	2	2	2
320	Caltrans	IWV	SR14	SR395	POOLE				2	2	2	2	2	2	2	2
321	Caltrans D9	IWV	SR14	POOLE	INYOKERN				2	2	2	2	2	2	2	2
322	Caltrans D9	IWV	SR14	INYOKERN	SR178	Add Lanes	KER08RTP006	$42,000,000	2					2	2	2
323	Caltrans D9	IWV	SR14	SR178	6 mile s of 178	Add Lanes	KER08RTP017	$42,000,000	1					2	2	2
324	Caltrans D9	IWV	SR14	6 mile s of 178	REDROCK RANDSBURG	Add Lanes	KER08RTP024	$32,000,000	1					1	2	2
325	Caltrans D9	MD	SR14	REDROCK RANDSBURG	JAWBONE CANYON				2					2	2	2
326	Caltrans D9	MD	SR14	JAWBONE CANYON	CALIFORNIA CITY				2					2	2	2
327	Caltrans D9	MD	SR14	CALIFORNIA CITY	SR58BYPASS				2					2	2	2
328	Caltrans D9	MD	SR14	SR58BYPASS	DEAVER				2					2	2	2
329	Caltrans D9	MD	SR14	DEAVER	SR58				2					2	2	2
330	Caltrans D9	MD	SR14	ALTUS	SR58				2					2	2	2
331	Caltrans D9	MD	SR14	CAMELOT	ALTUS				2					2	2	2
332	Caltrans D9	MD	SR14	PURDY	CAMELOT				2					2	2	2
333	Caltrans D9	MD	SR14	SILVER QUEEN	PURDY				2					2	2	2
334	Caltrans D9	MD	SR14	BACKUS	SILVER QUEEN				2					2	2	2
335	Caltrans D9	MD	SR14	DAWN	BACKUS				2					2	2	2
336	Caltrans D9	MD	SR14	ROSAMOND	DAWN				2					2	2	2
337	Caltrans D9	MD	SR14	A AVE	ROSAMOND				2					2	2	2
338	Caltrans	SJV	SR119	SR33	GARDENER FIELD				1	1	1	1	1	1	1	1
339	Caltrans	SJV	SR119	GARDENER FIELD	2ND ST				1	1	1	1	1	1	1	1
340	Caltrans	SJV	SR119	2ND ST	ASH				1	1	1	1	1	1	1	1
341	Caltrans	SJV	SR119	ASH	HARRISON				1	1	1	1	1	1	1	1
342	Caltrans	SJV	SR119	HARRISON	MIDWAY				1	1	1	1	1	1	1	1
343	Caltrans	SJV	SR119	MIDWAY	ELK HILLS				1	1	1	1	1	1	1	1
344	Caltrans	SJV	SR119	ELK HILLS	CHERRY AVE	Add Lanes			1	1	1	1	1	1	1	2
345	Caltrans	SJV	SR119	CHERRY AVE	TUPMAN	Add Lanes	KER08RTP022	$115,000,000	1	1	1	1	1	1	1	2
346	Caltrans	SJV	SR119	TUPMAN	SR43				1	1	1	1	1	1	1	1
347	Caltrans	SJV	SR119	SR43	I-5				1	1	1	1	1	1	1	1
348	Caltrans	SJV	SR119	I-5	NORD	Add Lanes	KER08RTP099	$31,000,000	1	1	1	1	1	1	2	2
349	Caltrans	SJV	SR119	NORD	HEATH	Add Lanes	KER08RTP099	$31,000,000	1	1	1	1	1	1	2	2
350	Caltrans	SJV	SR119	HEATH	RENFRO	Add Lanes	KER08RTP099	$31,000,000	1	1	1	1	1	1	2	2

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

									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
351	Caltrans	SJV	SR119	RENFRO	ALLEN	Add Lanes	KER08RTP099	$31,000,000	1	1	1	1	1	1	2	2
352	Caltrans	SJV	SR119	ALLEN	BARLOW	Add Lanes	KER08RTP099	$31,000,000	1	1	1	1	1	1	2	2
353	Caltrans	SJV	SR119	BARLOW	BUENA VISTA BLVD	Add Lanes	KER08RTP099	$31,000,000	1	1	1	1	1	1	2	2
354	Caltrans	SJV	SR119	BUENA VISTA BLVD	GREEN	Add Lanes	Local		1	1	2	2	2	2	2	2
355	Caltrans	SJV	SR119	GREEN	OLD RIVER RD	Add Lanes	Local		1	1	2	2	2	2	2	2
356	Caltrans	SJV	SR119	OLD RIVER RD	PROGRESS	Add Lanes	Local		1	1	2	2	2	2	2	2
357	Caltrans	SJV	SR119	PROGRESS	GOSFORD	Add Lanes	Local		1	1	2	2	2	2	2	2
358	Caltrans	SJV	SR119	GOSFORD	ASHE	Add Lanes	Local	akersfield funded	1	1	2	2	2	2	2	2
359	Caltrans	SJV	SR119	ASHE	STINE RD	Add Lanes	Local		1	1	2	2	2	2	2	2
360	Caltrans	SJV	SR119	STINE RD	VAN HORN	Add Lanes	Local		1	1	2	2	2	2	2	2
361	Caltrans	SJV	SR119	VAN HORN	WIBLE RD	Add Lanes	Local		1	1	2	2	2	2	2	2
362	Caltrans	SJV	SR119	WIBLE RD	SR99	Add Lanes	Local		1	1	2	2	2	2	2	2
363	Caltrans	SJV	SR155	SR99	FREMONT				1	1	1	1	1	1	1	1
364	Caltrans	SJV	SR155	FREMONT	HIGH				1	1	1	1	1	1	1	1
365	Caltrans	SJV	SR155	HIGH	LEXINGTON				1	1	1	1	1	1	1	1
366	Caltrans	SJV	SR155	LEXINGTON	MAST AVE				1	1	1	1	1	1	1	1
367	Caltrans	SJV	SR155	MAST AVE	BROWNING				1	1	1	1	1	1	1	1
368	Caltrans	SJV	SR155	BROWNING	BOWMAN RD	Add Lanes	Local		1	1	2	2	2	2	2	2
369	Caltrans	SJV	SR155	BOWMAN RD	FAMOSO PORTERVILLE	Add Lanes	Local		1	1	2	2	2	2	2	2
370	Caltrans	SJV	SR155	FAMOSO PORTERVILLE	SR65				1	1	1	1	1	1	1	1
371	Caltrans	SJV	SR155	SR65	WOODY GRANITE				1	1	1	1	1	1	1	1
372	Caltrans	SJV	SR155	WOODY GRANITE	GRANITE				1	1	1	1	1	1	1	1
373	Caltrans	SJV	SR155	GRANITE	JACK RANCH				1	1	1	1	1	1	1	1
374	Caltrans	SJV	SR155	JACK RANCH	RANCHERIA RD				1	1	1	1	1	1	1	1
375	Caltrans	MD	SR155	RANCHERIA	WOFFORD				1					1	1	1
376	Caltrans	MD	SR155	WOFFORD	SAWMILL				2					2	2	2
377	Caltrans	MD	SR155	SAWMILL	SR178				1					1	1	1
378	Caltrans	SJV	SR166	SR33	OLD RIVER RD				1	1	1	1	1	1	1	1
379	Caltrans	SJV	SR166	OLD RIVER RD	I-5				1	1	1	1	1	1	1	1
380	Caltrans	SJV	SR166	I-5	SR99				1	1	1	1	1	1	1	1
381	Caltrans	SJV	SR178	SR58/SR99	BUCK OWENS	Add Lanes	KER08RTP014	$55,000,000	4	4	4	4	4	4	4	4
382	Caltrans	SJV	SR178	BUCK OWENS	OAK	Add Lanes	KER08RTP014	$55,000,000	4	4	4	4	4	4	4	4
383	Caltrans	SJV	SR178	OAK	BEECH	Add Lanes	KER08RTP014	$55,000,000	3	3	3	3	3	3	3	3
384	Caltrans	SJV	SR178	BEECH	PINE ST	Add Lanes	KER08RTP014	$55,000,000	3	3	3	3	3	3	3	3
385	Caltrans	SJV	SR178	PINE ST	BAY ST	Add Lanes	KER08RTP014	$55,000,000	3	3	3	3	3	3	3	3
386	Caltrans	SJV	SR178	BAY ST	D ST	Add Lanes	KER08RTP014	$55,000,000	3	3	3	3	3	3	3	3
387	Caltrans	SJV	SR178	D ST	F ST	Add Lanes	KER08RTP014	$55,000,000	4	4	4	4	4	4	4	4
388	Caltrans	SJV	SR178	F ST	H ST	Add Lanes	KER08RTP014	$55,000,000	4	4	4	4	4	4	4	4
389	Caltrans	SJV	SR178	H ST	CHESTER	Add Lanes	KER08RTP014	$55,000,000	4	4	4	4	4	4	4	4

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

									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
390	Caltrans	SJV	SR178	CHESTER	M ST	Add Lanes	KER08RTP014	$55,000,000	4	4	4	4	4	4	4	4
391	Caltrans	SJV	SR178	M ST	SR204				3	3	3	3	3	3	3	3
392	Caltrans	SJV	SR178	SR204	ALTA VISTA	Add Lanes	KER08RTP026	$140,500,000	3	3	3	3	3	3	4	4
393	Caltrans	SJV	SR178	ALTA VISTA	BEALE	Add Lanes	KER08RTP026	$140,500,000	3	3	3	3	3	3	4	4
394	Caltrans	SJV	SR178	BEALE	HALEY	Add Lanes	KER08RTP026	$140,500,000	3	3	3	3	3	3	4	4
395	Caltrans	SJV	SR178	HALEY	MT VERNON	Add Lanes	KER08RTP026	$140,500,000	3	3	3	3	3	3	4	4
396	Caltrans	SJV	SR178	MT VERNON	OSWELL	Add Lanes	KER08RTP026	$140,500,000	3	3	3	3	3	3	4	4
397	Caltrans	SJV	SR178	OSWELL	FAIRFAX				3	3	3	3	3	3	3	3
398	Caltrans	SJV	SR178	FAIRFAX	MORNING DR		KER08RTP111	$58,800,000	2	2	2	2	3	3	3	3
399	Caltrans	SJV	SR178	MORNING DR	VINELAND	Add Lanes	KER08RTP111	$58,800,000	2	2	2	2	3	3	3	3
400	Caltrans	SJV	SR178	VINELAND	SR184	Add Lanes	KER08RTP025	$119,000,000	2	2	2	2	2	2	2	3
401	Caltrans	SJV	SR178	SR184	MASTERSON Street	Add Lanes	KER08RTP025	$119,000,000	3	3	3	3	3	3	3	3
402	Caltrans	SJV	SR178	MASTERSON Street	COMANCHE	Add Lanes	KER08RTP025	$119,000,000	2	2	2	2	2	2	2	3
403	Caltrans	SJV	SR178	COMANCHE	MIRAMONTE	Add Lanes	KER08RTP025	$119,000,000	2	2	2	2	3	3	3	3
404	Caltrans	SJV	SR178	MIRAMONTE	RANCHERIA RD		KER08RTP084		1	1	1	1	2	2	2	3
405	Caltrans	SJV/MD	SR178	RANCHERIA RD	SR155				1	1	1	1	1	1	1	1
406	Caltrans	MD	SR178	SR155	LAKE ISABELLA BLVD				1					1	1	1
407	Caltrans	MD	SR178	LAKE ISABELLA BLVD	SIERRA WY				1					1	1	1
408	Caltrans	MD	SR178	SIERRA WY	KELSO VALLEY				1					1	1	1
409	Caltrans D9	MD/IWV	SR178	KELSO VALLEY	SR14				1					1	1	1
410	Caltrans D9	IWV	SR178	SR14	SR395				1					1	1	1
411	Caltrans D9	IWV	SR178	SR395	JACKS RANCH				2					2	2	2
412	Caltrans D9	IWV	SR178	JACKS RANCH	BRADY				2					2	2	2
413	Caltrans D9	IWV	SR178	BRADY	MAHAN				2					2	2	2
414	Caltrans D9	IWV	SR178	MAHAN	DOWNS				2					2	2	2
415	Caltrans D9	IWV	SR178	DOWNS	NORMA				2					2	2	2
416	Caltrans D9	IWV	SR178	NORMA	CHINA LAKE				2					2	2	2
417	Caltrans D9	IWV	SR178	INYOKERN	WARD				2					2	2	2
418	Caltrans D9	IWV	SR178	WARD	DRUMMOND				2					2	2	2
419	Caltrans D9	IWV	SR178	DRUMMOND	LAS FLORES				2					2	2	2
420	Caltrans D9	IWV	SR178	LAS FLORES	RIDGECREST BLVD				2					2	2	2
421	Caltrans D9	IWV	SR178	CHINA LAKE	GATEWAY				2					2	2	2
422	Caltrans D9	IWV	SR178	GATEWAY	RICHMOND				2					2	2	2
423	Caltrans D9	IWV	SR178	RICHMOND	COUNTY LINE				1					1	1	1
424	Caltrans	SJV	SR184	MESA MARIN DR	SR178	Add Lanes	KER08RTP101		1	2	2	2	2	2	2	2
425	Caltrans	SJV	SR184	VINELAND	MESA MARIN DR	Add Lanes	KER08RTP101		1	2	2	2	2	2	2	2

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

									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
426	Caltrans	SJV	SR184	MONICA ST	VINELAND	Add Lanes	KER08RTP101		1	2	2	2	2	2	2	2
427	Caltrans	SJV	SR184	SHALANE	MONICA ST	Add Lanes	KER08RTP101		1	2	2	2	2	2	2	2
428	Caltrans	SJV	SR184	MORNING DR	SHALANE	Add Lanes	KER08RTP101		1	2	2	2	2	2	2	2
429	Caltrans	SJV	SR184	NILES	PIONEER				1	1	2	2	2	2	2	2
430	Caltrans	SJV	SR184	PIONEER	MILLS				1	1	2	2	2	2	2	2
431	Caltrans	SJV	SR184	MILLS	EDISON				2	2	2	2	2	2	2	2
432	Caltrans	SJV	SR184	EDISON	BRUNDAGE				2	2	2	2	2	2	2	2
433	Caltrans	SJV	SR184	BRUNDAGE	SR58				2	2	2	2	2	2	2	2
434	Caltrans	SJV	SR184	SR58	KERRNITA	most part 2 lan	KER08RTP100	$10,500,000	2	2	2	2	2	2	2	2
435	Caltrans	SJV	SR184	KERRNITA	REDBANK		KER08RTP100	$10,500,000	1	1	1	1	1	1	2	2
436	Caltrans	SJV	SR184	REDBANK	WILSON		KER08RTP100	$10,500,000	1	1	1	1	1	1	2	2
437	Caltrans	SJV	SR184	WILSON	MULLER		KER08RTP100	$10,500,000	1	1	1	1	1	1	2	2
438	Caltrans	SJV	SR184	MULLER	WHITE LN		KER08RTP100	$10,500,000	1	1	1	1	1	1	2	2
439	Caltrans	SJV	SR184	WHITE LN	HERMOSA		KER08RTP100	$10,500,000	1	1	1	1	1	1	2	2
440	Caltrans	SJV	SR184	HERMOSA	FAIRVIEW RD		KER08RTP100	$10,500,000	1	1	1	1	1	1	2	2
441	Caltrans	SJV	SR184	FAIRVIEW RD	PANAMA LN		KER08RTP100	$10,500,000	1	1	1	1	1	1	2	2
442	Caltrans	SJV	SR184	PANAMA LN	KAM AVE		KER08RTP100	$10,500,000	1	1	1	1	1	1	2	2
443	Caltrans	SJV	SR184	KAM AVE	MOUNTAIN VIEW		KER08RTP100	$10,500,000	1	1	1	1	1	1	2	2
444	Caltrans	SJV	SR184	MOUNTAIN VIEW	MC KEE		KER08RTP100	$10,500,000	1	1	1	1	1	1	2	2
445	Caltrans	SJV	SR184	MC KEE	SR119/PANAMA RD		KER08RTP100	$10,500,000	1	1	1	1	1	1	2	2
446	Caltrans	SJV	SR184	SR119/PANAMA RD	HALL				2	2	2	2	2	2	2	2
447	Caltrans	SJV	SR184	HALL	DI GIORGIO		Local		2	2	2	2	2	2	2	2
448	Caltrans	SJV	SR184	DI GIORGIO	TRI DUNCON		Local		1	1	1	1	2	2	2	2
449	Caltrans	SJV	SR184	TRI DUNCON	BUENA VISTA BLVD		Local		1	1	1	1	2	2	2	2
450	Caltrans	SJV	SR184	BUENA VISTA BLVD	SUNSET BLVD		Local		1	1	1	1	2	2	2	2
451	Caltrans	SJV	SR184	SUNSET BLVD	SR223		Local		1	1	1	1	2	2	2	2
452	Caltrans	MD	SR202	SR58	TEHACHAPI BLVD				2	[redacted]				2	2	2
453	Caltrans	MD	SR202	TEHACHAPI BLVD	RED APPLE				2					2	2	2
454	Caltrans	MD	SR202	RED APPLE	VALLEY BLVD				2					2	2	2
455	Caltrans	MD	SR202	VALLEY BLVD	GOLDEN HILLS				1					2	2	2
456	Caltrans	MD	SR202	GOLDEN HILLS	WOODFORD TEHACHAPI				1					1	1	1
457	Caltrans	MD	SR202	WOODFORD TEHACHAPI	SCHOUT				1					1	1	1
458	Caltrans	MD	SR202	SCHOUT	BANDUCCI				1					1	1	1
459	Caltrans	MD	SR202	BANDUCCI	CUMMINGS VALLEY				1					1	1	1
460	Caltrans	MD	SR202	CUMMINGS VALLEY	BEAR VALLEY				1					1	1	1
461	Caltrans	MD	SR202	BEAR VALLEY	GIRAUDO				1					1	1	1
462	Caltrans	SJV	SR204	UNION	Q ST				3	3	3	3	3	3	3	3
463	Caltrans	SJV	SR204	Q ST	M ST				3	3	3	3	3	3	3	3
464	Caltrans	SJV	SR204	M ST	CHESTER				3	3	3	3	3	3	3	3

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

									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
465	Caltrans	SJV	SR204	CHESTER	F ST		Local		3	3	3	3	3	3	3	3
466	Caltrans	SJV	SR204	F ST	SR99		Local		3	3	3	3	3	3	3	3
467	Caltrans	SJV	SR223	I-5	OLD RIVER RD				1	1	1	1	1	1	1	1
468	Caltrans	SJV	SR223	OLD RIVER RD	WIBLE RD				1	1	1	1	1	1	1	1
469	Caltrans	SJV	SR223	WIBLE RD	SR99				1	1	1	1	1	1	1	1
470	Caltrans	SJV	SR223	SR99	UNION		06-44390		1	1	1	1	1	1	1	1
471	Caltrans	SJV	SR223	UNION	FAIRFAX		06-44390		1	1	1	1	1	1	1	1
472	Caltrans	SJV	SR223	FAIRFAX	SR184		06-44390		1	1	1	1	1	1	1	1
473	Caltrans	SJV	SR223	SR184	VINELAND		06-44390		1	1	1	1	1	1	1	1
474	Caltrans	SJV	SR223	VINELAND	EDISON		06-44390		1	1	1	1	1	1	1	1
475	Caltrans	SJV	SR223	EDISON	MALAGA		06-44390		1	1	1	1	1	1	1	1
476	Caltrans	SJV	SR223	MALAGA	COMANCHE		06-44390		1	1	1	1	1	1	1	1
477	Caltrans	SJV	SR223	COMANCHE	CAMPUS				2	2	2	2	2	2	2	2
478	Caltrans	SJV	SR223	CAMPUS	TEJON				2	2	2	2	2	2	2	2
479	Caltrans	SJV	SR223	TEJON	TOWER LINE				1	1	1	1	1	1	1	1
480	Caltrans	SJV	SR223	TOWER LINE	GENERAL BEALE				1	1	1	1	1	1	1	1
481	Caltrans	SJV	SR223	GENERAL BEALE	SR58				1	1	1	1	1	1	1	1
482	Caltrans	SJV	SR33	BARKER	TWISSELMAN				1	1	1	1	1	1	1	1
483	Caltrans	SJV	SR33	TWISSELMAN	SR46				1	1	1	1	1	1	1	1
484	Caltrans	SJV	SR33	SR46	LERDO HWY				1	1	1	1	1	1	1	1
485	Caltrans	SJV	SR33	LERDO HWY	LOST HILLS				1	1	1	1	1	1	1	1
486	Caltrans	SJV	SR33	LOST HILLS	LOKERN				1	1	1	1	1	1	1	1
487	Caltrans	SJV	SR33	LOKERN	SR58				1	1	1	1	1	1	1	1
488	Caltrans	SJV	SR33	SR58	SR58				1	1	1	1	1	1	1	1
489	Caltrans	SJV	SR33	SR58	BILL KIRBY				1	1	1	1	1	1	1	1
490	Caltrans	SJV	SR33	BILL KIRBY	MIDWAY				1	1	1	1	1	1	1	1
491	Caltrans	SJV	SR33	MIDWAY	ASH				1	1	1	1	1	1	1	1
492	Caltrans	SJV	SR33	ASH	HILLARD				1	1	1	1	1	1	1	1
493	Caltrans	SJV	SR33	HILLARD	10TH ST				2	2	2	2	2	2	2	2
494	Caltrans	SJV	SR33	10TH ST	6TH ST				2	2	2	2	2	2	2	2
495	Caltrans	SJV	SR33	6TH ST	1ST ST				2	2	2	2	2	2	2	2
496	Caltrans	SJV	SR33	1ST ST	MAIN ST				1	1	1	1	1	1	1	1
497	Caltrans	SJV	SR33	MAIN ST	SR119				1	1	1	1	1	1	1	1
498	Caltrans	SJV	SR33	SR119	WOOD				1	1	1	1	1	1	1	1
499	Caltrans	SJV	SR33	WOOD	CADET				1	1	1	1	1	1	1	1
500	Caltrans	SJV	SR33	CADET	BUSH				1	1	1	1	1	1	1	1
501	Caltrans	SJV	SR33	BUSH	SR166				1	1	1	1	1	1	1	1
502	Caltrans	SJV	SR33	SR166	CERRO NOROESTE				1	1	1	1	1	1	1	1
503	Caltrans	SJV	SR33	CERRO NOROESTE	COUNTY LINE				1	1	1	1	1	1	1	1

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

									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
504	Caltrans D9	IWV	SR395	COUNTY LINE	SR14				2					2	2	2
505	Caltrans D9	IWV	SR395	SR14	INYOKERN				1					2	2	2
506	Caltrans D9	IWV	SR395	INYOKERN	BOWMAN RD	Passing Lanes	KER08RTP089	$20,000,000	1					1	1	2
507	Caltrans D9	IWV	SR395	BOWMAN RD	CHINA LAKE	Passing Lanes	KER08RTP089	$20,000,000	1					1	1	2
508	Caltrans D9	IWV	SR395	CHINA LAKE	SEARLES				1					2	2	2
509	Caltrans D9	MD	SR395	SEARLES	GARLOCK				1					2	2	2
510	Caltrans D9	MD	SR395	GARLOCK	JOBERG				1					2	2	2
511	Caltrans D9	MD	SR395	JOBERG	COUNTY LINE				1					2	2	2
512	Caltrans	SJV	SR43	COUNTY LINE	CECIL AVE				1	1	1	1	1	1	1	1
513	Caltrans	SJV	SR43	CECIL AVE	SR155				1	1	1	1	1	1	1	1
514	Caltrans	SJV	SR43	SR155	POND				1	1	1	1	1	1	1	1
515	Caltrans	SJV	SR43	POND	SHERWOOD				1	1	1	1	1	1	1	1
516	Caltrans	SJV	SR43	SHERWOOD	SR46				1	1	1	1	1	1	1	1
517	Caltrans	SJV	SR43	SR46	5TH ST				1	1	1	1	1	1	1	1
518	Caltrans	SJV	SR43	5TH ST	6TH ST				1	1	1	1	1	1	1	1
519	Caltrans	SJV	SR43	6TH ST	7TH ST				1	1	1	1	1	1	1	1
520	Caltrans	SJV	SR43	7TH ST	POSO DR				1	1	1	1	1	1	1	1
521	Caltrans	SJV	SR43	POSO DR	FILBURN				2	2	2	2	2	2	2	2
522	Caltrans	SJV	SR43	FILBURN	JACKSON				2	2	2	2	2	2	2	2
523	Caltrans	SJV	SR43	JACKSON	KIMBERLINA RD				2	2	2	2	2	2	2	2
524	Caltrans	SJV	SR43	KIMBERLINA	POPLAR				2	2	2	2	2	2	2	2
525	Caltrans	SJV	SR43	POPLAR	SHAFTER				2	2	2	2	2	2	2	2
526	Caltrans	SJV	SR43	SHAFTER	CENTRAL				2	2	2	2	2	2	2	2
527	Caltrans	SJV	SR43	CENTRAL	LERDO HWY				2	2	2	2	2	2	2	2
528	Caltrans	SJV	SR43	LERDO HWY	LOS ANGELES	Local			1	1	1	1	1	1	2	2
529	Caltrans	SJV	SR43	LOS ANGELES	7TH STANDARD	Local			1	1	1	1	1	1	2	2
530	Caltrans	SJV	SR43	7TH STANDARD	BAKER				1	1	1	1	1	1	1	1
531	Caltrans	SJV	SR43	BAKER	SNOW				1	1	1	1	1	1	1	1
532	Caltrans	SJV	SR43	SNOW	KRATZMEYER				1	1	1	1	1	1	1	1
533	Caltrans	SJV	SR43	KRATZMEYER	REINA				1	1	1	1	1	1	1	1
534	Caltrans	SJV	SR43	REINA	HAGEMAN				1	1	1	1	1	1	1	1
535	Caltrans	SJV	SR43	HAGEMAN	SR58				1	1	1	1	1	1	1	1
536	Caltrans	SJV	SR43	SR58	PALM				1	1	1	1	1	1	1	1
537	Caltrans	SJV	SR43	PALM	BRIMHALL				1	1	1	1	1	1	1	1
538	Caltrans	SJV	SR43	BRIMHALL	STOCKDALE				1	1	1	1	1	1	1	1
539	Caltrans	SJV	SR43	STOCKDALE	PANAMA LN				1	1	1	1	1	1	1	1
540	Caltrans	SJV	SR43	PANAMA LN	I-5				1	1	1	1	1	1	1	1
541	Caltrans	SJV	SR43	I-5	SR119				1	1	1	1	1	1	1	1
542	Caltrans	SJV	SR46	COUNTY LINE	KECKS	Add Lanes	KER08RTP003	$232,000,000	2	2	2	2	2	2	2	2

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

									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
543	Caltrans	SJV	SR46	KECKS	BITTERWATER VALLEY	Add Lanes	KER08RTP003	$232,000,000	2	2	2	2	2	2	2	2
544	Caltrans	SJV	SR46	BITTERWATER VALLEY	SR33	Add Lanes	KER08RTP003	$232,000,000	2	2	2	2	2	2	2	2
545	Caltrans	SJV	SR46	SR33	Brown Material Road	Add Lanes	KER08RTP003	$232,000,000	1	1	1	1	2	2	2	2
546	Caltrans	SJV	SR46	Brown Material Road	CA Aquaduct	Add Lanes	KER08RTP018	$37,000,000	2	2	2	2	2	2	2	2
547	Caltrans	SJV	SR46	CA Aquaduct	LOST HILLS RD	Add Lanes	KER08RTP018	$40,000,000	2	2	2	2	2	2	2	2
548	Caltrans	SJV	SR46	LOST HILLS RD	I-5	Add Lanes	KER14RTP001	$27,000,000	2	2	2	2	2	2	2	2
549	Caltrans	SJV	SR46	I-5	CORCORAN				1	1	1	1	1	1	1	1
550	Caltrans	SJV	SR46	CORCORAN	ROWLEE				1	1	1	1	1	1	1	1
551	Caltrans	SJV	SR46	ROWLEE	WILDWOOD				1	1	1	1	1	1	1	1
552	Caltrans	SJV	SR46	WILDWOOD	SCOFIELD				1	1	1	1	1	1	1	1
553	Caltrans	SJV	SR46	SCOFIELD	LEONARD				1	1	1	1	1	1	1	1
554	Caltrans	SJV	SR46	LEONARD	WESTERN				1	1	1	1	1	1	1	1
555	Caltrans	SJV	SR46	WESTERN	MAGNOLIA				1	1	1	1	1	1	1	1
556	Caltrans	SJV	SR46	MAGNOLIA	CENTRAL				1	1	1	1	1	1	1	1
557	Caltrans	SJV	SR46	CENTRAL	PALM				1	1	1	1	1	1	1	1
558	Caltrans	SJV	SR46	PALM	GRIFFITH				1	1	1	1	1	1	1	1
559	Caltrans	SJV	SR46	GRIFFITH	F ST				1	1	1	1	1	1	1	1
560	Caltrans	SJV	SR46	F ST	SR43				1	1	1	1	1	1	1	1
561	Caltrans	SJV	SR46	SR43	ROOT				1	1	1	1	1	1	1	1
562	Caltrans	SJV	SR46	ROOT	SR99				1	1	1	1	1	1	1	1
563	Caltrans	SJV	SR58	COUNTY LINE	SR33				1	1	1	1	1	1	1	1
564	Caltrans	SJV	SR58	SR33	LOKERN				1	1	1	1	1	1	1	1
565	Caltrans	SJV	SR58	LOKERN	BUTTONWILLOW				1	1	1	1	1	1	1	1
566	Caltrans	SJV	SR58	BUTTONWILLOW	MEADOW ST				2	2	2	2	2	2	2	2
567	Caltrans	SJV	SR58	MEADOW ST	I-5				1	1	1	1	1	1	1	1
568	Caltrans	SJV	SR58	I-5	BRANDT				1	1	1	1	1	1	1	1
569	Caltrans	SJV	SR58	BRANDT	SR43				1	1	1	1	1	1	1	1
570	Caltrans	SJV	SR58	SR43	CHERRY		KER08RTP092		2	2	2	2	2	2	2	2
571	Caltrans	SJV	SR58	CHERRY	SUPERIOR		KER08RTP092		2	2	2	2	2	2	2	2
572	Caltrans	SJV	SR58	SUPERIOR	GREELEY		KER08RTP092		2	2	2	2	2	2	2	2
573	Caltrans	SJV	SR58	GREELEY	DRIVER		KER08RTP092		2	2	2	2	2	2	2	2
574	Caltrans	SJV	SR58	DRIVER	NORD		KER08RTP092		2	2	2	2	2	2	2	2
575	Caltrans	SJV	SR58	NORD	WEGIS		KER08RTP092		2	2	2	2	2	2	2	2
576	Caltrans	SJV	SR58	WEGIS	HEATH		KER08RTP092		2	2	2	2	2	2	2	2
577	Caltrans	SJV	SR58	HEATH	RENFRO		KER08RTP092		2	2	2	2	3	3	3	3
578	Caltrans	SJV	SR58	RENFRO	JENKINS		KER08RTP092		2	2	2	2	3	3	3	3
579	Caltrans	SJV	SR58	JENKINS	ALLEN		KER08RTP092		2	2	2	2	3	3	3	3
580	Caltrans	SJV	SR58	ALLEN	OLD FARM	Add Lanes	KER08RTP090	$8,800,000	3	3	3	3	3	3	3	3
581	Caltrans	SJV	SR58	OLD FARM	JEWETTA	Add Lanes	KER08RTP090	$8,800,000	3	3	3	3	3	3	3	3

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

									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
582	Caltrans	SJV	SR58	JEWETTA	VERDUGO	Add Lanes	KER08RTP090	$8,800,000	3	3	3	3	3	3	3	3
583	Caltrans	SJV	SR58	VERDUGO	CALLOWAY	Add Lanes	KER08RTP090	$8,800,000	3	3	3	3	3	3	3	3
584	Caltrans	SJV	SR58	CALLOWAY	MAIN PLAZA	Add Lanes	KER08RTP007	$29,000,000	3	3	3	3	3	3	3	3
585	Caltrans	SJV	SR58	MAIN PLAZA	COFFEE		KER08RTP007	$29,000,000	3	3	3	3	3	3	3	3
586	Caltrans	SJV	SR58	COFFEE	PATTON		KER08RTP007	$29,000,000	3	3	3	3	3	3	3	3
587	Caltrans	SJV	SR58	PATTON	WEAR	Add Lanes	KER08RTP007	$29,000,000	3	3	3	3	3	3	3	3
588	Caltrans	SJV	SR58	WEAR	FRUITVALE	Add Lanes	KER08RTP007	$29,000,000	3	3	3	3	3	3	3	3
589	Caltrans	SJV	SR58	FRUITVALE	MOHAWK	Add Lanes	KER08RTP007	$29,000,000	3	3	3	3	3	3	3	3
590	Caltrans	SJV	SR58	MOHAWK	LANDCO	Add Lanes	KER08RTP118 KER08RTP007	$27,000,000 $29,000,000	3	3	3	3	3	3	3	3
591	Caltrans	SJV	SR58	LANDCO	GIBSON	Add Lanes	KER08RTP007	$29,000,000	3	3	3	3	3	3	3	3
592	Caltrans	SJV	SR58	GIBSON	SR99	Add Lanes	KER08RTP007	$29,000,000	3	3	3	3	3	3	3	3
593	Caltrans	SJV	SR58	REAL	SR99				0	0	0	0	0	0	0	0
594	Caltrans	SJV	SR58	SR99	H STREET		KER08RTP019 KER08RTP020	$31,000,000 $47,400,000	var.	var.	var.	3-6	3-6	3-6	3-6	3-6
594A	Caltrans	SJV	SR58 (GAP CLOSURE)-EB	SR 99 OFF-RAMP	SR 99 ON-RAMP		KER08RTP019 KER08RTP020	$31,000,000 $47,400,000	3	3	3	3	3	3	3	3
594B	Caltrans	SJV	SR58 (GAP CLOSURE)-EB	SR 99 ON-RAMP	H STREET OFF-RAMP		KER08RTP019 KER08RTP020	$31,000,000 $47,400,000	6	6	6	6	6	6	6	6
594C	Caltrans	SJV	SR58 (GAP CLOSURE)-WB	H ON-RAMP	SR 99 NB		KER08RTP019 KER08RTP020	$31,000,000 $47,400,000	5	5	5	5	5	5	5	5
594D	Caltrans	SJV	SR58 (GAP CLOSURE)-WB	SR 99 NB	SR 99 SB		KER08RTP019 KER08RTP020	$31,000,000 $47,400,000	4	4	4	4	4	4	4	4
594E	Caltrans	SJV	SR58 (GAP CLOSURE)-WB	SR 99 SB	SR 99 ON-RAMP NB		KER08RTP019 KER08RTP020	$31,000,000 $47,400,000	3	3	3	3	3	3	3	3
595	Caltrans	SJV	SR58	H STREET	CHESTER		KER08RTP019 KER08RTP020	$31,000,000 $47,400,000	4	4	4	4	4	4	4	4
595A	Caltrans	SJV	SR58 (GAP CLOSURE)-EB	H STREET OFF RAMP	CHESTER ON-RAMP		KER08RTP019 KER08RTP020	$31,000,000 $47,400,000	4	4	4	4	4	4	4	4
595B	Caltrans	SJV	SR58 (GAP CLOSURE)-WB	CHESTER OFF-RAMP	H STREET ON-RAMP		KER08RTP019 KER08RTP020	$31,000,000 $47,400,000	4	4	4	4	4	4	4	4
596	Caltrans	SJV	SR58	CHESTER	UNION		KER08RTP019 KER08RTP020	$31,000,000 $47,400,000	5	5	5	5	5	5	5	5
596A	Caltrans	SJV	SR58 (GAP CLOSURE)-EB	CHESTER ON-RAMP	UNION OFF-RAMP		KER08RTP019 KER08RTP020	$31,000,000 $47,400,000	5	5	5	5	5	5	5	5
596B	Caltrans	SJV	SR58 (GAP CLOSURE)-WB	UNION ON-RAMP	CHESTER OFF-RAMP		KER08RTP019 KER08RTP020	$31,000,000 $47,400,000	5	5	5	5	5	5	5	5
597	Caltrans	SJV	SR58	UNION	COTTONWOOD	Add Lanes	KER08RTP019 KER08RTP093	$50,000,000 $47,400,000	4	4	4	4	4	4	4	4
598	Caltrans	SJV	SR58	COTTONWOOD	MT VERNON		KER08RTP093	$47,400,000	4	4	4	4	4	4	4	4
599	Caltrans	SJV	SR58	MT VERNON	OSWELL		KER08RTP093	$47,400,000	4	4	4	4	4	4	4	4
600	Caltrans	SJV	SR58	OSWELL	FAIRFAX		KER08RTP093	$47,400,000	4	4	4	4	4	4	4	4
601	Caltrans	SJV	SR58	FAIRFAX	SR184				3	3	3	3	3	3	3	3
602	Caltrans	SJV	SR58	SR184	EDISON				2	2	2	2	2	2	2	2

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

									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
603	Caltrans	SJV	SR58	EDISON	COMANCHE				2	2	2	2	2	2	2	2
604	Caltrans	SJV	SR58	COMANCHE	TOWER LINE				2	2	2	2	2	2	2	2
605	Caltrans	SJV	SR58	TOWER LINE	GENERAL BEALE				2	2	2	2	2	2	2	2
606	Caltrans D9	SJV	SR58	GENERAL BEALE	BENA RD	Truck Lanes	EA09-37960, 0919000011		2	2	2	2	2	2	2	2
607	Caltrans D9	SJV	SR58	BENA RD	BEALVILLE	Truck Lanes	EA 09- 37920		2	2	2	2	2	2	2	2
608	Caltrans D9	SJV	SR58	BEALVILLE	BROOM RD	Truck Lanes	EA 09- 37920		2	2	2	2	2	2	2	2
609	Caltrans D9	MD	SR58	BROOM RD	SR 202	Truck Lanes	EA09-37960, 0919000011		2					2	2	2
610	Caltrans D9	MD	SR58	SR202	MILL				2					2	2	2
611	Caltrans D9	MD	SR58	MILL	DENNISON				2					2	2	2
612	Caltrans D9	MD	SR58	DENNISON	TEHACHAPI BLVD				2					2	2	2
613	Caltrans D9	MD	SR58	TEHACHAPI BLVD	SAND CANYON				2					2	2	2
614	Caltrans D9	MD	SR58	SAND CANYON	RANDSBURG CUTOFF				2					2	2	2
615	Caltrans D9	MD	SR58	RANDSBURG CUTOFF	SR14				2					2	2	2
616	Caltrans D9	MD	SR58	SR14	20 MULE TEAM PARKWAY				2					2	2	2
617	Caltrans D9	MD	SR58	20 MULE TEAM PARKWAY	OLD 58				2					2	2	2
618	Caltrans D9	MD	SR58	OLD 58	CALIFORNIA CITY				2					2	2	2
619	Caltrans D9	MD	SR58	CALIFORNIA CITY	MUROC				2					2	2	2
620	Caltrans D9	MD	SR58	MUROC	CLAY MINE				2					2	2	2
621	Caltrans D9	MD	SR58	CLAY MINE	20 MULE TEAM PARKWAY				2					2	2	2
622	Caltrans D9	MD	SR58	20 MULE TEAM	GEPHART				2					2	2	2
623	Caltrans D9	MD	SR58	GEPHART	BORAX				2					2	2	2
624	Caltrans D9	MD	SR58	BORAX	COUNTY LINE				2					2	2	2
625	Caltrans	SJV	SR65	COUNTY LINE	SR155				1	1	1	1	1	1	1	1
626	Caltrans	SJV	SR65	SR155	SHERWOOD				1	1	1	1	1	1	1	1
627	Caltrans	SJV	SR65	SHERWOOD	FAMOSO RD				1	1	1	1	1	1	1	1
628	Caltrans	SJV	SR65	FAMOSO RD	MERCED AVE				1	1	1	1	1	1	1	1
629	Caltrans	SJV	SR65	MERCED AVE	LERDO HWY				1	1	1	1	1	1	1	1
630	Caltrans	SJV	SR65	LERDO HWY	JAMES				1	1	1	1	1	1	1	1
631	Caltrans	SJV	SR65	JAMES	7TH STANDARD	Local	KER08RTP094	$3,000,000	2	2	2	2	2	2	2	2
632	Caltrans	SJV	SR65	7TH STANDARD	SR99				2	2	2	2	2	2	2	2
633	Caltrans	SJV	SR99	COUNTY LINE	CECIL AVE				3	3	3	3	3	3	3	3
634	Caltrans	SJV	SR99	CECIL	SR155				3	3	3	3	3	3	3	3
635	Caltrans	SJV	SR99	SR155	WOOLLOMES				3	3	3	3	3	3	3	3
636	Caltrans	SJV	SR99	WOOLLOMES	POND				3	3	3	3	3	3	3	3
637	Caltrans	SJV	SR99	POND	SHERWOOD				3	3	3	3	3	3	3	3
638	Caltrans	SJV	SR99	SHERWOOD	SR46				3	3	3	3	3	3	3	3
639	Caltrans	SJV	SR99	SR46	KIMBERLINA RD				3	3	3	3	3	3	3	3
640	Caltrans	SJV	SR99	KIMBERLINA RD	MERCED AVE				3	3	3	3	3	3	3	3
641	Caltrans	SJV	SR99	MERCED	LERDO HWY				3	3	3	3	3	3	3	3

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

									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
642	Caltrans	SJV	SR99	LERDO HWY	7TH STANDARD				3	3	3	3	3	3	3	3
643	Caltrans	SJV	SR99	7TH STANDARD	SR65		KER08RTP138	$90,800,000	3	3	3	3	4	4	4	4
644	Caltrans	SJV	SR99	SR65	OLIVE		KER08RTP138	$90,800,000	3	3	3	3	4	4	4	4
645	Caltrans	SJV	SR99	SNOW RD	SNOW RD	New Interchan	KER08RTP115	$138,200,000	-	-	-	-	x	x	x	x
646	Caltrans	SJV	SR99	OLIVE	OLIVE	Ramp Improve	KER08RTP021	$108,000,000	-	-	-	-	x	x	x	x
647	Caltrans	SJV	SR99	OLIVE	SR204		KER08RTP104	$12,000,000	5	5	5	5	5	5	5	5
648	Caltrans	SJV	SR99	SR204	AIRPORT				4	4	4	4	4	4	4	4
649	Caltrans	SJV	SR99	AIRPORT	SR58(24TH ST)				4	4	4	4	4	4	4	4
650	Caltrans	SJV	SR99	SR58(24TH ST)	CALIFORNIA				4	4	4	4	4	4	4	4
651	Caltrans	SJV	SR99	CALIFORNIA	STOCKDALE				4	4	4	4	4	4	4	4
652	Caltrans	SJV	SR99	STOCKDALE	MING				4	4	4	4	4	4	4	4
653	Caltrans	SJV	SR99	MING	Wilson Road				4	4	4	4	4	4	4	4
654	Caltrans	SJV	SR99	Wilson Road	WHITE LN	Add Lanes	KER08RTP077	$52,000,000	4	4	4	4	4	4	4	4
655	Caltrans	SJV	SR99	WHITE LN	PANAMA LN	Add Lanes	KER08RTP077	$52,000,000	4	4	4	4	4	4	4	4
656	Caltrans	SJV	SR99	PANAMA LN	HOSKING	Add Lanes	KER08RTP077	$52,000,000	4	4	4	4	4	4	4	4
657	Caltrans	SJV	SR99	SR119	HOSKING	Add Lanes	KER08RTP077	$52,000,000	4	4	4	4	4	4	4	4
658	Caltrans	SJV	SR99	SR223	SR119				3	3	3	3	3	3	3	3
659	Caltrans	SJV	SR99	HERRING RD	SR223				3	3	3	3	3	3	3	3
660	Caltrans	SJV	SR99	COPUS RD	HERRING RD				3	3	3	3	3	3	3	3
661	Caltrans	SJV	SR99	SR166	COPUS RD				3	3	3	3	3	3	3	3
662	Caltrans	SJV	SR99	I-5	SR166				3	3	3	3	3	3	3	3
663	Caltrans D9	MD	TUCKER RD	RED APPLE	VALLEY				2	2	2	2	2	2	2	2
664	Caltrans D9	MD	VALLEY BL	TUCKER	REEVES	Add Lanes	Local		2	2	2	2	2	2	2	2
665	Caltrans D9	MD	VALLEY BL	REEVES	GOLDEN HILLS	Add Lanes	Local		2	2	2	2	2	2	2	2
666	Caltrans	SJV	WESTSIDE PARKWAY	HEATH	WEST BELTWAY	New Freeway	KER08RTP016	$170,000,000	2	2	2	2	3	3	3	3
667	Caltrans	SJV	WESTSIDE PARKWAY	WEST BELTWAY	ALLEN	New Freeway	KER08RTP016	$170,000,000	2	3	3	3	3	3	3	3
668	Caltrans	SJV	WESTSIDE PARKWAY	ALLEN	JEWETTA	New Freeway	KER08RTP020	$698,000,000	3	3	3	3	3	3	3	3
669	Caltrans	SJV	WESTSIDE PARKWAY	JEWETTA	CALLOWAY	New Freeway	KER08RTP020	$698,000,000	3	3	3	3	3	3	3	3
670	Caltrans	SJV	WESTSIDE PARKWAY	CALLOWAY	COFFEE	New Freeway	KER08RTP020	$698,000,000	4/3	4/3	4/3	4/3	4/3	4/3	4/3	4/3
671	Caltrans	SJV	WESTSIDE PARKWAY	COFFEE	MOHAWK	New Freeway/	KER08RTP020	$698,000,000	4	4	4	4	4	4	4	4
672	Caltrans	SJV	WESTSIDE PARKWAY(PHAS	MOHAWK	TRUXTUN	New Freeway/	KER08RTP020	$698,000,000	var.	var.	var.	2-4	2-4	2-4	2-4	2-4
672A	Caltrans	SJV	WESTSIDE PKWY-PH. 4-EB	MOHAWK OFF-RAMP	MOHAWK LOOP ON-RAMP	New Freeway	KER08RTP020	$698,000,000	3	3	3	3	3	3	9	10
672B	Caltrans	SJV	WESTSIDE PKWY-PH. 4-EB	MOHAWK LOOP ON-RAMP	TRUXTUN OFF RAMP	New Freeway	KER08RTP020	$698,000,000	4	4	4	4	4	4	4	4
672C	Caltrans	SJV	WESTSIDE PKWY-PH. 4-EB	TRUXTUN OFF-RAMP	SR 99 OFF-RAMP	New Freeway	KER08RTP020	$698,000,000	3	3	3	3	3	3	3	3
672D	Caltrans	SJV	WESTSIDE PKWY-PH. 4-WB	SR 99 ON-RAMP	MOHAWK OFF-RAMP	New Freeway	KER08RTP020	$698,000,000	3	3	3	3	3	3	3	3
672E	Caltrans	SJV	WESTSIDE PKWY-PH. 4-WB	MOHAWK OFF-RAMP	TRUXTUN ON RAMP	New Freeway	KER08RTP020	$698,000,000	2	2	2	2	2	2	2	2
672F	Caltrans	SJV	WESTSIDE PKWY-PH. 4-WB	TRUXTUN ON RAMP	MOHAWK ON-RAMP	New Freeway	KER08RTP020	$698,000,000	3	3	3	3	3	3	3	3
672G	Caltrans	SJV	WESTSIDE PKWY-PH. 4-WB	MOHAWK LOOP ON-RAMP	DIRECT ON-RAMP	New Freeway	KER08RTP020	$698,000,000	4	4	4	4	4	4	4	4

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

										modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
	Kern County															
673	Kern County	SJV	7th STANDARD RD	SR 43/Enos Lane	SANTA FE WAY	Add Lanes	KER08RTP113	$11,500,000	1	1	2	2	2	2	3	3
674	Kern County	SJV	7th STANDARD RD	ZERKER RD	ALLEN	Add Lanes	KER08RTP005	$57,000,000	2	2	2	2	2	2	3	3
675	Kern County	SJV	7th STANDARD RD	ALLEN	OLD FARM	Add Lanes	KER08RTP005	$57,000,000	2	2	2	2	3	3	3	3
676	Kern County	SJV	7th STANDARD RD	OLD FARM	JEWETTA	Add Lanes	KER08RTP005	$57,000,000	2	2	2	2	3	3	3	3
677	Kern County	SJV	7th STANDARD RD	CALLOWAY	QUAIL CREEK	Add Lanes	KER08RTP005	$57,000,000	2	2	3	3	3	3	3	3
678	Kern County	SJV	7th STANDARD RD	QUAIL CREEK	COFFEE	Add Lanes	KER08RTP005	$57,000,000	2	2	3	3	3	3	3	3
679	Kern County	SJV	7th STANDARD RD	COFFEE	SR99				2	2	3	3	3	3	3	3
680	Kern County	SJV	7th STANDARD RD	SR99	SR99				2	2	3	3	3	3	3	3
681	Kern County	SJV	7th STANDARD RD	SR99	SR65				2	2	3	3	3	3	3	3
682	Kern County	SJV	7th STANDARD RD	SR65	PEGASUS				2	2	3	3	3	3	3	3
683	Kern County	SJV	7th STANDARD RD	PEGASUS	WINGS WAY				2	2	2	2	2	2	2	2
684	Kern County	SJV	7th STANDARD RD	WINGS WAY	AIRPORT	Add Lanes	Local		2/1	2/1	3	3	3	3	3	3
685	Kern County	SJV	7th STANDARD RD	AIRPORT	MC CRAY				2	2	3	3	3	3	3	3
686	Kern County	SJV	7th STANDARD RD	MC CRAY	CHESTER				2	2	3	3	3	3	3	3
687	Kern County	MD	90TH WEST	ROSAMOND	HOLIDAY	Add Lanes	Local		1					1	2	2
688	Kern County	MD	90TH WEST	HOLIDAY	GASKELL	Add Lanes	Local		1					1	2	2
689	Kern County	MD	90TH WEST	GASKELL	A AVE	Add Lanes	Local		1					1	2	2
690	Kern County	SJV	AIRPORT	7TH STANDARD	DAY	Add Lanes	Local		1	1	2	2	3	3	3	3
691	Kern County	SJV	AIRPORT	DAY	SKYWAY	Add Lanes	Local		1	1	2	2	2	2	2	2
692	Kern County	SJV	AIRPORT	SKYWAY	NORRIS				2	2	2	2	2	2	2	2
693	Kern County	SJV	AIRPORT	NORRIS	DECATUR/OLIVE	Add Lanes	Local		2	2	3	3	3	3	3	3
694	Kern County	SJV	AIRPORT	DECATUR/OLIVE	ROBERTS LN	Add Lanes	Local		2	2	3	3	3	3	3	3
695	Kern County	SJV	AIRPORT	ROBERTS LN	STATE RD				2	2	3	3	3	3	3	3
696	Kern County	SJV	ALLEN	NORIEGA	HAGEMAN				2/1	2/1	2	2	2	2	2	2
697	Kern County	SJV	ALLEN	HAGEMAN	MEACHAM	Add Lanes	Local		2	2	3	3	3	3	3	3
698	Kern County	SJV	ALLEN	MEACHAM	SR58	Add Lanes	Local		2/1	2/1	3	3	3	3	3	3
699	Kern County	SJV	ASHE RD	SR 119	REMERO RD				1	1	2	2	2	2	2	2
700	Kern County	SJV	BRECKENRIDGE RD	SR 184/Morning Drive	VINELAND RD				1	1	2	2	2	2	2	2
701	Kern County	SJV	BRECKENRIDGE RD	VINELAND RD	Edison /Masterson				1	1	1	1	1	1	2	2
702	Kern County	SJV	BRECKENRIDGE RD	Edison /Masterson	BEAUJOLIAS				1	1	1	1	1	1	2	2
703	Kern County	SJV	BRECKENRIDGE RD	BEAUJOLIAS	COMANCHE DR				1	1	1	1	1	1	2	2
704	Kern County	SJV	CALLOWAY	7TH STANDARD	ETCHART RD	Add Lanes	Local		1	1	2	2	2	2	3	3
705	Kern County	SJV	CALLOWAY	SR58	GREENACRES DR	Add Lanes	Local		2/3	2/3	2/3	2/3	2/3	2/3	2/3	2/3
706	Kern County	SJV	CALLOWAY	GREENACRES DR	HOLLAND ST	Add lane	Local	$920, 402	2	2	2/3	2/3	3	3	3	3
707	Kern County	SJV	CALLOWAY	HOLLAND ST	SLIKKER				2	2	2	2	3	3	3	3
708	Kern County	SJV	CALLOWAY	SLIKKER	BRIMHALL	Add Lanes	Local		2	2	2	2	3	3	3	3
709	Kern County	SJV	CALIFORNIA	WASHINGTON	MT VERNON				2	2	2	2	3	3	3	3
710	Kern County	SJV	CALIFORNIA	MT VERNON	EDISON				2	2	2	2	2	2	2	2

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

									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
711	Kern County	SJV	CHASE AVE	Masterson Street	COMANCHE DR				0	0	1	1	1	1	1	1
712	Kern County	SJV	CHINA GRADE	CHESTER	MANOR				2	2	2	2	2	2	2	2
713	Kern County	SJV	CHINA GRADE	MANOR	MONTE CRISTO	Add Lanes	Local		1	1	2	2	2	2	2	2
714	Kern County	SJV	CHINA GRADE	MONTE CRISTO	CHINA GRADE LOOP/ROUND	Add Lanes	Local		1	1	2	2	2	2	2	2
715	Kern County	SJV	CHINA GRADE	CHINA GRADE LOOP/ROUND	ALFRED HARRELL	Add Lanes	Local		1	1	2	2	2	2	2	2
716	Kern County	IWV	CHINA LAKE BL	SPRINGER	MAHAN				1					1	1	1
717	Kern County	IWV	CHINA LAKE BL	MAHAN	SR395				1					1	1	1
718	Kern County	SJV	COFFEE	SNOW	NORRIS	Add Lanes	Local		1	1	2	2	2	2	3	3
719	Kern County	SJV	COMANCHE DR	Alfred Harrell Highway	SR 58				1	1	2	2	2	2	2	2
720	Kern County	SJV	COMANCHE DR	SR 58	MULLER				1	1	1	1	2	2	2	2
721	Kern County	SJV	EDISON RD	SR 178	BRECKENRIDGE RD				0	0	0	0	1	1	2	2
722	Kern County	SJV	EDISON RD	BRECKENRIDGE RD	Edison Highway				0	0	0	0	0	0	1	1
723	Kern County	SJV	FAIRFAX RD	SR 58	REDBANK RD				1	1	1	1	2	2	2	2
724	Kern County	SJV	FRUITVALE AVE	SNOW	NORRIS				1	1	2	2	2	2	2	2
725	Kern County	SJV	FRUITVALE AVE	HAGEMAN RD	SR 58/Rosedale Highway				1	1	2	2	2	2	3	3
726	Kern County	SJV	GILMORE	FRUITVALE AVE	LANDCO				0	0	1	1	1	1	1	1
727	Kern County	SJV	GOSFORD	SR119	CURNOW				1	1	1	1	1	1	1	1
728	Kern County	SJV	HAGEMAN	NORD RD	WEGIS AVE				1	1	2	2	2	2	2	2
729	Kern County	SJV	HAGEMAN	WEGIS AVE	HEATH RD				1	1	2	2	2	2	3	3
730	Kern County	SJV	HAGEMAN	HEATH RD	RUDD				1	1	2	2	2	2	3	3
731	Kern County	SJV	HAGEMAN	RUDD	RENFRO				1	1	2	2	3	3	3	3
732	Kern County	SJV	HAGEMAN	RENFRO	JENKINS				1	1	2	2	3	3	3	3
733	Kern County	SJV	HAGEMAN	JENKINS	SANTA FE				2	2	2	2	3	3	3	3
734	Kern County	SJV	HAGEMAN	SANTA FE	ALLEN				3/2	3/2	3	3	3	3	3	3
735	Kern County	SJV	HEATH RD	HAGEMAN RD	SR 58/Rosedale Highway				1	1	2	2	2	2	2	2
736	Kern County	SJV	HEATH RD	SR 58/Rosedale Highway	Stockdale Highway				1	1	2	2	2	2	2	2
737	Kern County	SJV	MANOR	MC CRAY	CHESTER				2	2	2	2	2	2	2	2
738	Kern County	SJV	MANOR	CHESTER	DAY				2	2	2	2	2	2	2	2
739	Kern County	SJV	MANOR	DAY	CHINA GRADE LOOP				2	2	2	2	2	2	2	2
740	Kern County	SJV	MANOR	CHINA GRADE LOOP	NORRIS				2	2	2	2	2	2	2	2
741	Kern County	SJV	MANOR	NORRIS	ROBERTS LN				2	2	2	2	2	2	2	2
742	Kern County	SJV	MEACHAM	RENFRO RD	JENKINS RD				1	1	2	2	2	2	2	2
743	Kern County	SJV	MEACHAM	JENKINS RD	ALLEN				1	1	1	2	2	2	2	2
744	Kern County	SJV	MOHAWK	HAGEMAN	DOWNING				2	2	2	3	3	3	3	3
745	Kern County	SJV	MOHAWK	DOWNING	SR58				2	2	2	3	3	3	3	3
746	Kern County	SJV	MT VERNON	SR178	BERNARD				2	2	2	2	2	2	2	2
747	Kern County	SJV	MT VERNON	BERNARD	COLLEGE				2	2	2	2	2	2	2	2
748	Kern County	SJV	MT VERNON	COLLEGE	FLOWER				2	2	2	2	2	2	2	2
749	Kern County	SJV	MT VERNON	FLOWER	NILES				2	2	2	2	2	2	2	2

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

									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
750	Kern County	SJV	MT VERNON	NILES	KENTUCKY				2	2	2	2	2	2	2	2
751	Kern County	SJV	MT VERNON	KENTUCKY	EDISON HWY				2	2	2	2	2	2	2	2
752	Kern County	SJV	MT VERNON	EDISON HWY	CALIFORNIA				2	2	2	2	2	2	2	2
753	Kern County	SJV	MT VERNON	CALIFORNIA	VIRGINIA				2	2	2	2	2	2	2	2
754	Kern County	SJV	MT VERNON	VIRGINIA	BRUNDAGE				2	2	2	2	2	2	2	2
755	Kern County	SJV	NO. CHESTER	BEARDSLEY	ROBERTS LN				2	2	2	2	2	2	2	2
756	Kern County	SJV	NO. CHESTER	ROBERTS LN	DECATUR				2	2	2	2	2	2	2	2
757	Kern County	SJV	NO. CHESTER	DECATUR	NORRIS				2	2	2	2	2	2	2	2
758	Kern County	SJV	NO. CHESTER	NORRIS	CHINA GRADE LOOP				2	2	2	2	2	2	2	2
759	Kern County	SJV	NO. CHESTER	CHINA GRADE LOOP	DAY				2	2	2	2	2	2	2	2
760	Kern County	SJV	NO. CHESTER	DAY	MANOR				2	2	2	2	2	2	2	2
761	Kern County	SJV	NILES	MONTEREY	MT VERNON				2	2	2	2	2	2	2	2
762	Kern County	SJV	NILES	MT VERNON	OSWELL				2	2	2	2	2	2	2	2
763	Kern County	SJV	NILES	OSWELL	STERLING RD				2	2	2	2	2	2	2	2
764	Kern County	SJV	NILES	STERLING RD	FAIRFAX				2	2	2	2	2	2	2	2
765	Kern County	SJV	NILES	FAIRFAX	BRENTWOOD				2	2	2	2	2	2	2	2
766	Kern County	SJV	NILES	BRENTWOOD	PARK DR				2	2	2	2	2	2	2	2
767	Kern County	SJV	NILES	PARK DR	SR184				2	2	2	2	2	2	2	2
768	Kern County	SJV	NORRIS RD	CHESTER AVE	MANOR				1	1	2	2	2	2	2	2
769	Kern County	SJV	NORRIS RD	SR 99	AIRPORT DR				1	1	2	2	2	2	2	2
770	Kern County	MD	OLD 58	ROSEWOOD	SR58BYPASS				2					2	2	2
771	Kern County	MD	OLD 58	ARROYO	ROSEWOOD				2					2	2	2
772	Kern County	MD	OLD 58	SR14	ARROYO				2					2	2	2
773	Kern County	MD	OLD 58	SR14	UNITED				2					2	2	2
774	Kern County	MD	OLD 58	UNITED	5TH ST				2					2	2	2
775	Kern County	MD	OLD 58	5TH	SR58BYPASS				2					2	2	2
776	Kern County	SJV	OLD RIVER	MCCUTCHEN(HOSKING)	SR119				1	1	1	1	1	1	1	1
777	Kern County	SJV	OLD RIVER	SR119	CURNOW				1	1	1	1	1	1	1	1
778	Kern County	SJV	OSWELL	BERNARD	COLLEGE	Add Lanes	Local		2	2	2	2	2	2	2	2
779	Kern County	SJV	OSWELL	COLLEGE	NILES	Add Lanes	Local		2	2	2	2	2	2	2	2
780	Kern County	SJV	OSWELL	NILES	KENTUCKY	Add Lanes	Local		2	2	2	2	2	2	2	2
781	Kern County	SJV	OSWELL	KENTUCKY	PIONEER DR	Add Lanes	Local		2	2	2	2	2	2	2	2
782	Kern County	SJV	OSWELL	PIONEER DR	EDISON HWY	Add Lanes	Local		2	2	2	2	2	2	2	2
783	Kern County	SJV	OSWELL	EDISON HWY	VIRGINIA	Add Lanes	Local		2	2	2	2	2	2	2	2
784	Kern County	SJV	OSWELL	VIRGINIA	BRUNDAGE	Add Lanes	Local		2	2	2	2	2	2	2	2
785	Kern County	SJV	OSWELL	WHITE LN	PANAMA LN				0	0	0	0	1	1	1	1
786	Kern County	SJV	PANAMA LN	SR 43/ENOS LN	RENFRO				1	1	1	1	2	2	2	2
787	Kern County	SJV	PANAMA LN	RENFRO	ALLEN	Add Lanes	Local		1	1	1	1	2	2	2	2
788	Kern County	SJV	PANAMA RD	UNION	SR184				1	1	1	1	1	1	1	1

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

									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
789	Kern County	MD	RANDSBURG CUTOFF	SR14	SR58BYPASS				1					1	1	1
790	Kern County	SJV	PATTON WAY	MEANY	SR 58/Rosedale Highway				1	1	1	1	2	2	2	2
791	Kern County	SJV	QUAIL CREEK RD	NORRIS	SNOW ROAD				1	1	2	2	2	2	2	2
792	Kern County	SJV	REDBANK	FAIRFAX	SR 184/Weedpatch Highway				1	1	2	2	2	2	2	2
793	Kern County	SJV	RENFRO RD	REINA	JOHNSON RD				1	1	1	1	2	2	2	2
794	Kern County	MD	ROSAMOND BL	TEHACHAPI WILLOW SPRING	80TH ST				1					1	2	2
795	Kern County	MD	ROSAMOND BL	80TH ST	70TH ST				1					1	2	2
796	Kern County	MD	ROSAMOND BL	70TH ST	65TH ST				1					1	2	2
797	Kern County	MD	ROSAMOND BL	65TH ST	60TH ST				1					1	2	2
798	Kern County	MD	ROSAMOND BL	60TH ST	50TH ST	Add Lanes	Local		1					2	2	2
799	Kern County	MD	ROSAMOND BL	50TH ST	40TH ST	Add Lanes	Local		1					2	2	2
800	Kern County	MD	ROSAMOND BL	40TH ST	35TH ST	Add Lanes	Local		1					2	2	2
801	Kern County	MD	ROSAMOND BL	35TH ST	30TH ST	Add Lanes	Local		2					3	3	3
802	Kern County	MD	ROSAMOND BL	25TH ST	SR14	Add Lanes	Local		2					3	3	3
803	Kern County	MD	ROSAMOND BL	SR14	20TH ST	Add Lanes	Local		2					3	3	3
804	Kern County	MD	ROSAMOND BL	20TH ST	SIERRA HWY	Add Lanes	Local		2					3	3	3
805	Kern County	MD	ROSAMOND BL	SIERRA HWY	15TH ST	Add Lanes	Local		2					3	3	3
806	Kern County	MD	ROSAMOND BL	15TH ST	10TH ST	Add Lanes	Local		2					3	3	3
807	Kern County	SJV	SNOW RD	Allen Road	OLD FARM RD				1/2	1/2	2	2	2	2	2	2
808	Kern County	SJV	SNOW RD	OLD FARM RD	JEWETTA AVE				1/2	1/2	2	2	2	2	2	2
809	Kern County	SJV	SNOW RD	CALLOWAY DR	QUAIL CREEK RD				2	2	2	2	2	2	2	2
810	Kern County	SJV	SNOW RD	QUAIL CREEK RD	COFFEE RD				1	1	2	2	2	2	2	2
811	Kern County	SJV	SNOW RD	FRUITVALE AVE	Golden State Highway				1	1	2	2	2	2	2	2
812	Kern County	SJV	SO.CHESTER	WILSON	MING				2	2	2	2	2	2	2	2
813	Kern County	SJV	STOCKDALE	SR 43	SUPERIOR RD				1	2	2	2	2	2	2	3
814	Kern County	SJV	STOCKDALE	SUPERIOR RD	GREELEY RD				1	2	2	2	2	2	2	3
815	Kern County	SJV	STOCKDALE	GREELEY RD	NORD				1	2	2	2	2	2	2	3
816	Kern County	SJV	TAFT HWY	SR99	H ST	Add Lanes	Local		1	1	2	2	2	2	2	2
817	Kern County	SJV	TAFT HWY	H ST	UNION				1	1	2	2	2	2	2	2
818	Kern County	MD	TEHACHAPI WILLOW SPRIN	IRONE	ROSAMOND				1					1	1	1
819	Kern County	MD	TEHACHAPI WILLOW SPRIN	HAMILTON	IRONE				1					1	1	1
820	Kern County	MD	TEHACHAPI WILLOW SPRIN	HIGHLINE	DENNISON				1					1	1	1
821	Kern County	MD	TEHACHAPI WILLOW SPRIN	ABAJO	HIGHLINE				1					1	1	1
822	Kern County	SJV	UNION	BELLE TERRACE	MING	Add Lanes	Local		3	3	3	3	3	3	3	3
823	Kern County	SJV	UNION	WHITE LN	PACHECO	Add Lanes	Local		2	2	2	2	2	3	3	3
824	Kern County	SJV	UNION	HOSKING	MC KEE	Add Lanes	Local		2	2	2	2	2	3	3	3
825	Kern County	SJV	UNION	MC KEE	SR119	Add Lanes	Local		2	2	2	2	2	3	3	3
826	Kern County	SJV	VERDUGO LN	MEACHAM	ROSEDALE HIGHTWAY				1	1	1	1	2	2	2	2
827	Kern County	SJV	VINELAND RD	SR 58	EDISON HIGHWAY				1	1	1	1	1	1	2	2

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

									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
828	Kern County	SJV	VINELAND RD	EDISON HIGHWAY	Eucalyptus Drive				1	1	1	1	1	1	2	2
829	Kern County	SJV	VINELAND RD	Eucalyptus Drive	PIONEER DR				1	1	1	1	1	1	2	2
830	Kern County	SJV	VINELAND RD	PIONEER DR	SR 184/Morning Drive				0	0	0	0	0	0	1	1
831	Kern County	SJV	WHITE LN(MULLER RD)	OSWELL	FAIRFAX				0	0	0	0	0	0	2	2
	California City															
832	California City	MD	CAL CITY BL	SR14	RAILROAD				1	[redacted]				1	1	1
833	California City	MD	CAL CITY BL	RAILROAD	BARON BLVD				1					1	1	1
834	California City	MD	CAL CITY BL	BARON BLVD	NEURALIA				2					2	2	2
835	California City	MD	CAL CITY BL	NEURALIA	HACIENDA				2					2	2	2
836	California City	MD	CAL CITY BL	HACIENDA	RANDSBURG MOJAVE				2					2	2	2
837	California City	MD	CAL CITY BL	RANDSBURG MOJAVE	REDWOOD				2					2	2	2
838	California City	MD	CAL CITY BL	REDWOOD	TAMARACK AVE				1					1	1	1
	Ridgecrest															
839	Ridgecrest	IWV	CHINA LAKE BL	RIDGECREST BLVD	UPJOHN				2					2	2	2
840	Ridgecrest	IWV	CHINA LAKE BL	UPJOHN	BOWMAN RD				2					2	2	2
841	Ridgecrest	IWV	CHINA LAKE BL	BOWMAN RD	COLLEGE HEIGHTS				2					2	2	2
842	Ridgecrest	IWV	CHINA LAKE BL	COLLEGE HEIGHTS	DOLPHIN				1					1	1	1
843	Ridgecrest	IWV	CHINA LAKE BL	DOLPHIN	DOWNS				1					1	1	1
844	Ridgecrest	IWV	CHINA LAKE BL	DOWNS	SPRINGER				1					1	1	1
	Shafter															
845	Shafter	SJV	LERDO HWY	POPLAR	SHAFTER				1	1	1	1	1	1	1	1
846	Shafter	SJV	LERDO HWY	SHAFTER	SR43				1	1	1	1	1	1	1	1
847	Shafter	SJV	LERDO HWY	SR43	MANNEL				2	2	2	2	2	2	2	2
848	Shafter	SJV	LERDO HWY	MANNEL	BEECH				2	2	2	2	2	2	2	2
849	Shafter	SJV	LERDO HWY	BEECH	CHERRY				2	2	2	2	2	2	2	2
850	Shafter	SJV	LERDO HWY	CHERRY	ZACHARY				2	2	2	2	2	2	2	2
851	Shafter	SJV	LERDO HWY	ZACHARY	ZERKER				2	2	2	2	2	2	2	2
852	Shafter	SJV	LERDO HWY	ZERKER	SR99				2	2	2	2	2	2	2	2

Transportation Project Listing - Exempt Projects						
Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exemption Code (per CTIPS)	Air Basins
Arvin	KER220803	20400000968	IN ARVIN: PURCHASE OF A REPLACEMENT 35 FT ELECTRIC BUS AND A REPLACEMENT BATTERY-ELECTRIC 26 FT DIAL-A-RIDE BUS, CONSTRUCT SOLAR MICROGRID WITH BATTERY BACKUP CHARGING INFRASTRUCTURE, WORKFORCE DEVELOPMENT	$3,653,187	2.10	San Joaquin
Arvin	KER260402	20400001039	ARVIN: STOCKTON AVE FROM FRANKLIN ST TO FALLBROOK AVE; 0.25 MILES OF ROAD RECONSTRUCTION	$896,701	1.10	San Joaquin
Arvin	KER260403	20400001040	ARVIN: NORTH A ST FROM BEAR MOUNTAIN BLVD TO 5TH AVE; 0.25 MILES OF ROAD RECONSTRUCTION	$922,739	1.10	San Joaquin
Arvin	KER260502	20400001049	ARVIN: 4TH AVE FROM N. DERBY ST TO N. A ST; CONSTRUCT ASPHALT PAVED SHOULDERS, SIDEWALKS, CURB AND GUTTER, CURB RAMPS, DRIVE APPROACHES, AND OTHER RELATED IMPROVEMENTS	$659,452	1.04	San Joaquin
Arvin	KER260503	20400001050	ARVIN: ARVIN AVE FROM B ST TO C ST & C ST FROM ARVIN AVE TO BEAR MOUNTAIN BLVD/HWY 223; CONSTRUCT ASPHALT PAVED SHOULDERS, SIDEWALKS, CURB AND GUTTER, CURB RAMPS, DRIVE APPROACHES, AND OTHER RELATED IMPROVEMENTS	$428,442	1.04	San Joaquin
Bakersfield	KER231003	20400000994	IN BAKERSFIELD: ON H ST BETWEEN SR 204 AND SR 58; CONSTRUCT CURB CUTS, ADA RAMPS, HIGH-VISIBILITY CROSSWALKS, ADVANCED STOP AND TURN LINE MARKINGS, AND PEDESTRIAN FIRENDLY STREETSCAPING	$17,618,167	3.02	San Joaquin
Bakersfield	KER231010	20400001005	RAISE GRANT: IN BAKERSFIELD: CHESTER AVE BETWEEN BRUNDAGE LN AND TRUXTUN AVE (APPROX. 1.4 MI); REDEVELOPMENT WITH COMPLETE STREET ENHANCEMENTS, ADA ACCESSIBLE SIDEWALKS, CLASS II BIKE LANES, ROADWAY IMPROVEMENTS AND RELATED INFRASTRUCTURE IMPROVEMENTS INCLUDING LIGHTING AND STORMWATER DRAINAGE	$15,190,000	3.02	San Joaquin
Bakersfield	KER240505	20400001016	BAKERSFIELD: ALONG 18TH AND 19TH STREETS FROM L ST TO O ST; CONSTRUCT CURB EXTENSIONS AND CUTS, HIGH-VISIBILITY CROSSWALKS, ADDITIONAL STRIPING, AND INSTALL CLASS II BIKE LANES	$2,490,919	3.02	San Joaquin
Bakersfield	KER260504	20400001051	BAKERSFIELD: MONITOR ST FROM FAIRVIEW RD AND WHITE LN; CONSTRUCTION OF CURB EXTENSIONS, HIGH-VISIBILITY CROSSWALKS, RECTANGULAR RAPID FLASHING BEACONS (RRFB'S), ADVANCED STOP MARKINGS, TURN LANE MARKINGS, AND STRIPING, RAISED MEDIANS, ACCESSIBILITY UPGRADES, AND A COMBINATION OF DEDICATED, CLASS II AND CLASS IV BIKE LANES	$5,118,956	3.02	San Joaquin
Caltrans	KER210202	20400000929	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SHOPP COLLISION REDUCTION PROGRAM	$99,714,000	1.09	Various
Caltrans	KER210205	20400000932	GROUPED PROJECTS FOR PAVEMENT RESURFACING AND/OR REHABILITATION - SHOPP ROADWAY PRESERVATION PROGRAM	$1,107,212,000	1.10	Various
Caltrans	KER210207	20400000934	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS, SHOULDER IMPROVEMENTS, PAVEMENT RESURFACING AND/OR REHABILITATION - MINOR PROGRAM	$14,528,000	1.10	Various

Transportation Project Listing - Exempt Projects						
Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exemption Code (per CTIPS)	Air Basins
Caltrans	KER220201	20400000966	GROUPED PROJECTS FOR SHOULDER IMPROVEMENTS - SHOPP ROADSIDE PRESERVATION PROGRAM	$13,460,000	1.13	Various
Caltrans	KER220202	20400000967	IN DELANO, AT THE DELANO MAINTENANCE STATION AT 805 SOUTH LEXINGTON STREET. EXPAND AND REMODEL MAINTENANCE BUILDING, UPGRADE FACILITIES TO AMERICANS WITH DISABILITIES ACT (ADA) STANDARDS, AND RELOCATE AND INSTALL NEW ZERO EMISSION VEHICLE CHARGING STATIONS	$11,973,000	2.11	San Joaquin
Caltrans	KER230102	20400000983	GROUPED PROJECTS FOR TRUCK CLIMBING LANES	$52,017,000	1.17	Various
Caltrans	KER250201	20400001027	GROUPED PROJECTS FOR EMERGENCY REPAIR - SHOPP EMERGENCY RESPONSE PROGRAM	$11,260,000	4.13	Various
Delano	KER231004	20400000995	IN DELANO: CONSTRUCT 18 ADA CURB RAMPS, STRIPE 17 CROSSWALKS, FILL 3,749 FT OF SIDEWALK GAPS SURROUNDING EIGHT LOCAL PUBLIC SCHOOLS BENEFITTING OVER 6,200 STUDENTS, COMPLETING THE SRTS PLAN	$703,000	3.02	San Joaquin
Delano	KER250802	20400001028	IN DELANO: OPERATING ASSISTANCE FY 2026-27 ($1,057,854.50 toll credits)	$2,115,709	2.01	San Joaquin
Delano	KER250811	20400001037	IN DELANO: PURCHASE 1 GAS EXPANSION DIAL-A-RIDE VAN COMPLIANT WITH AMERICANS WITH DISABILITIES ACT (toll credits $27,181)	$181,209	2.02	San Joaquin
Golden Empire Transit	KER210808	20400000945	IN BAKERSFIELD: AT VARIOUS FACILITY LOCATIONS: PURCHASE AND INSTALL ELECTRONIC DYNAMIC SIGNS	$300,000	2.04	San Joaquin
Golden Empire Transit	KER210812	20400000949	IN BAKERSFIELD: COMPUTER REPLACEMENT FOR MAIN AND DOWNTOWN FACILITY FY 2022-23	$30,000	2.04	San Joaquin
Golden Empire Transit	KER230803	20400000974	IN BAKERSFIELD: PREVENTIVE MAINTENANCE FY 2022-23	$7,400,000	2.01	San Joaquin
Golden Empire Transit	KER230805	20400000976	IN BAKERSFIELD: PURCHASE THREE REPLACEMENT HYDROGEN 40 FT BUSES FY 2024-25	$1,773,840	2.10	San Joaquin
Golden Empire Transit	KER230808	20400000981	IN BAKERSFIELD: GOLDEN EMPIRE TRANSIT ROUTE RESTORATION PROGRAM; ACQUIRE TRANSIT PLANNING AND VISUALIZATION SOFTWARE TO ASSIST GET IN COVID-19 SERVICE RECOVERY	$413,005	4.01	San Joaquin
Golden Empire Transit	KER230811	20400000986	IN BAKERSFIELD: PURCHASE TECHNOLOGY UPGRADE FOR EXISTING ADMINISTRATIVE FACILITY FY 2023-24	$150,000	2.06	San Joaquin
Golden Empire Transit	KER230812	20400000987	IN BAKERSFIELD: PURCHASE FARE COLLECTION SYSTEM FY 2023-24	$5,000,000	2.04	San Joaquin
Golden Empire Transit	KER230816	20400000991	IN BAKERSFIELD: PURCHASE TEN (10) REPLACEMENT 40 FT CNG BUSES FY 2024-25	$7,637,939	2.10	San Joaquin
Golden Empire Transit	KER240804	20400001021	IN BAKERSFIELD: PREVENTIVE MAINTENANCE FY 2024-25	$10,126,359	2.01	San Joaquin
Golden Empire Transit	KER240805	20400001022	IN BAKERSFIELD: CYBERSECURITY INFRASTRUCTURE FY 2024-25 to FY 2026-27	$837,378	2.04	San Joaquin
Golden Empire Transit	KER250801	20400001026	IN BAKERSFIELD: PREVENTIVE MAINTENANCE FY2025-26	$10,250,000	2.01	San Joaquin

Transportation Project Listing - Exempt Projects						
Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exemption Code (per CTIPS)	Air Basins
Golden Empire Transit	KER250803	20400001029	IN BAKERSFIELD: PURCHASE TECHNOLOGY REPLACEMENT FOR ALL FACILITIES FY 2025-26	$350,000	2.06	San Joaquin
Golden Empire Transit	KER250804	20400001030	IN BAKERSFIELD: PURCHASE REPLACEMENT ACCESS CONTROL SYSTEM FOR ADMINISTRATIVE FACILITY FY 2025-26	$100,000	2.04	San Joaquin
Golden Empire Transit	KER250805	20400001032	IN BAKERSFIELD: PURCHASE AND INSTALL DRIVER BARRIERS FY 2025-26	$700,000	2.05	San Joaquin
Golden Empire Transit	KER250806	20400001031	IN BAKERSFIELD: PURCHASE REPLACEMENT COMPUTER AIDED DISPATCH AND AUTOMATED VEHICLE LOCATOR WITH RADIO EQUIPMENT FY 2025-26	$7,000,000	2.06	San Joaquin
Golden Empire Transit	KER250807	20400001033	IN BAKERSFIELD: PURCHASE TWO REPLACEMENT GAS ISUZU FLAT BED VEHICLE AND EQUIPMENT FY 2025-26	$189,308	2.02	San Joaquin
Golden Empire Transit	KER250808	20400001034	IN BAKERSFIELD: PURCHASE REPLACEMENT LIFTS FOR BUS BAY 3 & 4 FY 2025-26	$724,736	2.05	San Joaquin
Golden Empire Transit	KER250809	20400001035	IN BAKERSFIELD: PURCHASE GENERATOR SWITCH GEAR FY 2025-26	$35,000	2.05	San Joaquin
Golden Empire Transit	KER250810	20400001036	IN BAKERSFIELD: PURCHASE 10 REPLACEMENT CNG BUSES FY 2025-26	$8,882,600	2.10	San Joaquin
Golden Empire Transit	KER260801	20400001060	IN BAKERSFIELD: PREVENTIVE MAINTENANCE FY 2026-27	$11,341,032	2.01	San Joaquin
Golden Empire Transit	KER260802	20400001061	IN BAKERSFIELD: PURCHASE 2 REPLACEMENT CNG PARATRANSIT BUSES FY 2026-27	$277,175	2.10	San Joaquin
Golden Empire Transit	KER260803	20400001062	IN BAKERSFIELD: PURCHASE 11 REPLACEMENT CNG AND 2 REPLACEMENT GAS PARATRANSIT BUSES FY 2026-27	$2,347,825	2.10	San Joaquin
Kern Council of Governments	KER210101	20400000927	PLANNING, PROGRAMMING, AND MONITORING	$2,500,000	4.01	Various
Kern Council of Governments	KER260401	20400001038	IN KERN COUNTY: REGIONAL TRAFFIC COUNT PROGRAM	$180,000	4.01	Various
Kern Council of Governments	KER260501	20400001048	IN KERN COUNTY: COMMUTEKERN RIDESHARE PROGRAM	$791,026	3.01	Various
Kern County	KER200403	20400000913	NEAR WELDON: SIERRA WAY AT SOUTH FORK KERN RIVER (.05 MILES); BRIDGE (PE PHASE ONLY, FOR NEPA ENVIRONMENTAL DOCUMENT APPROVAL)	$51,977	4.05	San Joaquin
Kern County	KER200811	20400000926	IN MOJAVE: CONSTRUCT BUS MAINTENANCE FACILITY	$2,000,000	2.11	Mojave Desert
Kern County	KER230818	20400000993	IN KERN COUNTY: PURCHASE TWO (2) 35 FT AND THREE (3) 40 FT REPLACEMENT CNG BUSES	$4,060,625	2.10	Various
Kern County	KER231001	20400000979	IN OILDALE: NORRIS RD FROM MELODY LN TO AIRPORT DR; CONSTRUCT SIDEWALK; NORRIS RD FROM AIRPORT DR TO N CHESTER AVE; CONSTRUCT PEDESTRIAN ACCESSIBILITY AND CROSSING IMPROVEMENTS (toll credits PE FY 23/24)	$9,793,000	3.02	San Joaquin

Transportation Project Listing - Exempt Projects						
Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exemption Code (per CTIPS)	Air Basins
Kern County	KER231005	20400000996	IN KERN COUNTY: SRTS; INSTALL RRFBS, THERMOPLASTIC MARKING, SIGNS AND ADA RAMPS AT EXISTING UNCONTROLLED MULTI-LANE CROSSWALKS TO BENEFIT SEVEN (7) ADJACENT SCHOOLS. UPGRADES TO 6 EXISTING MULTI-LANE CROSSWALKS ON ARTERIAL AND COLLECTOR ROADS IN UNINCORPORATED AREAS OF OILDALE AND EAST BAKERSFIELD	$2,342,000	3.02	San Joaquin
Kern County	KER231006	20400001001	IN KERN COUNTY: KERN RIVER PARKWAY MULTI-USE PATH, EXISTING LAKE MING PATH TERMINUS TO AREA APPROX 2,200 FT WEST OF CHINA GRADE LP, UNINCORPORATED AREAS OF METRO BAKERSFIELD; RESURFACING AND SAFETY IMPROVEMENTS ON PORTIONS OF KERN RIVER BIKE PATH. CONSTRUCT NEW MULTIUSE PATH FROM CHINA GRADE LP TO CAMINO GRANDE. CROSSING IMPROVEMENTS AT ALFRED HARRELL HWY	$8,035,000	3.02	San Joaquin
Kern County	KER260404	20400001041	KERN COUNTY/UNINCORPORATED BAKERSFIELD: DOWNING AVE FROM BAKERSFIELD CITY LIMITS TO FRUITVALE AVE; 0.9-MILES OF ROAD RECONSTRUCTION	$4,066,645	1.10	San Joaquin
Kern County	KER260405	20400001042	KERN COUNTY/UNINCORPORATED BAKERSFIELD: 7TH STANDARD RD FROM I-5 TO SR 43; 14.5 MILES OF ROAD RECONSTRUCTION.	$15,000,000	1.10	San Joaquin
Kern County	KER260406	20400001043	KERN COUNTY/UNINCORPORATED BAKERSFIELD: MORNING DR FROM NILES ST TO BAKERSFIELD CITY LIMITS); 0.24 MILES OF ROAD RECONSTRUCTION.	$1,918,453	1.10	San Joaquin
Kern County	KER260505	20400001052	KERN COUNTY (LAMONT): ART LN FROM WEST END OF ART LN TO HABECKER RD; PAVE UNPAVED ROAD AND SHOULDER	$670,538	1.10	San Joaquin
McFarland	KER220403	20400000960	MCFARLAND: INTERSECTION OF W. PERKINS AVE AND 3RD ST; IMPROVE SAFER COMMUTE AND INCREASE SAFETY BY INSTALLING FLASHING STOP LIGHTS, HIGH VISABILITY CROSSWALK, RESURFACING ROAD ON A CROSSWALK AND SURROUNDING CROSSWALK AREA, STRIPING ROAD, AND ADA RAMPS	$447,307	1.06	San Joaquin
McFarland	KER260506	20400001053	MCFARLAND: INTERSECTION OF TAYLOR AVE AND MAST AVE; CONSTRUCT PARK AND RIDE FACILITY WITH 31 PARKING SPACES, ADA STALLS, AND TRANSIT STOP ACCOMMODATIONS	$2,012,511	3.01	San Joaquin
Ridgecrest	KER240403	20400001008	IN RIDGECREST: S MAHAN ST B/N W BOWMAN RD AND W DOLPHIN AVE; RECONSTRUCTION AND INSTALLATION OF DRAINAGE FACILITIES (CURB AND GUTTER) ALONG +/- OF SINGLE LANE ROADWAY, WITH VARIOUS IMPROVEMENTS AND NUMEROUS UNIMPROVED LOCATIONS	$1,887,643	1.10	Indian Wells
Ridgecrest	KER240502	20400001013	IN RIDGECREST: PURCHASE FOUR REPLACEMENT BATTERY ELECTRIC VANS FOR TRANSIT FLEET	$515,900	2.10	Indian Wells
Ridgecrest	KER260407	20400001044	RIDGECREST: S MAHAN FROM W DOLPHIN AVE TO W SPINGER AVE (+/- 2800'); RECONSTRUCTION AND INSTALLATION OF DRAINAGE FACILITIES (CURB AND GUTTER) ALONG SINGLE LANE ROADWAY, WITH VARIOUS IMPROVEMENTS AND NUMEROUS UNIMPROVED LOCATIONS	$2,519,191	1.10	Indian Wells

Transportation Project Listing - Exempt Projects						
Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exemption Code (per CTIPS)	Air Basins
Ridgecrest	KER260408	20400001045	RIDGECREST: W LAS FLORES AVE FROM N CHINA LAKE BLVD TO N NORMA ST; PAVEMENT RECONSTRUCTION INCLUDING CURB AND GUTTER, CURB RAMPS, AND SIDEWALKS	$1,962,329	1.10	Indian Wells
Ridgecrest	KER260507	20400001054	IN RIDGECREST: PURCHASE ONE REPLACEMENT BATTERY ELECTRIC CUTAWAY BUS FOR TRANSIT FLEET	$344,289	2.10	Indian Wells
Shafter	KER240404	20400001009	IN SHAFTER: LERDO HWY FROM S VALLEY ST TO S SCHNAIDT ST; RECONSTRUCTION	$847,000	1.10	San Joaquin
Shafter	KER240405	20400001010	IN SHAFTER: ZERKER RD FROM 500 SOUTH OF NEW KAPITTEL RD TO GMC ROOFING; RECONSTRUCTION	$730,000	1.10	San Joaquin
Shafter	KER260409	20400001046	SHAFTER: CENTRAL AVE FROM WALKER ST TO CALLOWAY ST; PAVEMENT RECONSTRUCTION	$1,061,000	1.10	San Joaquin
Taft	KER220503	20400000964	TAFT: 550 SUPPLY RD; INSTALL CHARGING INFRASTRUCTURE AND SOLAR MICROGRID	$3,339,140	2.05	San Joaquin
Taft	KER231007	20400001002	IN TAFT: 10TH ST AND SAN EMIDIO ST; UPGRADE PEDESTRIAN CROSSING: INSTALL ADA CURB RAMPS, RAISED MEDIAN, REPAINT CROSSWALKS, MARKINGS, STRIPES, INSTALL 4 SOLAR LED FLASHING STOP SIGNS AND 2 SOLAR SPEED FEEDBACK SIGNS	$455,000	3.02	San Joaquin
Tehachapi	KER231008	20400001003	IN TEHACHAPI: NORTHSIDE OF WEST VALLEY BLVD BETWEEN OAKWOOD ST AND CURRY ST AND MILL ST BETWEEN VALLEY BLVD AND TEHACHAPI BLVD; INSTALL SIDEWALK, CURB, GUTTER, CURB RAMPS, IMPROVE CROSSWALKS, AND INSTALL CLASS II BICYCLE LANE ON NORTHSIDE OF VALLEY BLVD AND ON MILL ST	$3,266,000	3.02	Mojave Desert
Various Agencies	KER060601	20400000418	GROUPED PROJECTS FOR BRIDGE REHABILITATION AND RECONSTRUCTION - HIGHWAY BRIDGE PROGRAM (HBP)	$21,166,557	1.19	Various
Various Agencies	KER140601	20400000710	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)	$18,782,600	1.06	Various
Various Agencies	KER180403	20400000855	GROUPED PROJECTS FOR PAVEMENT RESURFACING AND/OR REHABILITATION	$7,971,379	1.10	Various
Various Agencies	KER180507	20400000862	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SAFER ROADS - INCLUSIVE OF FEDERAL AID AND NON-FEDERAL AID ROADS	$14,775,060	1.06	Various
Various Agencies	KER180801	20400000885	GROUPED PROJECTS FOR OPERATING ASSISTANCE TO TRANSIT AGENCIES	$18,027,679	2.01	Various
Various Agencies	KER200506	20400000921	GROUPED PROJECTS FOR INTERSECTION CHANNELIZATION	$5,270,572	5.01	Various
Various Agencies	KER210102	20400000936	GROUPED PROJECTS FOR ENGINEERING	$13,500,000	4.05	Various
Various Agencies	KER220101	20400000969	GROUPED PROJECTS FOR WIDENING NARROW PAVEMENTS OR RECONSTRUCTING BRIDGES (NO ADDITIONAL TRAVEL LANES	$113,430,000	1.19	Various
Various Agencies	KER230101	20400000980	GROUPED PROJECTS FOR INTERCHANGE RECONFIGURATION	$114,401,563	5.04	Various

Transportation Project Listing - Exempt Projects						
Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exemption Code (per CTIPS)	Air Basins
Various Agencies	KER240801	20400001018	GROUPED PROJECTS FOR PURCHASE OF NEW BUSES AND RAIL CARS TO REPLACE EXISTING VEHICLES OR FOR MINOR EXPANSION OF THE FLEET	$3,754,505	2.10	Various
Various Agencies	KER241001	20400001025	GROUPED PROJECT FOR TRANSPORTATION ENHANCEMENT ACTIVITIES	$36,535,924	4.12	Various
Various Agencies	KER260410	20400001047	GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION	$41,466,170	1.10	Various
Various Agencies	KER260510	20400001057	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SAFER ROADS - INCLUSIVE OF FEDERAL AID AND NON FEDERAL AID ROADS	$33,495,080	1.06	Various
Various Agencies	KER260511	20400001058	GROUPED PROJECTS FOR INTERSECTION CHANNELIZATION	$11,795,839	5.01	Various
Various Agencies	KER260512	20400001059	GROUPED PROJECTS FOR BICYCLE AND PEDESTRIAN FACILITIES	$2,235,599	3.02	Various
Wasco	KER231009	20400001004	IN WASCO: EAST SIDE OF CENTRAL AVE FROM 1310 NORTH OF FILBURN ST TO VIA MOROCCO BLVD AND BETWEEN BETTIS AVE AND SR 46; INSTALL CLASS I AND CLASS II BICYCLE TRAILS, ADA CURB RAMPS, DRIVE APPROACHES, AND RELATED PEDESTRIAN AND LANDSCAPING IMPROVEMENTS	$660,000	3.02	San Joaquin
Wasco	KER260508	20400001055	WASCO: SOUTHEAST CORNER OF FILBURN AVE AND CENTRAL AVE; CONSTRUCT SLOW-FILL CNG STATION	$680,000	2.11	San Joaquin
Wasco	KER260509	20400001056	WASCO: GRIFFITH AVE FROM FILBURN ST TO WASCO UNION ELEMENTARY SCHOOL DISTRICT MAINTENANCE, OPERATIONS, & TRANSPORTATION FACILITY (APPROXIMATELY 0.25 MI); SURFACE UNPAVED EAST SHOULDER, CURB & GUTTER, ADA RAMPS, SIDEWALKS, STRIPING, AND RELOCATE PG&E POWER LINES	$934,725	1.04	San Joaquin

APPENDIX C

CONFORMITY ANALYSIS DOCUMENTATION

Option 1 Conformity Analysis Results – Adopted

EMFAC Emissions (tons/day)									
Kern									
Pollutant	**Source**	**Description**							
			2027	2029	2031		2037	2046	2049
Ozone	EMFAC 2021 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	3.34	3.08	2.86		2.45	2.01	1.95
2008 standard									
and Option 1 - 2015 standard									
(2026 Updates to MVEBs for the 75 ppb Ozone SIP)		***Conformity Total***	3.40	3.10	2.90		2.50	2.10	2.00
Ozone	EMFAC 2021 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	7.57	7.17	6.95		6.90	7.56	7.94
2008 standard									
and Option 1 - 2015 standard									
(2026 Updates to MVEBs for the 75 ppb Ozone SIP)		***Conformity Total***	7.60	7.20	7.00		6.90	7.60	8.00
			2027				2037	2046	2049
PM-10	EMFAC 2021 (Annual Run)	PM-10 Total (All Vehicles Total)	0.83				0.95	1.04	1.08
(2007 Maintenance SIP)		* includes tire & brake wear							
		Conformity Total	0.83				0.95	1.04	1.08
PM-10	EMFAC 2021 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	8.00				7.25	7.93	8.33
(2007 Maintenance SIP)									
		Conformity Total	8.00				7.25	7.93	8.33
			2027				2037	2046	2049
PM2.5 24-hour	EMFAC 2021 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total)	0.33				0.37	0.40	0.42
1997 standard		* includes tire & brake wear							
(2008 PM2.5 SIP)									
		Conformity Total	0.40				0.40	0.50	0.50
PM2.5 24-hour	EMFAC 2021 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	8.00				7.25	7.93	8.33
1997 standard									
(2008 PM2.5 SIP)									
		Conformity Total	8.00				7.30	8.00	8.40

			2027				2037	2046	2049
PM2.5 Annual	EMFAC 2021 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total)	0.33				0.37	0.40	0.42
1997 standard		* includes tire & brake wear							
(2018 PM2.5 SIP)									
		Conformity Total	0.40				0.40	0.50	0.50
PM2.5 Annual	EMFAC 2021 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	8.00				7.25	7.93	8.33
1997 standard									
(2018 PM2.5 SIP)									
		Conformity Total	8.00				7.30	8.00	8.40
			2027				2037	2046	2049
PM2.5 24-hour	EMFAC 2021 (Winter Run)	PM2.5 Total Exhaust (All Vehicles Total)	0.33				0.37	0.40	0.42
2006 standard		* includes tire & brake wear							
(2018 PM2.5 SIP)									
		Conformity Total	0.40				0.40	0.50	0.50
PM2.5 24-hour	EMFAC 2021 (Winter Run)	NOx Total Exhaust (All Vehicles Total)	8.34				7.53	8.22	8.62
2006 standard									
(2018 PM2.5 SIP)									
		Conformity Total	8.40				7.60	8.30	8.70
			2027				2037	2046	2049
PM2.5 Annual	EMFAC 2021 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total)	0.33				0.37	0.40	0.42
2012 standard		* includes tire & brake wear							
(Moderate Area									
2018 PM2.5 SIP)		***Conformity Total***	0.40				0.40	0.50	0.50
PM2.5 Annual	EMFAC 2021 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	8.00				7.25	7.93	8.33
2012 standard									
(Moderate Area									
2018 PM2.5 SIP)		***Conformity Total***	8.00				7.30	8.00	8.40

EMFAC Emissions (tons/day)						
KERN - MD						
Pollutant	**Source**	**Description**				
			2027	2037	2046	2049
2008 and 2015 Ozone (2017 Ozone SIP)	EMFAC 2021 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	0.58	0.37	0.28	0.27
		Conformity Total	0.60	0.40	0.30	0.30
2008 and 2015 Ozone (2017 Ozone SIP)	EMFAC 2021 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	1.67	1.64	1.85	1.95
		Conformity Total	1.70	1.70	1.90	2.00

EMFAC Emissions (tons/day)						
KERN - IWV						
Pollutant	**Source**	**Description**				
			2027	2037	2046	2049
PM-10 (Second Maintenance Plan)	EMFAC 2021 (Annual Run)	PM-10 Total (All Vehicles Total)	0.02	0.03	0.03	0.03
		* includes tire & brake wear				
		Conformity Total	0.10	0.10	0.10	0.10

Paved Road Dust Emissions (tons/day)

KERN SJV 2027

			VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>		Freeway	9,247,697	3,375	257.912	251.360	0.689	0.147	0.587
Enter Arterial VMT ==>		Arterial	9,184,143	3,352	426.228	415.400	1.138	0.337	0.755
Enter Collector VMT ==>		Collector	596,241	218	27.671	26.968	0.074	0.666	0.025
		Urban	595,134	217	206.920	201.663	0.553	0.679	0.177
Enter Total of Urban and Rural Local VMT Here =>	1,214,558	Rural	619,425	226	931.620	907.953	2.488	0.090	2.264
		Totals	20,242,640	7,389	1850.351	1803.345	4.941		3.808

KERN SJV 2037

			VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>		Freeway	10,129,100	3,697	282.494	275.318	0.754	0.147	0.643
Enter Arterial VMT ==>		Arterial	9,667,564	3,529	448.663	437.265	1.198	0.337	0.794
Enter Collector VMT ==>		Collector	598,375	218	27.770	27.065	0.074	0.666	0.025
		Urban	637,887	233	221.785	216.151	0.592	0.679	0.190
Enter Total of Urban and Rural Local VMT Here =>	1,301,811	Rural	663,924	242	998.547	973.180	2.666	0.090	2.426
		Totals	21,696,851	7,919	1979.258	1928.978	5.285		4.079

KERN SJV 2046

			VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>		Freeway	10,085,991	3,681	281.292	274.146	0.751	0.147	0.641
Enter Arterial VMT ==>		Arterial	9,732,780	3,552	451.689	440.215	1.206	0.337	0.800
Enter Collector VMT ==>		Collector	592,181	216	27.483	26.784	0.073	0.666	0.025
		Urban	638,385	233	221.958	216.319	0.593	0.679	0.190
Enter Total of Urban and Rural Local VMT Here =>	1,302,827	Rural	664,442	243	999.326	973.939	2.668	0.090	2.428
		Totals	21,713,779	7,926	1981.747	1931.404	5.292		4.083

	KERN SJV 2049												
			VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions				
Enter Freeway VMT ==>		**Freeway**	**10,131,552**	3,698	282.562	275.384	0.754	0.147	0.644				
Enter Arterial VMT ==>		**Arterial**	**9,667,206**	3,529	448.646	437.249	1.198	0.337	0.794				
Enter Collector VMT ==>		**Collector**	**587,158**	214	27.249	26.557	0.073	0.666	0.024				
		Urban	637,602	233	221.685	216.054	0.592	0.679	0.190				
Enter Total of Urban and Rural Local VMT Here =>	**1,301,229**	**Rural**	663,627	242	998.100	972.745	2.665	0.090	2.425				
		Totals	**21,687,144**	**7,916**	**1978.243**	**1927.989**	**5.282**		**4.077**				

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

KERN

HPMS Local Urban/Rural Percent
From 1998 Assembly of Statistical Reports - Caltrans

49.0%	Urban
51.0%	Rural
100.0%	Total

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

KERN

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

Paved Road Dust Emissions (tons/day)

KERN IWV 2027

		VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)
Enter Freeway VMT ==>	**Freeway**	**0**	0	0.000	0.000	0.000
Enter Arterial VMT ==>	**Arterial**	**467,179**	171	19.983	19.655	0.054
Enter Collector VMT ==>	**Collector**	**27,114**	10	1.160	1.141	0.003
Enter Local VMT ==>	**Local**	**31,551**	12	10.970	10.789	0.030
	Totals	**525,844**	**192**	**32.113**	**31.585**	**0.087**

KERN IWV 2037

		VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)
Enter Freeway VMT ==>	**Freeway**	**0**	0	0.000	0.000	0.000
Enter Arterial VMT ==>	**Arterial**	**474,870**	173	20.312	19.979	0.055
Enter Collector VMT ==>	**Collector**	**28,089**	10	1.201	1.182	0.003
Enter Local VMT ==>	**Local**	**32,104**	12	11.162	10.979	0.030
	Totals	**535,063**	**195**	**32.676**	**32.139**	**0.088**

KERN IWV 2046

		VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)
Enter Freeway VMT ==>	**Freeway**	**0**	0	0.000	0.000	0.000
Enter Arterial VMT ==>	**Arterial**	**467,096**	170	19.980	19.651	0.054
Enter Collector VMT ==>	**Collector**	**27,524**	10	1.177	1.158	0.003
Enter Local VMT ==>	**Local**	**31,571**	12	10.977	10.797	0.030
	Totals	**526,191**	**192**	**32.134**	**31.606**	**0.087**

	KERN IWV 2049						
			VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)
Enter Freeway VMT ==>		**Freeway**	**0**	0	0.000	0.000	0.000
Enter Arterial VMT ==>		**Arterial**	**461,732**	169	19.750	19.426	0.053
Enter Collector VMT ==>		**Collector**	**27,030**	10	1.156	1.137	0.003
Enter Local VMT ==>		**Local**	**31,198**	11	10.847	10.669	0.029
		Totals	**519,960**	**190**	**31.754**	**31.232**	**0.086**

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

Road Type	Base EF (lb PM10/ VMT
Freeway	0.00011762
Arterial	0.000234382
Collector	0.000234382
Local	0.00190513

Rain Adjustment Factor **0.98**

(24 rain days for Kern Mojave Desert)

AP-42 Emission Factor Equation -- Used in CARB's methodology

EF = [k(sL)^0.91 * (W)^1.02] * (1-P/4N)

Where:

k = 0.0022 lb PM10 / VMT

sL = Silt Loading Factor

W = Average Vehicle Weigth; 2.4 TONS

P = Number of Rainfall Days

N = 365 Days per year

Rainfall Adjsutment Factor = (1-P/4N) = (1-24/4*365) = 0.9835

Road Type	Silt Loading lb PM10/VMT
Freeway	0.015
Arterial	0.032
Collector	0.032
Local	0.32

Unpaved Road Dust Emissions (tons/day)

KERN 2027

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

KERN 2037

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

KERN 2046

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

KERN 2049

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

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

KERN

	January	February	March	April	May	June	July	August	September	October	November	December	Total/Average
Rain Days	7.2	6.6	6.0	4.0	1.8	0.0	0	0	1.0	1.4	3.8	5.0	**10.2**
Total Days	31	28	31	30	31	30	31	31	30	31	30	31	**365**
Rain Reduction Factor	0.77	0.76	0.81	0.87	0.94	1.00	1.00	1.00	0.97	0.95	0.87	0.84	**0.90**

Unpaved Road Dust Emissions (tons/day)

KERN -- IWV 2027

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	Emissions (PM10 tons/day)
City/County	14.0	10	51.1	51.100	47.740	0.131	0.131

KERN -- IWV 2037

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	Emissions (PM10 tons/day)
City/County	14.0	10	51.1	51.100	47.740	0.131	0.131

KERN -- IWV 2046

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	Emissions (PM10 tons/day)
City/County	14.0	10	51.1	51.100	47.740	0.131	0.131

KERN -- IWV 2049

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	Emissions (PM10 tons/day)
City/County	14.0	10	51.1	51.100	47.740	0.131	0.131

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

Rain Adjustment Factor 0.93
(24 rain days for Kern Mojave Desert)

PM10 = 14 miles * 10 passes per day * 365 days per year * 2 lbs PM10 /VMT / 2000 lbs / ton * 0.9343 / 365 = 0.131 TPD

Where Rainfall Adustment = (365 - P) / 365

(365 - 24) / 365
= 0.9343

Road Construction Dust

KERN

Description								
	2027		2037		2046		2049	
	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
Baseline	2005	4790	2027	5753	2037	6041	2046	6205
Horizon	2027	5753	2037	6041	2046	6205	2049	6209
Difference	22	963	10	288	9	164	3	4
Lane Miles per Year		44		29		18		1
Acres Disturbed		170		112		71		5
Acre-Months		3056		2011		1272		93
Emissions (tons/year)		336.175		221.184		139.947		10.240
Annual Average Day Emissions (tons)		0.921		0.606		0.383		0.028
District Rule 8021 Control Rates		0.290		0.290		0.290		0.290
Total Emissions (tons per day)		**0.654**		**0.430**		**0.272**		**0.020**

Road Construction Dust

KERN - INDIAN WELLS VALLEY

Description	2027		2037		2046		2049	
	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
Baseline	2005	360	2027	371	2037	382	2046	396
Horizon	2027	371	2037	382	2046	396	2049	396
Difference	22	11	10	10	9	14	3	0
Lane Miles per Year		1		1		2		0
Acres Disturbed		2		4		6		0
Acre-Months		35		73		112		0
Emissions (tons/year)		3.850		8.041		12.288		0.000
Total Emissions (tons per day)		**0.011**		**0.022**		**0.034**		**0.000**

2026 RTP Conformity Analysis Results Summary -- Kern

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
2008 Ozone and Option 1 - 2015 Ozone	2026 Budget	3.7	10.6		
	2027	3.40	7.6	YES	YES
	2029 Budget	3.3	10.3		
	2029	3.1	7.2	YES	YES
	2031 Budget	3.1	10.3		
	2031	2.9	7.0	YES	YES
	2037	2.5	6.9	YES	YES
	2046	2.1	7.6	YES	YES
	2049	2.0	8.0	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10	2020 Budget	7.4	23.3		
	2027	5.6	8.0	YES	YES
	2020 Budget	7.4	23.3		
	2037	5.8	7.3	YES	YES
	2020 Budget	7.4	23.3		
	2046	5.7	7.9	YES	YES
	2020 Budget	7.4	23.3		
	2049	5.5	8.3	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 24-Hour PM2.5 Standard	2020 Budget	0.8	23.3		
	2027	0.4	8.0	YES	YES
	2020 Budget	0.8	23.3		
	2037	0.4	7.3	YES	YES
	2020 Budget	0.8	23.3		
	2046	0.5	8.0	YES	YES
	2020 Budget	0.8	23.3		
	2049	0.5	8.4	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 Annual PM2.5 Standard	2023 Budget	0.7	13.3		
	2027	0.4	8.0	YES	YES
	2023 Budget	0.7	13.3		
	2037	0.4	7.3	YES	YES
	2023 Budget	0.7	13.3		
	2046	0.5	8.0	YES	YES
	2023 Budget	0.7	13.3		
	2049	0.5	8.4	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2006 PM2.5 Winter 24-Hour Standard	2024 Budget	0.7	13.4		
	2027	0.4	8.4	YES	YES
	2024 Budget	0.7	13.4		
	2037	0.4	7.6	YES	YES
	2024 Budget	0.7	13.4		
	2046	0.5	8.3	YES	YES
	2024 Budget	0.7	13.4		
	2049	0.5	8.7	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2012 Annual PM2.5 Standard (Moderate)	2022 Budget	0.8	19.4		
	2027	0.4	8.0	YES	YES
	2022 Budget	0.8	19.4		
	2037	0.4	7.3	YES	YES
	2022 Budget	0.8	19.4		
	2046	0.5	8.0	YES	YES
	2022 Budget	0.8	19.4		
	2049	0.5	8.4	YES	YES

PM-10	Total On-Road Exhaust		Paved Road Dust		Unpaved Road Dust		Road Construction Dust		Total	
	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox
2027	0.833	7.998	3.808		0.343		0.654		**5.637**	**7.998**
2037	0.949	7.251	4.079		0.343		0.430		**5.801**	**7.251**
2046	1.041	7.932	4.083		0.343		0.272		**5.740**	**7.932**
2049	1.079	8.327	4.077		0.343		0.020		**5.519**	**8.327**

2026 RTP Conformity Results Summary -- Kern (Mojave Desert)

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
2008 and 2015 Ozone	2020 Budget	1.3	3.6		
	2027	0.6	1.7	YES	YES
	2037	0.4	1.7	YES	YES
	2046	0.3	1.9	YES	YES
	2049	0.3	2.0	YES	YES

2026 RTP Conformity Results Summary -- Kern (Indian Wells Valley)

Standard	Analysis Year	Emissions Total	DID YOU PASS?
		PM-10 (tons/day)	PM-10
PM-10 (Second Maintenance Plan)	2020 Budget	0.4	
	2027	0.3	YES
	2025 Budget	0.5	
	2037	0.3	YES
	2025 Budget	0.5	
	2046	0.4	YES
	2025 Budget	0.5	
	2049	0.3	YES

PM-10	Exhaust	Paved Road Dust	Unpaved Road Dust	Road Construction Dust	Total
		PM-10	PM-10	PM-10	PM-10
2027	0.100	0.087	0.131	0.011	**0.328**
2037	0.100	0.088	0.131	0.022	**0.341**
2046	0.100	0.087	0.131	0.034	**0.351**
2049	0.100	0.086	0.131	0.000	**0.316**

Option 2 Conformity Analysis Results – Not Adopted

EMFAC2021 Emissions (tons/day)											
Pollutant	**Source**	**Description**	**San Joaquin Valley Total**								
			2027	2029	2032	2035	2037	2046	2049		
Ozone	EMFAC 2021 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	17.84	16.22	14.34	13.01	12.39	10.09	9.77		
2015 standard	*Emission Reductions from Telework**		*-1.06*	*-0.95*	*-0.94*	*-0.86*	*-0.82*	*-0.69*	*-0.67*		
(2026 Extreme SIP Revision)											
		Conformity Total	16.8	15.3	13.5	12.2	11.6	9.4	9.2		
Ozone	EMFAC 2021 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	30.77	28.26	26.00	24.81	24.50	25.34	26.26		
2015 standard	*Emission Reductions from Telework**		*-0.74*	*-0.63*	*-0.56*	*-0.47*	*-0.43*	*-0.33*	*-0.32*		
(2026 Extreme SIP Revision)											
		Conformity Total	31	28	26	25	25	26	26		
Pollutant	**Source**	**Description**	**Fresno (SJV)**								
			2027	2029	2032	2035	2037	2046	2049		
	EMFAC 2021 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	4.14	3.75	3.30	2.98	2.82	2.29	2.20		
	EMFAC 2021 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	6.44	5.88	5.35	5.04	4.94	4.99	5.10		
Pollutant	**Source**	**Description**	**Kern (SJV)**								
			2027	2029	2032	2035	2037	2046	2049		
	EMFAC 2021 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	3.34	3.08	2.78	2.57	2.45	2.01	1.95		
	EMFAC 2021 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	7.57	7.17	6.91	6.87	6.90	7.56	7.94		

Pollutant	Source	Description	Kings (SJV)						
			2027	2029	2032	2035	2037	2046	2049
	EMFAC 2021 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	0.83	0.76	0.67	0.60	0.57	0.46	0.44
	EMFAC 2021 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	1.77	1.65	1.55	1.50	1.50	1.59	1.65

Pollutant	Source	Description	Madera (SJV)						
			2027	2029	2032	2035	2037	2046	2049
	EMFAC 2021 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	0.82	0.74	0.65	0.59	0.57	0.46	0.45
	EMFAC 2021 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	1.42	1.28	1.16	1.09	1.08	1.07	1.10

Pollutant	Source	Description	Merced (SJV)						
			2027	2029	2032	2035	2037	2046	2049
	EMFAC 2021 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	1.31	1.18	1.01	0.90	0.85	0.66	0.65
	EMFAC 2021 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	3.18	2.94	2.69	2.57	2.55	2.62	2.72

Pollutant	Source	Description	San Joaquin (SJV)						
			2027	2029	2032	2035	2037	2046	2049
	EMFAC 2021 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	3.17	2.89	2.59	2.38	2.30	1.96	1.93
	EMFAC 2021 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	4.49	4.07	3.70	3.49	3.44	3.56	3.70

Pollutant	Source	Description	Stanislaus (SJV)						
			2027	2029	2032	2035	2037	2046	2049
	EMFAC 2021 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	2.25	2.02	1.77	1.59	1.50	1.19	1.15
	EMFAC 2021 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	3.09	2.76	2.44	2.25	2.17	2.11	2.17

Pollutant	Source	Description	Tulare (SJV)						
			2027	2029	2032	2035	2037	2046	2049
	EMFAC 2021 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	1.98	1.80	1.58	1.41	1.33	1.06	1.01
	EMFAC 2021 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	2.80	2.51	2.20	2.01	1.93	1.85	1.88

2026 RTP Conformity Analysis Results Summary

	San Joaquin Valley (All Subareas)				
Standard	**Analysis Year**	**Emissions Total**		**DID YOU PASS?**	
		ROG (tons/day)	**NOx (tons/day)**	**ROG**	**NOx**
2015 Ozone	2026 Budget	19.1	34		
	2027	16.8	31	**YES**	**YES**
	2029 Budget	16.8	30		
	2029	15.3	28	**YES**	**YES**
	2032 Budget	14.9	27		
	2032	13.5	26	**YES**	**YES**
	2035 Budget	14.0	27		
	2035	12.2	25	**YES**	**YES**
	2037 Budget	13.4	27		
	2037	11.6	25	**YES**	**YES**
	2046	9.4	26	**YES**	**YES**
	2049	9.2	26	**YES**	**YES**

APPENDIX D

TIMELY IMPLEMENTATION DOCUMENTATION FOR TRANSPORTATION CONTROL MEASURES

Kern Council of Governments
2002 RACM Timely Implementation Documentation

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2025 FTIP Conformity Update	2026 RTP/2027 FTIP Conformity Update
								(as of 5/24)	(as of 6/26)
KE 14.10	KCOG	Public Education Program	02/03 - 04/05	$40,000 per year	2002	KER020122	IN KERN COUNTY: COUNTYWIDE WITH SPECIAL EMPHASIS ON SAN JOAQUIN PORTION OF KERN COUNTY, PUBLIC OUTREACH PROGRAM, AND SOME CAPITAL	Complete	Complete
KE 1.1	Arvin	New bus service to Ikea plant and business park	2002	Not specified				Complete	Complete
KE 1.5	Arvin	Construct transfer station	2005	$650,000 CMAQ (includes local)	2002	KER000503	CONSTRUCT NEW TRANSIT TRANSFER STATION	Complete	Complete
KE 9.3	Arvin	Drive Approach Modification Project; Traffic Signal Project	2003; 2003	$395,000 Total				Complete	Complete
KE 10.2	Arvin	Bike Racks on Buses	2002	Not specified				Complete	Complete
KE 5.2 and 5.16	Bakersfield	Traffic signal interconnect projects	2003	$1 M CMAQ (includes local)					

Kern Council of Governments
2002 RACM Timely Implementation Documentation

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2025 FTIP Conformity Update	2026 RTP/2027 FTIP Conformity Update
								(as of 5/24)	(as of 6/26)
					1998	KER960506	TRAFFIC OPERATIONS CENTER: MANAGEMENT CENTER TO LINK ALL TRAFFIC SIGNALS TO CITY HALL- PURCHASE HARDWARE AND SOFTWARE - CONSTRUCTION OF CENTER (PHASE 2)	Complete	Complete
					2002	KER000504	SIGNALIZATION, COMMUNICATION / SYNCHRONIZATION OF SOUTH H STREET FROM WHITE LANE TO PANAMA LANE	Complete	Complete
					2002	KER000505	SIGNALIZATION, COMMUNICATION / SYNCHRONIZATION OF STINE ROAD FROM WHITE LANE TO HARRIS ROAD	Complete	Complete
					2002	KER000506	SIGNALIZATION, COMMUNICATION / SYNCHRONIZATION OF ASHE ROAD FROM CLUB VIEW DRIVE TO NORTH HALF MOON BLVD.	Complete	Complete
					2002	KER000507	SIGNALIZATION, COMMUNICATION / SYNCHRONIZATION OF MISC. BRANCH COMMUNICATIONS AT VARIOUS LOCATIONS	Complete	Complete
					2002	KER010502	SIGNALIZATION: COMMUNICATION / SYNCHRONIZATION OF THREE IDENTIFIED SIGNAL LOCATIONS	Complete	Complete

Kern Council of Governments
2002 RACM Timely Implementation Documentation

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2025 FTIP Conformity Update	2026 RTP/2027 FTIP Conformity Update
								(as of 5/24)	(as of 6/26)
					2002	KER990512	IN BAKERSFIELD -TRAFFIC SIGNAL WIRED INTERCONNECT ON NILES ST. FROM ALTA VISTA DR. TO HALEY ST.	Complete	Complete
					2002	KER990520	IN BAKERSFIELD -(TRUNK LINE) TRAFFIC SIGNAL WIRED INTERCONNECT ON CHESTER AVENUE FROM 23RD ST. TO W. COLUMBUS ST.	Complete	Complete
					2002	KER010503	SIGNALIZATION: COMMUNICATION / SYNCHRONIZATION OF MISC. BRANCH COMMUNICATIONS AT VARIOUS LOCATIONS	Complete	Complete
KE 5.3	Bakersfield	Intersection improvements at White and Wible Road; Westside Parkway	2003; 2007 +	Not specified					
								Complete	Complete
					2000	KER970508	SIGNALIZATION: TRUNK LINE COMMUNICATIONS/SYNCHRO. - WHITE LANE FROM WIBLE ROAD TO HUGHES LANE	Complete	Complete

Kern Council of Governments
2002 RACM Timely Implementation Documentation

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2025 FTIP Conformity Update	2026 RTP/2027 FTIP Conformity Update
								(as of 5/24)	(as of 6/26)
					2002	KER010501	SIGNALIZATION: COMMUNICATION / SYNCHRONIZATION OF GOSFORD ROAD FROM WHITE LANE TO STOCKDALE HWY.	Complete	Complete
					2002	KER020102	IN BAKERSFIELD: FROM STOCKDALE HWY TO TRUXTUN AVE AT ROUTE 99; CONSTRUCT 4-LANE AND 6-LANE NEW FACILITY - Note: In 2009 FTIP, this project has six phases due to funding.	Complete	Complete
KE 9.5	California City	Expand bike lanes by about 75%	2003	Not specified				Complete	Complete
KE 1.5	Kern County	Service to Shafter, Wasco, McFarland, Delano, Lost Hills, Lamont, Weedpatch, Ridgecrest, California City and Mojave	2003	$400,000 per year				Complete	Complete
KE 5.2	County	Six signal projects	2005	$4,515,000 Total					

Kern Council of Governments
2002 RACM Timely Implementation Documentation

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2025 FTIP Conformity Update	2026 RTP/2027 FTIP Conformity Update
								(as of 5/24)	(as of 6/26)
					2000	KER000521	SIGNALIZATION, SYNCHRONIZATION, CHANNELIZATION AND RELATED SAFETY MODIFICATIONS ON OLIVE DRIVE FROM FRUITVALE AVENUE TO COFFEE ROAD	Complete	Complete
					2000	KER990519	SIGNALIZATION, SIGNAL SYNCHRONIZATION, CHANNELIZATION AND RELATED SAFETY MODIFICATIONS - NILES ST. FROM VIRGINIA ST. TO MORNING DR.	Complete	Complete
					2000	KER990518	SIGNAL SYNCHRONIZATION, CHANNELIZATION AND RELATED SAFETY MODIFICATIONS - FAIRFAX RD. FROM BRUNDAGE LANE TO COLLEGE AVE.	Complete	Complete
					2000	KER990523	SIGNALIZATION, SIGNAL SYNCHRONIZATION, CHANNELIZATION AND RELATED SAFETY MODIFICATIONS - OSWELL ST. FROM BRUNDAGE LANE TO BERNARD ST.	Complete	Complete

Kern Council of Governments
2002 RACM Timely Implementation Documentation

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2025 FTIP Conformity Update	2026 RTP/2027 FTIP Conformity Update
								(as of 5/24)	(as of 6/26)
					2000	KER000533	SYNCHRONIZATION CHANNELIZATION AND RELATED SAFETY MODIFICATIONS ON CALIFORNIA AVENUE FROM WASHINGTON STREET TO EDISON HIGHWAY	Complete	Complete
								Complete	Complete
KE 10.2	County	Retrofit buses with bike racks	2005	$80,000 CMAQ (includes local)	2002	KER000528	INSTALL BIKE CYCLE RACKS ON BUS FLEET	Complete	Complete
KE 10.2	Delano	Bike racks on four full size transit buses	2003	Not specified				Complete	Complete
J 34	GET	Develop and implement an area vehicle locator		$2.2 million	2002	KER990526	Area Vehicle Locator (Phase 1)	Complete	Complete
						KER990527	Area Vehicle Locator (Phase 2)		
KE 9.3	Ridgecrest	Construct 1.5 miles of bicycle lane on existing streets and 2.67 miles of new bike lanes	2003	$165,000 TEA	2002	KER990902	IN RIDGECREST - CHELSEA STREET BICYCLE PATH EXTENSION PROJECT	Complete	Complete

Kern Council of Governments
2002 RACM Timely Implementation Documentation

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2025 FTIP Conformity Update	2026 RTP/2027 FTIP Conformity Update
								(as of 5/24)	(as of 6/26)
KE 1.5	Shafter	Analyze transit system for route expansion; construct a CNG facility; two CNG mini-vans for enhanced service	2000; 2003	Not specified				Complete	Complete
KE 1.5	Taft	Construct transit transfer station	2002	$375,000 CMAQ	2002	KER990550	IN THE CITY OF TAFT - CONSTRUCT TRANSIT TRANSFER STATION	Complete	Complete
KE 9.5 and 9.2	Tehachapi	1.3 miles of Class I bike trails adjacent to several roadways in community	2003	Not specified				Complete	Complete
SJ 5.3	Wasco	Traffic signal at Highway 46 and Griffith Avenue	Not specified	$221,000				Complete	Complete
KE 7.17	Wasco	Construct new transit transfer station	design in 2002	$619,710 CMAQ	2002	KER000520	CONSTRUCT NEW TRANSIT TRANSFER STATION	Complete	Complete
KE 9.1	Wasco	Convert two mid-block alleys to pedestrian walkways	2002	TEA	2002	KER001001	DOWNTOWN STREETSCAPE IMPROVEMENT PROJECT	Complete	Complete

Kern Council of Governments
2002 RACM Timely Implementation Documentation

RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	2025 FTIP Conformity Update (as of 5/24)	2026 RTP/2027 FTIP Conformity Update (as of 6/26)
14.9	KCOG	Business, Industry and Governmental Outreach Program	Implement multi-agency outreach program and promote incentives for 2002-03 through 2004-05	Commitment Complete.	Commitment Complete.
KE5.4	Bakersfield	Site-Specific Transportation Control Measures	Encourage implementation…include various channelization and signal modification projects identified by special traffic studies or development for the next 5 years (2007)	Commitment Complete.	Commitment Complete.
KE1.1	County of Kern	Regional Express Bus Program	Purchase buses to operate regional express bus service	The County of Kern continues to offer regional express bus service.	The County of Kern continues to offer regional express bus service.
KE1.7	County of Kern	Free transit during special events	Offer one day of free travel from Bakersfield to Kernville Whisky Flat Days and Frazier Park Lilac Festival	The County of Kern has offered free transit for these events and will continue to do so.	The County of Kern has offered free transit for these events and will continue to do so.
KE9.2	County of Kern	Encouragement of Pedestrian Travel	Implement Bikeway Master Plan	Implementation of the Bikeway Master Plan continues to occur along with updates to the Kern County General Plan. The Bikeway Master Plan was approved regionally by the Kern Council of Governments October 2012.	Implementation of the Bikeway Master Plan continues to occur along with updates to the Kern County General Plan. The Bikeway Master Plan was approved regionally by the Kern Council of Governments October 2012.
KE14.4	County of Kern	Voluntary No Drive Day Programs	Conduct voluntary employee no-drive day programs during the ozone season through media and employer based public awareness activities in 2002	Commitment Complete.	Commitment Complete.
KE5.1	Taft	Develop Intelligent Transportation Systems	Provide areas for pedestrian and bicyclist in vicinity of commercial development and promote use of such areas.	Commitment Complete.	Commitment Complete.
KE9.3	Taft	Bicycle/Pedestrian Program	Provide facilities for only pedestrian and bicycle use.	Commitment Complete.	Commitment Complete.
KE9.5	Taft	Encouragement of Bicycle Travel	Provide funding for bikeway system. Provide education materials	Commitment Complete.	Commitment Complete.

Kern Council of Governments
2002 RACM Timely Implementation Documentation

RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	2025 FTIP Conformity Update (as of 5/24)	2026 RTP/2027 FTIP Conformity Update (as of 6/26)
KE1.7	Wasco	Free transit during special events	Provide free transit between Saturday's events during the Wasco Rose Festival beginning in 2002 through 2005	Commitment Complete.	Commitment Complete.
KE3.9	Wasco	Encourage merchants and employers to subsidize the cost of transit for employees	Offer free transportation to full time, permanent City of Wasco, School District and High School District employees beginning in 2002 through 2005	Commitment Complete.	Commitment Complete.
KE9.8	Wasco	Close streets for special events for use by bikes and pedestrians	Close streets to vehicles for the annual Wasco Festival of Roses	Yes, the parade route was closed for vehicle traffic and open to foot traffic. Closure will continue for annual event.	Yes, the parade route was closed for vehicle traffic and open to foot traffic. Closure will continue for annual event.

Option 2: 2022 RACM – Not Adopted

Kern Council of Governments
2002 RACM Timely Implementation Documentation

Agency	Measure Title	Measure Description (not verbatim)	2025 FTIP Conformity Update (as of 5/24)	2026 RTP/2027 FTIP Conformity Update (as of 6/26)
KCOG	Eco-driving educational program	Include information on eco-driving and related air quality benefits and fuel savings by updating CommuteKern.org website	N/A	Commitment Complete
Bakersfield	Complete Streets and Transit Oriented Development	Downtown Bicycle Connectivity Project	N/A	Commitment Complete

APPENDIX E

PUBLIC MEETING PROCESS DOCUMENTATION

NOTICE OF PUBLIC HEARING
DRAFT 2026 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITY STRATEGY, DRAFT 2027 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM, CORRESPONDING DRAFT CONFORMITY ANALYSIS, AND
NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL IMPACT REPORT
SCH#: 2025041115

NOTICE IS HEREBY GIVEN that the Kern Council of Governments will hold a public hearing at 6:00 p.m. June 1, 2026 at the City of Tehachapi Council meeting, 220 West C Street, Tehachapi, CA 93561 and at 6:30 p.m. June 18, 2026 at the Kern Council of Governments office building at 1401 19th Street, Suite 300, Bakersfield, CA 93301 regarding the Draft 2027 Federal Transportation Improvement Program (2027 FTIP), the Draft 2026 Regional Transportation Plan/Sustainable Community Strategy (2026 RTP/SCS), the corresponding Draft Air Quality Conformity Analysis for the 2027 FTIP and 2026 RTP/SCS and the Draft Environmental Impact Report (EIR). The purpose of the public hearing is to receive public comments on these documents.

- The 2026 RTP/SCS is a long-term coordinated transportation/land use strategy to meet Kern County transportation needs out to the year 2049.
- The EIR document provides an analysis of potential environmental impacts related to the implementation of the RTP/SCS as required by the California Environmental Quality Act.
- The 2027 FTIP is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Kern County during the next four years.
- The corresponding Conformity Analysis contains the documentation to support a finding that the 2027 FTIP and 2026 RTP/SCS meet the air quality conformity requirements for ozone and particulate matter.

The public participation efforts for the 2027 FTIP satisfies the program of projects (POP) requirements of the Federal Transit Administration (FTA) Urbanized Area Formula Program Section 5307 and FTA Bus and Bus Facilities Program Section 5339. If no comments are received on the proposed POP, the proposed transit program (funded with FTA 5307 and FTA 5339 dollars) will be the final program.

Individuals with disabilities may call Kern Council of Governments at 661-635-2900 or email administrative@kerncog.org (within three-working-days advance notice) to request auxiliary aids necessary to participate in the public hearing. Translation services are available (with three-working-days advance notice) to participants speaking any language with available professional translation services.

A 55-day public review and comment period commenced on May 8, 2026, and concludes July 2, 2026 for the Draft 2026 RTP/SCS. The Draft Environmental Impact Report

(Program EIR) was released for a 45-day review and comment period commencing on May 18, 2026, and concludes July 2, 2026. The Draft 2027 FTIP and the corresponding Draft Air Quality Conformity Analysis for the 2027 FTIP and 2026 RTP/SCS 30-day review and comment period will commence on June 1, 2026, and conclude on July 2, 2026. The draft documents are available for review at the Kern Council of Governments office, located at 1401 19th Street, Suite 300, Bakersfield, CA 93301 and on the Kern COG website at www.kerncog.org.

Public comments are welcomed at the hearing, or may be submitted in writing by 5:00 p.m. July 2, 2026, to Jay Schlosser, Executive Director, at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the Kern Council of Governments at a regularly scheduled meeting to be held on September 17, 2026. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Mr. Jay Schlosser, Executive Director
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301
Phone: 661-635-2900
E-mail: jschlosser@kerncog.org

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

RESOLUTION NO. 26-XX

In the Matter of:

Resolution Adopting the Kern Council of Governments 2027 Federal Transportation Improvement Program, 2026 Regional Transportation Plan/Sustainable Communities Strategy, and Corresponding Conformity Analysis

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

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

WHEREAS, Senate Bill (SB) 375 (Steinberg, 2008) requires that Metropolitan Planning Organizations prepare a Sustainable Communities Strategy (SCS) as part of the 2026 RTP that demonstrates how the region will reduce the greenhouse gas emissions (GHG) from automobiles and light trucks to achieve, if there is a feasible way to do so, the applicable greenhouse gas emission reduction targets approved by the California Air Resources Board (ARB); and

WHEREAS, pursuant to SB 375, the applicable ARB per capita GHG emission reduction targets for Kern COG are 9% below 2005 per capita emissions levels by 2020 and 15% below 2005 per capita emissions levels by 2035; and

WHEREAS, pursuant to SB 375, the SCS must: (1) identify the general location of uses, residential densities, and building intensities within the region; (2) identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth; (3) identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Government Code Section 65584; (4) identify a transportation network to service the transportation needs of the region; (5) gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (1) and (b) of the Government Code Sections 65080 and 65581; and (6) consider the statutory housing goals specified in Sections 65580 and 65581, (7) set forth a forecasted development pattern for the region which when integrated with the transportation network, and other transportation measures and policies, will reduce the GHG emissions from automobiles and light trucks to achieve the GHG reduction targets, and (8) allow the RTP to comply with air quality conformity requirements under the federal Clean Air Act; and

WHEREAS, the 2026 RTP/SCS includes the SCS which sets forth a regional growth forecast to determine the projected increase in population, households, and jobs based on local general plans and known development entitlement agreements, which, when integrated with the transportation

network and other transportation measures and policies will reduce the GHG emissions from automobiles and light trucks to achieve the regional GHG targets set by CARB;

WHEREAS, the 2026 RTP/SCS must be consistent with all applicable provisions of federal and state law including:

(1) The Moving Ahead for Progress in the 21st Century Act (MAP-21, PL 112-141) and the metropolitan planning regulations at Title 23, United States Code Section 134 et seq., as amended by the Fixing America's Surface Transportation Act (P.L. I 14-94, December 4, 2015) and the Infrastructure Investment and Jobs Act (P.L. 117-58, November 15, 2021);

(2) The metropolitan planning regulations at 23 C.F.R. Part 450, Subpart C;

(3) Government Code Section 65080 et seq.; Public Utilities Code Section 130058 and 130059; and Public Utilities Code Section 44243.5;

(4) Sections 174 and 176(c) and (d) of the federal Clean Air Act [(42 U.S.C. Sections 7504 and 7506(c) and (d)] and Environmental Protection Agency (EPA) Transportation Conformity Rule, 40 C.F.R. Parts 51 and 93;

(5) Title VI of the 1964 Civil Rights Act and the Title VI assurance executed by the State pursuant to Title 23, U.S.C Section 324;

(6) The Department of Transportation's Final Environmental Justice Strategy (60 Fed. Reg. 33896; June 29, 1995) enacted pursuant to Executive Order 12898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment;

(7) Title II of the 1990 Americans with Disabilities Act (42 U.S.C. Section 12101 et seq.) and its accompanying regulations (49 C.F.R. Sections 27, 37, and 38); and

(8) Senate Bill 375 (Steinberg, 2008) as codified in Government Code §65080(b) et seq.;

WHEREAS, the 2026 RTP/SCS has been prepared in accordance with state guidelines adopted by the California Transportation Commission; and

WHEREAS, a 2026 RTP/SCS has been prepared in full compliance with federal guidance; and

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

WHEREAS, projects submitted in the 2027 FTIP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the 2027 FTIP has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through Kern COG forum and general public involvement; and

WHEREAS, the 2027 FTIP program listing is consistent with: 1) the 2026 RTP/SCS; 2) the 2026 State Transportation Improvement Program; and 3) the Corresponding Conformity Analysis; and

WHEREAS, the 2027 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2027 FTIP meets all applicable transportation planning requirements per 23 Code of Federal Regulations (CFR) Part 450; and

WHEREAS, Kern COG has established performance targets that address the performance standards per 23 CFR Part 490, 49 United States Code (U.S.C.) 5326(c), and 49 U.S.C. 5329(d) to use in tracking progress toward attainment of critical outcomes for the region of the MPO; and

WHEREAS, Kern COG has integrated into its metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. Chapter 53 by providers of public transportation, required as part of a performance-based program; and

WHEREAS, the MPO must demonstrate conformity per 40 CFR Part 93 for the 2026 RTP/SCS and 2027 FTIP; and

WHEREAS, the 2026 RTP/SCS and 2027 FTIP includes a new Conformity Analysis; and

WHEREAS, the 2026 RTP/SCS and 2027 FTIP conforms to the applicable SIPs; and

WHEREAS, the 2026 RTP/SCS and 2027 FTIP do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, Kern COG has developed a sub-area regional emissions analysis for 2008 and 2015 Ozone, PM2.5, and PM10 for Kern County; and

WHEREAS, the 2008 and 2015 Ozone standard nonattainment area conformity demonstration is contingent upon U.S. EPA final approval of the motor vehicle emission budgets in the "2026 Updates to Motor Vehicle Emissions Budgets for the San Joaquin Valley 75 parts per billion Ozone State Implementation Plan" (2026 Valley Budget Update);

WHEREAS, the 2026 Valley Budget Update was proposed to be approved by U.S. EPA with Notice of Proposed Rulemaking published on July 9, 2026 (91 FR 42399);

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

WHEREAS, a public hearing was conducted on June 18, 2026 to hear and consider comments on the 2026 RTP/SCS, 2027 FTIP, and Corresponding Conformity Analysis;

WHEREAS, pursuant to the California Environmental Quality Act (CEQA) (Cal. Pub. Res. Code § 21000 et seq.) and CEQA Guidelines (Cal. Code Regs., Tit. 14, Section 15000 et seq.), Kern COG, as the Lead Agency, prepared the Final Program Environmental Impact Report (PEIR) for the 2026 RTP/SCS;

WHEREAS, Kern COG has also prepared and adopted a Mitigation Monitoring and Reporting Program in compliance with Public Resources Code Section 21081.6 and CEQA Guidelines Section 15097;

WHEREAS, prior to the adoption of this resolution the Kern COG certified the final PEIR prepared for the 2024 RTP/SCS to be in compliance with CEQA;

NOW, THEREFORE, BE IT RESOLVED, that Kern COG finds that the Final PEIR for the 2026 RTP/SCS has been completed in compliance with CEQA, and adopts the 2026 RTP/SCS, 2027 FTIP, and Corresponding Conformity Analysis, contingent upon the U.S. EPA final approval of the motor vehicle emission budgets in the 2026 Valley Budget Update.

BE IT FURTHER RESOLVED, that Kern COG finds that the 2026 RTP/SCS and 2027 FTIP are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality, contingent upon U.S. EPA final approval of the motor vehicle emission budgets in the 2026 Valley Budget Update.

BE IT FURTHER RESOLVED, that Kern COG also finds that the 2026 RTP/SCS meets the SB 375 GHG reduction targets of 9% below 2005 per capita emissions levels by 2020 and 15% below 2005 per capita emissions levels by 2035.

THE FOREGOING RESOLUTION will become effective as it applies to the 2008 and 2015 Ozone standard nonattainment area conformity demonstration on the effective date of EPA's final approval of the motor vehicle emission budgets contained in the 2026 Valley Budget Update, as confirmed by the Executive Director.

AUTHORIZED AND SIGNED THIS 17TH DAY OF SEPTEMBER 2026.

AYES:

NOES:

ABSTAIN:

ABSENT:

_____
Bob Smith, Chairman
Kern Council of Governments

ATTEST:
I hereby certify that the foregoing is a true copy of a resolution of the Kern Council of Governments was passed at a regular meeting thereof held on the 17th day of September 2026.

I hereby certify that the U.S. EPA issued final approval of the motor vehicle emission budgets in the 2026 Valley Budget Update on the [INSERT DATE] day of [INSERT MONTH AND YEAR], effective on the [INSERT DATE] day of [INSERT MONTH AND YEAR].

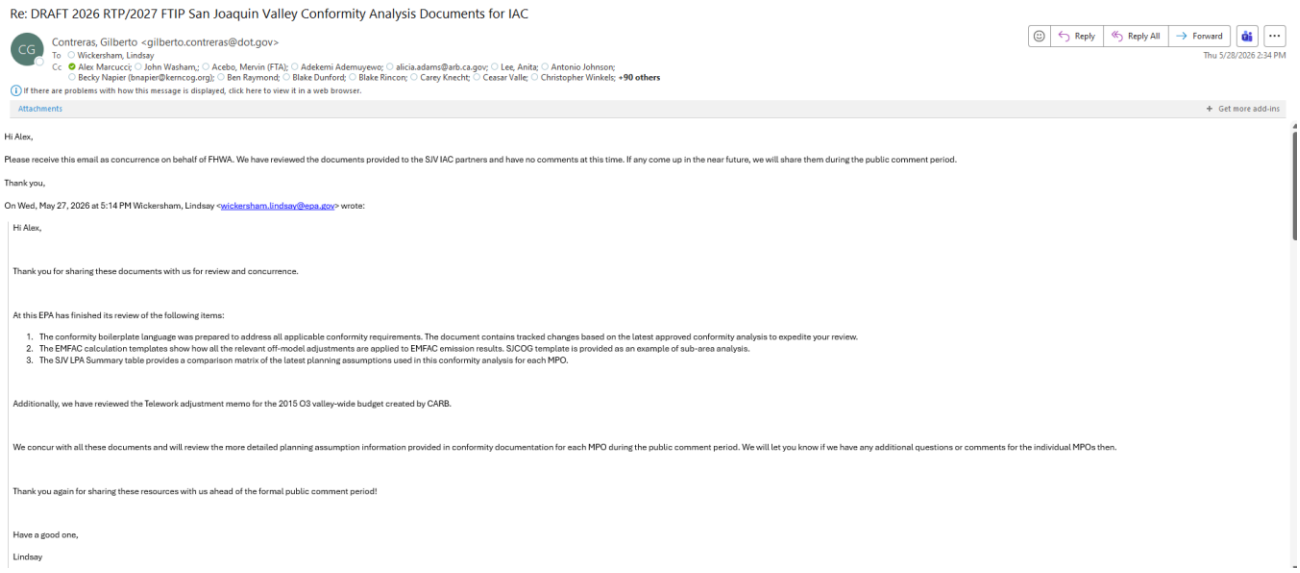
As such, THE FOREGOING RESOLUTION is officially adopted by the Kern Council of Governments this [INSERT DATE] day of [INSERT MONTH AND YEAR].

_____ _____

John Schlosser, Executive Director
Kern Council of Governments

Date

IAC Concurrence on Conformity Analysis Methodology and Latest Planning Assumptions:



Re: DRAFT 2026 RTP/2027 FTIP San Joaquin Valley Conformity Analysis Documents for IAC

Contreras, Gilberto <gilberto.contreras@dot.gov>

To: Wickersham, Lindsay

Cc: Alex Marcucci; John Washam,; Acebo, Mervin (FTA); Adekemi Ademuyewe; alicia.adams@arb.ca.gov; Lee, Anita; Antonio Johnson; Becky Napier (bnapier@kerncog.org); Ben Raymond; Blake Dunford; Blake Rincon; Carey Knecht; Ceasar Valle; Christopher Winkels; **+90 others**

Reply | Reply All | Forward

Thu 5/28/2026 2:34 PM

If there are problems with how this message is displayed, click here to view it in a web browser.

Attachments

+ Get more add-ins

Hi Alex,

Please receive this email as concurrence on behalf of FHWA. We have reviewed the documents provided to the SJV IAC partners and have no comments at this time. If any come up in the near future, we will share them during the public comment period.

Thank you,

On Wed, May 27, 2026 at 5:14 PM Wickersham, Lindsay <wickersham.lindsay@epa.gov> wrote:

> Hi Alex,
>
> Thank you for sharing these documents with us for review and concurrence.
>
> At this EPA has finished its review of the following items:
>
> 1. The conformity boilerplate language was prepared to address all applicable conformity requirements. The document contains tracked changes based on the latest approved conformity analysis to expedite your review.
> 2. The EMFAC calculation templates show how all the relevant off-model adjustments are applied to EMFAC emission results. SJCOG template is provided as an example of sub-area analysis.
> 3. The SJV LPA Summary table provides a comparison matrix of the latest planning assumptions used in this conformity analysis for each MPO.
>
> Additionally, we have reviewed the Telework adjustment memo for the 2015 O3 valley-wide budget created by CARB.
>
> We concur with all these documents and will review the more detailed planning assumption information provided in conformity documentation for each MPO during the public comment period. We will let you know if we have any additional questions or comments for the individual MPOs then.
>
> Thank you again for sharing these resources with us ahead of the formal public comment period!
>
> Have a good one,
>
> Lindsay

APPENDIX F

RESPONSE TO PUBLIC COMMENTS

Summary of Comments and Responses

As part of the development of the Conformity Analysis, stakeholders, technical staff, and the public were given the opportunity to comment. The public review period was held from June 1, 2026 to July 2, 2026.

Comments From: Jennifer R, Ashby-Camp, California Department of Transportation (Caltrans)
Date Received: June 25, 2026
Submitted via: Email
To: Raquel Pacheco; Ceasar Valle
Subject: RE: Kern - Draft 2026 RTP/SCS, Draft EIR, Draft 2027 FTIP, and Draft Conformity Analysis
Email dated 6/25/2026

Good afternoon Raquel and Ceasar,

It was a pleasure meeting with you today to review Caltrans' formal comments for Kern COG's Draft 2027 FTIP. We appreciate the dedication and collaborative effort in preparing the Draft FTIP and look forward to the Final FTIP submittal.

Thank you for giving Caltrans the opportunity to review Kern COG's Draft 2027 FTIP. Please include responses to the comments below from both Financial Programming and the Air Quality Conformity Branch in Kern COG's Final 2027 FTIP.

FINANCIAL PROGRAMMING COMMENTS

AIR QUALITY CONFORMITY BRANCH COMMENTS	
Comment 18-20	pg. 13 Extra space on top of page
Comment 18-21	93.104 (b,c) Include a copy of the MPO resolution.
Comment 18-22	§93.106 unable to locate open to traffic dates
Comment 18-23	§93.106 please explain how the first horizon year is no more than 10 years from the based year used to validate the transportation demand planning model ((a)(1)(ii)). Unable to confirm this in the referenced pages and table.
Comment 18-24	§93.110 (c,d,e,f) confirm location of (e), TCMs are located in Chapter 4.
Comment 18-25	§93.114 We recommend also referencing Chapter 3
Comment 18-25	Conformity Analysis Documentation Checklist: spelling error for Eastern Kern
Comment 18-25	§93.119 (h, i) and §93.122 (a)(1) maintain consistency with page numbers (pages in the document vs. pages in the pdf)
Comment 18-26	§93.122 (a)(1) unable to locate VMT for non-regionally significant projects
Comment 18-26	§93.126, §93.127, §93.128 confirm chapter and page location, found in Chapter 5 not Chapter 2

1. Comment 18-20:

"pg. 13 Extra space on top of page"

Response 18-20:

Thank you for your comment.

2. Comment 18-21:

"page 77 §93.104 (b,c) Include a copy of the MPO resolution"

Response 18-21:

A copy of the draft resolution was provided in Appendix E of the Draft Conformity Document. A copy of the final resolution will be provided with the Final Conformity Document.

3. Comment 18-22*:*

"page 77 §93.106 unable to locate open to traffic dates"

Response 18-22:

Appendix B includes a table of projects with year number and number of lanes, the year listed is the open to traffic date.

4. Comment 18-23:

"page 77 §93.106 please explain how the first horizon year is no more than 10 years from the base year used to validate the transportation demand planning model ((a)(1)(ii)). Unable to confirm this in the referenced pages and table. "

Response 18-23:

Clarifying language on page 36 of the Conformity Document was added discussing that the first conformity analysis year is 2027 which meets the requirements in §93.106(a)(1)(ii).

5. Comment 18-24:

"page 78 §93.110 (c,d,e,f) confirm location of (e), TCMs are in Chapter 4. "

Response 18-24:

This regulatory requirement refers to quantifying benefits of TCMs. As discussed in the referenced pages, all SIP committed control measures have been incorporated in EMFAC2021 model and are not analyzed separately. A reference to Chapter 4 was also added to the Conformity Checklist.

6. Comment 18-25:

"page 79 §93.114 We recommend also referencing Chapter 3

Conformity Analysis Documentation Checklist: spelling error for Eastern Kern

page 79 §93.119 (h, i) and §93.122 (a)(1) maintain consistency with page numbers (pages in the document vs. pages in the pdf)"

Response 18-25:

§93.114 on the checklist has an added reference to Chapter 3.

Spelling error corrected. Thank you for your comment.

§93.119 (h, i) and §93.122 (a)(1) Checklist page number references the page number on the bottom of page.

7. Comment 18-26:

"page 80 §93.122 (a)(1) unable to locate VMT for non-regionally significant projects page 82 §93.126, §93.127, §93.128 confirm chapter and page location, found in Chapter 5 not Chapter 2 "

Response 18-26:

Appendix B is updated to include a table of non-regionally significant Federal projects. Clarifying language on page 39 of the Conformity Document was added to document that modeled VMT includes all projects listed in Appendix B.

Checklist updated to reference Chapter 5. Thank you.

RTP COMMENT LETTER 19

COMITÉ PROGRESO DE LAMONT

CRPE

COMITE POR UN SHAFTER MEJOR

Committee for a Better Arvin CBA

DELANO GUARDIANS

La COLONIA

CENTER ON RACE, POVERTY & THE ENVIRONMENT

1012 JEFFERSON STREET, DELANO, CA 93215 TEL 661-720-9140 FAX 661-720-9483

WWW.CRPE-EJ.ORG

July 2, 2026

Via Email
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301
RTP2026@kerncog.org

Subject: Draft Regional Transportation Plan/Sustainable Communities Strategy and Draft Program Environmental Impact Report

Dear Regional Transportation Plan Team:

The Center on Race, Poverty & the Environment submits these comments on behalf of itself, Comité Progeso de Lamont, Committee for a Better Shafter, Committee for a Better Arvin, the Delano Guardians, and Community Organized for Leadership, Opportunity, Neighborhood Inclusion, and Advancement (La COLONIA). This comment is in response to three documents released by the Kern Council of Governments (COG): the Draft Regional Transportation Plan, the Draft Environmental Impact Report, and the Conformity Analysis.

We applaud Kern COG's outreach efforts and encourage continued engagement on updates to the RTP and its associated documents. The comments in this letter are intended to further the collaboration between our organizations and Kern COG to improve the well-being of environmental justice communities across Kern County. While we appreciate the efforts by Kern COG and other agencies to consider community well-being and climate resilience in these transportation planning efforts, we feel the three documents fall short of their mandates in some crucial respects. While Kern County may serve as an important logistics artery, Kern COG should not fall into the trap of subsidizing economic growth and corporate profit off the backs of the health and safety of environmental justice communities.

In addition to this letter, we have made available documents relied upon by these comments in this folder: https://drive.google.com/drive/folders/1ODR3_FT2HMp46ZTegJVRGuR9QatmN0Jh?usp=drive_link. If you cannot access the folder, please contact Natalia Ospina at nospina@crpe-ej.org.

I. Regional Transportation Plan

The Draft Regional Transportation Plan (RTP) contains some important policies, strategies, and actions that will advance health and climate resiliency in Kern County. However, the Plan misses

b. Protections for Environmental Justice Communities from Freight Pollution

Comment 19-2

The RTP acknowledges that there will be disproportionate health and air quality impacts from freight on rural communities, including on sensitive receptors in environmental justice communities.[4] "While the Plan goes on to say that the Kern Area Regional Goods-Movement Operations (KARGO) studies have developed strategies to reduce these impacts, these strategies are not apparent in the RTP itself. Failure to address disproportionate impacts on environmental justice communities is a violation of Kern COG's obligations under Title VI of the Civil Rights Act and Government Code section 11135, as well as President Clinton's 1994 Executive Order 12898 on Environmental Justice.

Inclusion of effective strategies to address environmental justice concerns around freight pollution is also consistent with Policy 33 of the RTP – proactive implementation of Federal Title VI and Environmental Justice requirements to ensure equity. This policy calls on Kern COG to take actions that will "[a]void, minimize, and/or mitigate disproportionately high and adverse human health or environmental effects, including social and economic impacts, on traditionally disadvantaged communities, especially racial minority and low- income communities" and "[p]revent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations."[5] It also calls on Kern COG to "[a]llocate discretionary funding such as Regional Surface Transportation Program to meet the maintenance needs of existing communities first,"[6] which would prevent rural and unincorporated communities from being left behind.

Developing these strategies is also consistent with Policy 21, which calls on Kern COG to "[c]oordinate planning efforts to ensure efficient, economical, and environmentally sound movement of goods mitigating impacts to all communities."[7] However, this policy is missing key actions that would clarify what such mitigation looks like and how to make such mitigation meaningful. While offering air filters to sensitive receptors and planting vegetative barriers is a start, the RTP must include actions that will directly reduce emissions and will ensure that mobile and stationary sources of pollution are not located near environmental justice communities.

Even in sections of the RTP dedicated to environmental justice, concrete discussions on how to track and reduce health impacts is notably slim or absent. Appendix D of the RTP, which contains the performance evaluation metrics for environmental justice, does not include any factors or metrics for measuring environmental health[8] and relies entirely on the air conformity

[4] "[D]istribution facilities are rarely located in urban infill areas, often drawing commuter/heavy truck traffic into rural communities, increasing their exposure to health-based criteria pollutants. Thus, efforts to reduce statewide carbon emissions can unintentionally increase local pollution burdens for vulnerable populations." Kern Council of Governments, 2026 Regional Transportation Plan/Sustainable Communities Strategy, Draft Program Environmental Impact Report (May 2026), 3.0-11; see also the statement that "…health risks at any given location could increase, and therefore, the exposure of sensitive receptors to localized concentrations of TACs could increase above desirable levels for some sensitive receptors." *Id.*, at 4.3-50. [hereinafter "Draft 2026 RTP PEIR"]

[5] Draft 2026 RTP, at 2-30.

[6] *Id.*, at 2-31.

[7] *Id.*, at 2-13.

[8] *Id.*, at Appendix D, D-21.

analysis, which has yet to be approved by the U.S. DOT or EPA. Regardless of the validity of the air conformity analysis (discussed further below), environmental and health metrics should be at the core of what is measured to evaluate whether environmental justice is being furthered. Relying on regional conformity does not mean that air quality and environmental health in disadvantaged communities is improved. Outreach and identification of environmental justice communities is only a first step to advancing environmental justice – it is actualized through concrete improvements in the health of those who have been overburdened by decades of pollution.

While we agree that our communities deserve more economic opportunities, we heavily dispute that it needs to come at the expense of health equity. Appendix D implies that economic benefits would provide greater public health outcomes than improving air quality and water quality.[9] These are the types of arguments made by Long Beach, Fresno, Riverside and San Bernadino decision-makers and as a result residents in Long Beach live 8 years less than the rest of Los Angeles County and Fresno residents living within 800 feet of truck routes experience more asthma and adverse pregnancy outcomes.[10] Latino and Black Californians are exposed to higher levels of PM2.5 pollution than white Californians (39% and 43% respectively). [11] Another study found that over 70% of California children between 1-4 years old living within 5 miles of a major railyard were children of color.[12] This should be taken especially seriously in a county with several environmental justice populations.

Instead of relying solely on economic opportunities to improve the well-being of our communities, the RTP should uplift other important public health analysis that demonstrates the widespread harms from exposure to freight pollution and the disproportionate exposure to such pollution by low income and communities of color:

- Diesel pollution causes about 60,000 premature deaths in the U.S.[13]
- Residents of the neighborhood of Armourdale, Kansas City are predominately working class and Latino and surrounded by railyards, industry, and highways – they live 22 years less than average according to the CDC.[14]
- Asthma is one of the leading causes of missed school days for children and there is growing evidence that poor air quality contributes to absenteeism, which is linked to academic performance.[15]

---

[9] *Ibid.*
[10] https://www.kvpr.org/local-news/2024-07-02/after-warehouse-boom-in-south-fresno-research-finds-few-nearby-residents-got-jobs (Fresno)
[11] Inequitable Exposure to Air Pollution from Vehicles in California, Union of Concerned Scientists (2019), *available at* https://www.ucsusa.org/resources/inequitable-exposure-air-pollution-vehicles-california-2019.
[12] Spencer-Hwang R, et al, Association of major California freight railyards with asthma-related pediatric emergency department hospital visits, Preventative Medicine Reports 13 (2019), 76.
[13] Clean Cargo: A Guide to Reducing Diesel Air Pollution From the Freight Industry in Your Community, NRDC.
[14] MFN Rail and Locomotives Letter to U.S. EPA (June 2023).
[15] Spencer-Hwang R, et al, Association of major California freight railyards with asthma-related pediatric emergency department hospital visits, Preventative Medicine Reports 13 (2019), 77.

- Children from 1-4 years living within 10 miles of a major railyard were more likely to have to visit the ER for asthma, which could result in permanent developmental impacts due to this early exposure.[16]
- Noise and light pollution can cause hearing impairment, high blood pressure, and sleep deprivation.[17]
- Workers, children, elders, and those with pre-existing health conditions are some of the most at risk of diesel pollution exposure.[18]
- In Savannah, Georgia and Houston, Texas, the communities near ports are predominately people of color and make lower than median incomes.[19]
- Southern California communities within half a mile to 2 miles of a warehouse also experience higher poverty and unemployment rates, showing that communities most burdened by the warehouse pollution are not significantly benefiting from job creation.[20]

While Greenpass projects provide essential *mitigation* of current harms, the RTP's strategy must include *prevention* as much as mitigation. This requires placing hard, physical limits on the growth of road-based freight infrastructure. **We ask that the RTP incorporate the following strategies** to adequately protect environmental justice communities from pollution harms:

1. Setbacks from highways, railyards and rail lines, and warehouses/distribution centers. The setbacks recommended by CARB in its 2005 Air Quality and Land Use Handbook[21] should be treated as a floor rather than a ceiling. The Handbook is based on dated health studies, since more recent studies have found pollution impacts at longer distances.[22] It is inappropriate to dismiss the CARB distances due to the proliferation of cleaner vehicles since 2005.
2. Robust implementation of the San Joaquin Valley Air District's Indirect Source Review Rule. While the RTP references ISR implementation regarding advancing public transit there is no discussion of how the ISR should be applied to warehouses and railyard projects.[23] Rule 9510 explicitly applies to any development of light or heavy industrial spaces above a certain size and "any transportation or transit development project where

[16] Spencer-Hwang R, et al, Association of major California freight railyards with asthma-related pediatric emergency department hospital visits, Preventative Medicine Reports 13 (2019), 76.
[17] Natural Resources Defense Council, Harboring Pollution: Strategies to Clean Up U.S. Ports (Aug. 2004), 15.
[18] US EPA, Near Roadway Air Pollution and Health: FAQs (2014), 3.
[19] US EPA, Environmental Justice Primer for Ports, a Good Neighbor Guide to Building Partnerships and Social Equity with Communities (March 2020) 7.
[20] South Coast Air Quality Management District, Final Socioeconomic Assessment for Proposed Rule 2305 – Warehouse Indirect Source Rule (May 2021), pp at p. 6.
[21] California Air Resources Board, Air Quality and Land Use Handbook: A Community Health Prospective (2005).
[22] For example, pollution from railyards has been shown to travel further than pollution from roads, possibly as a result of the tiny diesel emissions funneling upward and then dispersing further. Spencer-Hwang R, et al, Association of major California freight railyards with asthma-related pediatric emergency department hospital visits, Preventative Medicine Reports 13 (2019) 77; see also Newark Community Impacts of Mobile Source Emissions (Nov. 2020).
[23] Draft 2026 RTP, at 5-155.

construction exhaust emissions equal or exceed two (2.0) tons of NOx or two (2.0) tons of PM10."

3. The RTP should also consider other strategies that would reduce direct exposure from freight pollution.[24]

c. *Over-reliance on Mode Shift* Comment 19-3

The RTP refers repeatedly to the efficiency of moving cargo by rail rather than by truck, as well as the maintenance savings that would be involved with modal shift. However, the RTP does not adequately describe how more intermodal railyards or inland ports would reduce local truck traffic. Imports arriving from ports on Class I rail lines would likely need to be distributed beyond the inland port or railyard on a truck. Local cargo being exported from Kern would similarly need to be trucked from its origin point to the inland port or railyard. If these intermodal rail facilities are located in or near environmental justice communities (and especially before the Greenpass projects are constructed) what is the precise methodology used to determine that overall truck traffic would decrease if the 2026 RTP is implemented?

While we acknowledge that moving cargo by rail is more efficient and less polluting, we remain concerned that an overall growth in throughput will still increase pollution exposure in our communities. This is consistent with the conclusion that the 2026 RTP will have an unavoidable and significant air quality impact. Without prioritizing the Greenpass projects, implementing buffer zones, and developing strategies for the electrification of **both** rail and trucks,[25] the RTP risks merely subjecting our communities to more toxic pollution on top of what they already are burdened with.

This is consistent with Policy 34, which encourages locating more charging stations in Kern County. The RTP should similarly call for more investments in projects that will advance rail electrification, especially via overhead catenary technology. This would pair well with the efforts to electrify the Alameda Corridor[26] at the San Pedro Bay ports and would position our region to reduce emissions along more of the freight rail route.

For these reasons, **we ask that the RTP: 1) describe in detail the basis on which it relies on mode shift to conclude there will be an overall reduction in truck traffic and 2) explore more practical strategies around the electrification of both rail and trucks.**

d. Local Infrastructure Investments Comment 19-4

The RTP should also prioritize investments in local road projects in environmental justice communities, including sidewalk and curb projects to benefit pedestrians. This is in alignment

[24] See, CARB Technical Advisory, Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways (April 2017), https://ww2.arb.ca.gov/sites/default/files/2017-10/rd_technical_advisory_final.pdf

[25] Californians for Electric Rail White Paper, CARB has presented a misleading picture of rail vs. truck emissions (August 2025), https://calelectricrail.org/wp-content/uploads/2025/08/CER-critique-CARB-trucks-trains-FINAL-2025.08.19-1.pdf

[26] Californians for Electric Rail, Electrification of the Alameda Corridor and the San Pedro Bay Port Rail Network – Concept Paper (August 2023).

with Policy 4, which calls for enhancing and connecting existing and future bikeways and pedestrian walkways in the Kern region, including in disadvantaged communities.[27]

While there are some references to local infrastructure investments in the RTP, there are no short-term actions related to upkeep and investment in local road infrastructure. The RTP should prioritize actions related to local transportation with "compact districts and corridors that are characterized by high connectivity of streets to not overly concentrate traffic on major streets and to provide more direct routes for pedestrians, good access to transit, and streets that are designed for pedestrians and bicycles, as well as for vehicles."[28]

Complete Streets projects must also be prioritized in disadvantaged neighborhoods. Investments in pedestrian safety and sidewalk connectivity must take precedence over regional through-ways. A local-first approach ensures that the people who power Kern's economy are not marginalized by the infrastructure that supports it.

This also should include infrastructure investments that address safety, flooding, and extreme heat concerns. **We ask that the following strategies be incorporated in the Plan**:

- Infrastructure investments (including sidewalk projects) to improve traffic safety and reduce fatalities. This is especially important because Appendix D indicates that injuries, fatalities, and property damage will increase more in rural environmental justice communities than in the rest of the county if the RTP is implemented.[29]
- Enhanced emergency preparedness per RTP Policies and Recommendations,[30] which should include emergency planning around hydrogen fueling stations, hydrogen transportation and hydrogen storage.
- Flood prevention infrastructure investments related to road projects to prevent road flooding as well as flooding of neighborhoods. This should be done alongside other agencies responsible for the management of the 100-year floodplains across the county.
- Infrastructure investments to mitigate impacts from extreme heat, such as rail buckling of UP and BNSF mainlines.

e. Warehouse Road Fees Comment 19-5

The RTP commits to exploring targeted logistics transportation fees, such as mitigation and mobilities fees.[31] We support this exploration and request that in addition to the options described by the RTP, that Kern COG also evaluate a road fee on warehouses to cover the road damage and construction of Greenpasses and other projects that reduce exposure to pollution. The Recology Blossom Valley Organics pays a road fee as part of its Conditional Use Permit; a similar approach could be taken when permitting warehouse projects. **We ask that the RTP or subsequent Nexus Studies include an evaluation of requiring road fees for any new warehouse as part of a CUP.**

[27] Draft 2026 RTP, at 2-4.
[28] *Id.*, at 5-169.
[29] *Id.*, at Appendix D, D-29.
[30] *Id.*, at 5-142 to 144.
[31] *Id.*, at Policy 24.3.

f. Managed Transition from Fossil Fuels Comment 19-6

It is indisputable that a transition from fossil fuels is required to sustain a livable planet. While that transition will not be complete in the five years covered by the RTP, the Plan must consider the impacts of a managed transition as led in California by the Energy Commission and CARB.[32] **We ask the RTP include a discussion of the implications of a managed transition off fossil fuels**, including but not limited to, for the future of bulk hauling of oil and pipelines.

II. Draft Programmatic Environmental Impact Report

The Legislature enacted CEQA to protect the environment and environmental health of Californians, create and maintain ecological and economic sustainability, and to "take all action necessary to protect, rehabilitate, and enhance the environmental quality of the State."[33] The purpose of an EIR is to identify significant impacts, mitigation measures, and alternatives to projects before approval, in order to serve as an "alarm bell" to the public, impacted communities, and decision-makers of irreversible environmental impacts "before they have reached ecological points of no return."[34] Each public agency must mitigate or avoid the significant effects on the environment of projects that it carries out or approves whenever feasible.[35]

Kern COG has failed to take the "hard look" at the impacts of the Plan as required by CEQA. In the case of its air quality impacts evaluation, the analysis fails to provide sufficient basis of its conclusions.[36] An adequate discussion of adverse environmental and health impacts is necessary to inform an agency's discussion of mitigation measures and alternatives.[37] Furthermore, the proposed air quality mitigation measures are vague and unenforceable or simply fail to mitigate the effects on the environment and health. As a result, the Draft EIR fails as a "document of accountability"[38] for the public and decision-makers, requiring that Kern COG recirculate an updated draft with a

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[32] California Energy Commission, Petroleum Fuels Transition, https://www.energy.ca.gov/programs-and-topics/topics/petroleum-fuels-transition; see also the Draft Transportation Fuels Transition Plan and SB 237 Assessment.
[33] Pub. Res. Code §§ 21000 (a), (b), (d), (g); 21001 (a), (b), (e).
[34] *Id.*, at § 21002.1(a); *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795, 810.
[35] *Id.*, § 21002.1(b).
[36] CEQA mandates that "[a]n EIR should be prepared with a sufficient degree of analysis to provide decisionmakers with information which enables them to make a decision which intelligently takes account of environmental consequences. *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 712, citing CEQA Guidelines, § 15151; see also CEQA Guidelines § 15201 (stating that the "purpose of an environmental impact report is to provide public agencies and the public in general with detailed information about the effect which a proposed project is likely to have on the environment") and *County of Butte v. Department of Water Resources* (2022) 13 Cal.5th 612, 627.
[37] *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 514.
[38] *Id.*, at 512, citing *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 392 ("Because the EIR must be certified or rejected by public officials, it is a document of accountability. If CEQA is scrupulously followed, the public will know the basis on which its responsible officials either approve or reject environmentally significant action, and the public, being duly informed, can respond accordingly to action with which it disagrees.")

complete evaluation of the impacts of the 2026 RTP, as well as additional mitigation measures, pursuant to Public Resources Code § 21092.1.[39]

a. Inadequate Air Quality Analysis Comment 19-7

The San Joaquin Valley Air Basin is in nonattainment for criteria pollutants such as ozone and PM2.5.[40] The Valley is an extreme nonattainment area for the 1997 and 2008 8-Hour Ozone National Ambient Air Quality Standards ("NAAQS"), a serious nonattainment area for the 1997 PM2.5 NAAQS, and a moderate nonattainment area for the 2006 PM2.5 NAAQS.[41] The Air Basin is also in nonattainment status for California Ambient Air Quality standards ("CAAQS") for ozone, PM2.5 and PM10.[42]

Kern County is consistently in the American Lung Association's top-ranking counties for particulate matter and ozone pollution.[43] Despite the Draft EIR's conclusions that there will be significant air quality impacts, the EIR still severely underestimates the amount of those impacts and as a result has not proposed adequate mitigation for those impacts. This is especially concerning given the steep increase in air pollution in communities that have experienced a similar explosion in freight projects like San Bernardino County, which saw a jump in unhealthy air days from 15% to 20% in just one year.[44] Average asthma and cardiovascular disease rates near warehouses are higher than the state average in the South Coast Air Basin.[45] Given the existing air quality problems and nonattainment in this region, any proposed increase in air pollution must be analyzed closely if it will worsen air quality.

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[39] "[R]ecirculation is required, for example, when the new information added to an EIR discloses: (1) a new substantial environmental impact resulting from the project or from a new mitigation measure proposed to be implemented; (2) a substantial increase in the severity of an environmental impact unless mitigation measures are adopted that reduce the impact to a level of insignificance; (3) a feasible project alternative or mitigation measure that clearly would lessen the environmental impacts of the project, but which the project's proponents decline to adopt; or (4) that the draft EIR was so fundamentally and basically inadequate and conclusory in nature that public comment on the draft was in effect meaningless." *Laurel Heights Improvement Assn. v. Regents of University of California* (1993) 6 Cal.4th 1112, 1130, citing CEQA Guidelines § 15162; *Mountain Lion Coalition v. Fish & Game Com.* (1989) 214 Cal.App.3d 1043.

[40] California Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants, Environmental Protection Agency; https://www3.epa.gov/airquality/greenbook/anayo_ca.html

[41] U.S. EPA, Green Book, Current Nonattainment Counties for All Criteria Pollutants, https://www3.epa.gov/airquality/greenbook/ancl.html;

[42] California Air Resources Board, Maps of State and Federal Area Designations, https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations.

[43] American Lung Association, State of the Air, *available at* http://www.stateoftheair.org.

[44] *California warehouse boom comes with health, environmental costs for Inland Empire residents*, CalMatters (Jan. 26, 2023), *available at* https://calmatters.org/commentary/2023/01/inland-empire-california-warehouse-development/.

[45] Ivette Torres, et al., Warehouses, Pollution, and Social Disparities: An analytical view of the logistics industry's impacts on environmental justice communities across Southern California (April 2021), p. 19.

Some of the inadequacies of the air quality analysis include:

- Inadequate discussion around methodology and assumptions through which the EIR found there would be air quality benefits under the RTP 2026 scenario or how air emissions would go down by 2049.[46]
- The heavy reliance in on improved emissions control technology and regulations is not sufficient to explain the conclusion that PM emissions from vehicles in general and near sensitive receptors would decrease.[47] Improvements in technology may reduce emissions overall, but those improvements are speculative, especially in light of the loss of CARB regulations around truck and rail electrification. Furthermore, CEQA requires a consideration of the impacts on sensitive receptors and disproportionately impacted communities. If technology alone were sufficient to protect environmental justice communities, our communities would already be breathing cleaner air and living longer lives.
- Lack of discussion of health impacts. Lead agencies are obligated to provide detailed disclosure of the health effects related to air contaminants generated by the project, including the concentrations at which such pollution would trigger symptoms, such that the public can understand the health consequences of the proposed project.[48] A mere finding of a significant impact does not relieve a lead agency of the responsibility to analyze a project's impact on health.[49] Not only does the Draft EIR omit accurate air pollution levels as a result of the incomplete air quality analysis, but it also fails to provide required health effect disclosures based on the disclosure air pollution. The County should recirculate the Project EIR with a detailed discussion of the full air quality impact on health.
- The Cumulative Impact discussion does not sufficiently analyze the cumulative impacts overall or on environmental justice communities.[50]
- Fails to evaluate the impact of climate change on TACs.[51]
- Fails to evaluate emission from transport refrigeration units (TRUs), despite many proposed warehouses and industrial parks including refrigerated warehouse space. TRUs contribute to off-road mobile sources of diesel PM emissions.

Without further discussion and evaluation on these topics, the Draft EIR is incomplete and prevents an informed decision by decisionmakers in violation of CEQA.

a. Failure to Analyze the Wonderful Inland Port and other Reasonably Foreseeable Projects

Comment 19-8

A Program EIR must analyze reasonably foreseeable future projects to the extent reasonably possible based on the information available at the time. CEQA Guidelines §15145 provides that

[46] Draft 2026 RTP PEIR, at 4-3-38
[47] *Id.*, at 4-3-43 to 44; 45.
[48] *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 519, citing CEQA Guidelines § 15126.2(a).
[49] *Id.*, at 514, citing *Berkeley Keep Jets Over the Bay Com. v. Board of Port Cmrs.* (2001) 91 Cal.App.4th 1344, 1371.
[50] *Id.*, at 4.3-40.
[51] *Id.*, at 4.3-46.

an agency may conclude an impact is too speculative to evaluate only after conducting a thorough investigation and determining that meaningful analysis cannot presently be performed. Likewise, CEQA's tiering provisions permit deferral of project-specific review only where sufficient information is unavailable to conduct meaningful environmental analysis at the program level.

Here, Kern COG has not shown that it conducted the thorough investigation required by CEQA Guidelines §15145 before concluding that project-specific analysis could be deferred. The Draft PEIR does not identify which future freight, industrial, or logistics projects Kern COG determined were sufficiently foreseeable to warrant program-level analysis, nor does it explain why any identified projects were deemed too speculative to evaluate. This omission is particularly significant because Kern COG repeatedly states that this PEIR is intended to serve as the first-tier environmental review for future projects and to facilitate CEQA tiering and streamlining for subsequent project-level environmental review.[52] The PEIR explains that subsequent project-specific environmental review "need not repeat the broad analyses contained in the EIR," encourages implementing agencies to use the PEIR for CEQA streamlining and tiering where appropriate, and states that the mitigation measures are intended to guide future projects seeking to tier from the PEIR. If the CEQA analysis for future local projects will be streamlined based on this PEIR, then the program-level analysis must be correspondingly robust and complete. Given the deficiencies discussed in these comments, the Draft PEIR does not meet that standard.

The California Supreme Court's decision in *Laurel Heights Improvement Assn. v. Regents of Univ. of California* (1988) 47 Cal.3d 376 illustrates this principle. There, the Court held that an agency may not defer environmental review merely because the precise details of future development have not been finalized. Where future development is reasonably foreseeable and sufficient information exists to permit meaningful environmental review, CEQA requires that analysis at the program level. Tiering is permissible only where project-specific details remain sufficiently uncertain that meaningful analysis cannot yet be performed.

The Wonderful Industrial Park expansion, including the Wonderful Inland Port, demonstrates that this is not a situation involving merely conceptual future development. Rather, Kern COG possesses substantial information regarding a specific freight project whose transportation and environmental consequences are reasonably foreseeable. This project is referenced multiple times throughout the RTP.[53] In fact, the RTP states that Kern COG will facilitate the Shafter Rail Terminal and Wonderful Industrial Park by "programming infrastructure to service rail and truck traffic that may be generated by the facility."[54] It also states that Kern COG will explore rail intermodal transfer facilities, including development of BNSF and UP intermodal freight hubs in and near Shafter.[55] Lastly, Kern COG has communicated regularly with the Wonderful Company and the City of Shafter on the inland port project to seek input on the RTP priority project list,

[52] Draft 2026 RTP, at 2-25.
[53] *Id.* at 5-53; 5-146 (citing to a Wonderful study about the financial benefits of an inland port next to their industrial park); 5-152.
[54] *Id.* at 2-17; 5-152.
[55] *Id.* at 2-16.

share grant opportunities, and seek project information to include in RTP modelling.[56] This all demonstrates substantial information upon which to base a project-level evaluation of impacts.

Despite its clear familiarity with the Wonderful Inland Port project, the Draft PEIR nevertheless states that "[t]he 2026 RTP does not have any direct effect on these types of sources, nor is there any available data on possible new stationary sources that would be in operation in 2049. As such, it is difficult to determine what contribution these sources would have to sensitive receptors, and how the 2026 RTP would influence any such contribution."[57] This conclusion is difficult to reconcile with Kern COG's own RTP. Elsewhere, Kern COG specifically identifies the Wonderful Industrial Park expansion, the Shafter Rail Terminal, and future intermodal freight facilities, and discusses programming transportation infrastructure to serve those developments. Having identified these projects for regional transportation planning purposes, Kern COG cannot simultaneously assert that no available information exists regarding foreseeable future stationary sources or their associated impacts while describing these specific projects as major pillars of the RTP. Moreover, the Plan acknowledges that the Greenpasses will incentivize industrial buildout along those routes,[58] including the Cherry/Merced Expressway portion of the Shafter Greenpass.

The Wonderful Inland Port project in Shafter is not only reasonably foreseeable, but Phase II is currently underway. In March 2026, the City of Shafter signed a 50-year rail lease with the Wonderful Company that will permit its construction and operation of intermodal rail facilities.[59] While the Wonderful Logistics Park plans to operate the site as part of its container depot in the short-term, future phases will involve the construction of a "major inland rail terminal," which is "fully funded and fully entitled."[60] Given Kern COG's familiarity with the project and the amount of information available from which to evaluate impacts, failure to analyze the project impacts on health and the environment and identify meaningful mitigation measures and feasible alternatives would be a violation of CEQA. Kern COG should also conduct a thorough investigation of any other project-specific evaluations that may be required by CEQA.

b. Discussion of Rail Impacts on Air Quality Comment 19-9

While there is some speculation in the RTP, the nature of the document requires that it be a pragmatic planning document grounded in the fiscal reality and consistent with state air quality implementation plans and relevant general plans. As a result, the projects identified as priority within the RTP must be subject to a thorough investigation of whether the projects' impacts are reasonably foreseeable under CEQA, as discussed in further detail above.

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[56] Email Correspondence between Kern COG and City of Shafter staff regarding CalSTA grant program (July 13, 2022); Email Correspondence from Kern COG and City of Shafter and Wonderful Company staff regarding including of the "Cherry Bypass" project to the RTP (September 20, 2023); Email Correspondence between Kern COG staff and consultants and City of Shafter and Wonderful Company staff regarding an inland port GIS file (January 5, 2026).
[57] Draft 2026 RTP PEIR, at 4.3-46
[58] See, e.g., Draft 2026 RTP, at 2-19 (Policy 27.9).
[59] Ground Lease (Rail Operation) between the City of Shafter and Wonderful Industrial Park Logistics LLC, executed following a March 3, 2026 City Council vote.
[60] See The Future of Logistics in Shafter, CA presentation from Wonderful Logistics Center to Shafter City Council on December 2024, describing the project as "Fully Funded and Fully Entitled."

Even where future implementation details remain uncertain, an agency cannot use tiering to defer analysis of impacts that are inherent in the project it is approving. In a Supreme Court case, the court found that an EIR for a master-planned community had to analyze the reasonably foreseeable environmental impacts of supplying water to the completed development, even though future water sources were not yet finalized.[61] CEQA requires agencies to analyze foreseeable impacts to the extent reasonably possible, even where some implementation details remain uncertain. Such is the case here, where the RTP contemplates an enormous build out of freight that is not completely finalized but where foreseeable impacts can be studied.

Such is especially the case for the impacts of an expansion of freight rail in Kern. The PEIR states that "rail traffic would increase under the 2026 RTP, which would expose more sensitive receptors to [toxic air contaminant] emissions. Without specific information on individual sources and locations, no further analysis of stationary TAC sources is possible."[62] As discussed above, this is the not the standard set by CEQA for whether impacts should be evaluated. Moreover, even assuming this is the standard, there are specific sources and locations references several times in the RTP, such as the Wonderful Inland Port, a facility along the UP line near the GAF Materials Corporation,[63] and "other major intermodal rail hubs include[ing] the Delano UP Cold Connect food train service (temporarily closed in part due to competition from low trucking fuel costs); Bolthouse and Grimmway packing facilities in southeast Bakersfield; and numerous bulk shippers including expanding oil and gas refining operations that receive oil shipments from the Mid-West and send refined products as far away as New England."[64]

The RTP should conduct a thorough evaluation of any project-level evaluation (as discussed above), but it should also conduct a programmatic evaluation of the impacts from such an expansion of intermodal rail facilities and increased throughput via rail. Given the level of information available in the RTP, it is possible (and required by CEQA) for the PEIR to include analysis on the impacts of increased freight rail, including an evaluation of mitigation measures and alternatives.

As discussed above, this analysis must include a robust and transparent discussion of the potential benefits of mode shift, including but not limited to a substantiated estimate how much truck traffic will realistically be shifted to rail versus how much will be induced to continue to move by truck on local routes. The RTP should also include a discussion of the safety impacts from increased rail due to the lack of grade separations in many communities, including Shafter, Delano, Lamont, and others. Failure to adequately evaluate the impacts of increased freight rail envisioned by the RTP is a violation of CEQA.

c. Evaluation of Greenpass Projects Comment 19-10

While we support the Greenpass Projects in Shafter, Arvin, Lamont and Delano, we recognize that even good projects benefit from appropriate CEQA analysis to identify any unintended consequences and mitigation measures or alternatives that will better safeguard health and the

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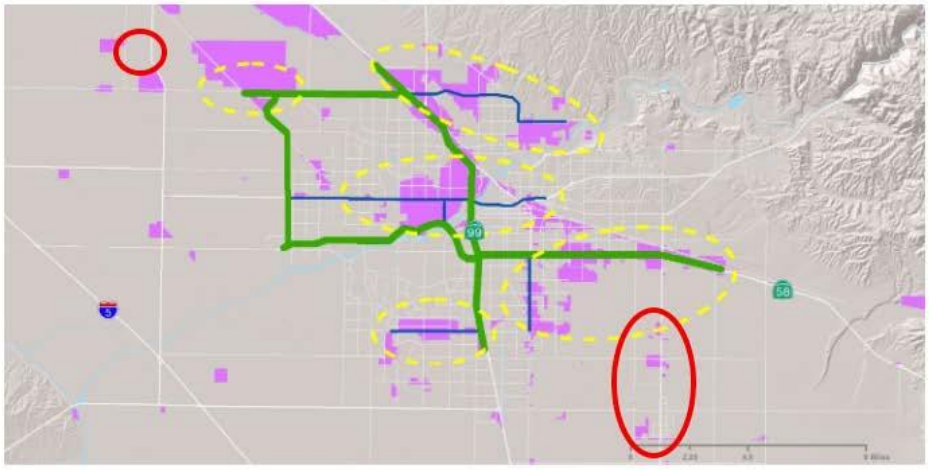
[61] *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412.
[62] Draft 2026 RTP PEIR, at p. 3.0-11, 4.3-46
[63] Draft 2026 RTP, at 5-53
[64] *Id.*, at 5-55.

environment. Kern COG in Figure 5-31 shows the current and future truck routes and acknowledges that "land use along these corridors should be tolerant of existing and growing future truck traffic."[65] While the majority of the Greenpass routes avoid environmental justice communities, due to the decades of environmental injustices and historical redlining there are environmental justice communities located in close proximity to industrial facilities that attract truck traffic, such as the Kern Energy refinery. Figure 5-39 highlights the industrial areas adjacent to arterials and connectors that would carry the truck traffic generated by those areas. However, there are rural environmental justice communities adjacent to industrial facilities outside of those "industrial zones" (see approximate areas in red circles below) – the Draft PEIR does not analyze the potential impacts from truck traffic on these communities ahead of the Greenpasses being constructed and even after they are in place. This regional and cumulative analysis is necessary for the PEIR to be an adequate informational document under CEQA. Analysis of the impacts for communities and the environment along truck and rail routes will *inform* land use decisions (which is consistent with CEQA) rather than merely prevent sensitive receptors from infringing on freight land uses.

Figure 5-39: Secondary Goods Movement Facilities Connecting Industrial areas Bakersfield



d. Mitigation measures

Comment 19-11

A lead agency must describe and adopt all feasible and enforceable mitigation measures to minimize the significant environmental impacts from a project through an open process.[66] The Draft PEIR must discuss all available measures that could mitigate an impact and describe the basis for selecting the appropriate measures.[67] Mitigation measures proposed by interested

[65] Draft 2026 RTP, at 5-166 to 167.
[66] Pub. Res. Code § 21002; CEQA Guidelines § 15126.4(a)(1); *Communities for a Better Environment v. City of Richmond* (2010) 184 Cal.App.4th 70, 93.
[67] CEQA Guidelines, § 15126.4(a)(1)(B).

agencies and the public should be considered.[68] Kern COG's Board cannot approve this RTP if there are "feasible mitigation measures available which would substantially lessen the significant environmental effects" of the Plan available that address unmitigated impacts of the Project.[69]

The mitigation measures discussed by the Draft RTP and its accompanying Draft PEIR would not provide sufficient protections to communities along key routes that will see heavy truck traffic increases due to freight expansions, such as State Routes 223, 184, 43, and the 99.[70] The provision of air filters to sensitive receptors within 500 feet of a highway is worthwhile, but that must be a starting point for mitigation rather than a primary way environmental justice communities along freight routes are protected from pollution.

Mitigation measures related to vehicle and locomotive electrification must be evaluated and included in the PEIR and RTP through policies and actions where feasible. The RTP and PEIR relies on clean vehicle technology for its air quality analysis and air conformity, and yet there are few and indirect references to mitigation measures related to the electrification of vehicles, equipment, or locomotives of rail.

Lastly, as discussed above, setbacks and buffer zones from highways, warehouses, and rail must be incorporated as mitigation measures.

Comment 19-12

III. Conformity Analysis

We are concerned that the air conformity analysis for the RTP does not adequately capture all truck emissions and therefore incorrectly determines that the RTP will conform to the SIP. The projected truck traffic volumes are fundamentally inconsistent with the industrial growth data and economic indicators detailed in the KARGO studies. Specifically, current modeling appears to underestimate the trajectory of heavy-duty vehicle activity, which may compromise the validity of the region's air quality mitigation strategies and its compliance with federal standards.

The validity of any air quality conformity analysis rests on the accuracy of its underlying traffic models. If the base assumptions for truck trip generation are flawed, the resulting emissions projections are inherently invalid. The RTP documents an expansion in freight projects in Kern County that outpaces traditional employment and traffic models. Using any default traffic modeling will fail to capture the full extent truck traffic may increase due to the following factors:

- Traditional models often rely on linear growth. The surge in new freight infrastructure and facilities indicates a shift toward a more freight-intensive economy that would exceed standard baseline assumptions.

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[68] *Communities for a Better Environment v. City of Richmond* (2010) 184 Cal.App.4th 70, 93 ("Fundamentally, the development of mitigation measures, as envisioned by CEQA, is not meant to be a bilateral negotiation between a project proponent and the lead agency after project approval, but rather, an open process that also involves other interested agencies and the public.").

[69] Pub. Res. Code § 21002; see also, CEQA Guidelines § 15002(a)(3) (agencies must prevent avoidable damage "whenever it finds measures to be feasible").

[70] Draft 2026 RTP PEIR, at p. 2.0-14 to 17.

- The footprint and nature of the warehouse and distribution center projects operating and proposed in Kern County will require constant ingress and egress and will generate significantly higher daily trip counts than what is in default models.

Given the lack of transparency around how the RTP and PEIR determined that mode shift from truck to rail will improve air quality and the role of cleaner vehicles (without any concrete local or regional policies to incentivize electrification), it is not clear to us that the underlying traffic modelling is based on correct assumptions.

Moreover, the construction of inland ports and intermodal development will create localized "hot spots" that the air conformity analysis must specifically address to protect disadvantaged communities.

Conclusion

Kern County must not become a corridor for commerce and corporate profit at the cost of its own people. We urge Kern COG to adopt these recommendations to ensure all Kern County communities are secured a future that is both prosperous and healthy. We look forward to continued engagement on these topics.

Sincerely,

Natalia Ospina
Center on Race, Poverty & the Environment

Estela Escoto
Committee for a Better Arvin

Anabel Marquez
Committee for a Better Shafter

Diana Mireles
Comité Progreso de Lamont

Dora Hernandez-Jara
Community Organized for Leadership, Opportunity, Neighborhood Inclusion, and Advancement (La COLONIA)

Yolanda Vega
Delano Guardians

Cc:

Jessica Olsen, Air Quality Analysis and Research Supervisor, San Joaquin Valley Air Pollution Control District (Jessica.olsen@valleyair.org)

California Attorney General's Office, Environmental Justice Bureau (ej@doj.ca.gov)

Michelle Byars, California Air Resources Board (Michelle.Byars@arb.ca.gov)

Comment 19-12 from Center on Race, Poverty & the Environment: **a)** commenter raised concern on the adequacy of the analysis to capture increased truck volumes and sought clarification on the underlying model assumptions; and **b)** commenter asserted the need to address localized "hot spots" in conformity document for the 2026 RTP.

Response 19-12a

As discussed in RTP Appendix H Response to Comments 19-3 and Letter 4 in EIR: 2.0 Comments and Responses 4-2 to 4-8, truck traffic volumes as a percentage of total vehicle volumes are set by CARB as an assumption in their required emissions model, EMFAC21. KCOG does not have the ability to modify vehicle class distributions in EMFAC for conformity analysis. Truck travel assumptions by CARB show truck volumes significantly increasing in a non-linear fashion by the horizon year of the plan. Specifically, EMFAC heavy-duty truck travel fraction increased from 13% to 23% in Kern when compared to the previous plan.

The travel demand model is calibrated to Kern County-specific conditions and does not rely solely on default trip-generation rates. The model's socioeconomic data include a specific employment category for industrial employment, with calibrated trip-generation rates applied to that employment category. This approach allows the model to more accurately capture the trip-generating characteristics of warehouse and distribution center activity, including the daily vehicle trips associated with these uses, within the regional travel demand model. See pg.12 - pg.16 of MIP 4 Model Updates at www.kerncog.org/model-documentation/

Response 19-12b

The transportation conformity analysis for a RTP is a regional analysis that evaluates emissions from the overall transportation system against applicable SIP requirements and emissions budgets. Federal conformity requirements include a project-level hot-spot analysis process for federally funded

transportation projects in nonattainment areas like the San Joaquin Valley which is separate from a regional conformity analysis. The process is intended to evaluate localized air-quality impacts at or near federal funded transportation projects and in proximity to sensitive receptors. This is addressed in the project-specific environmental document for each project determined to be of air quality concerns through interagency consultation. Because a RTP is a regional planning document rather than a single transportation project, project-level hot-spot analysis is not required to be performed as part of RTP regional conformity. However, the EIR for this RTP did perform an analysis on the number of sensitive receptors in proximity to high volume routes as discussed in Response 4-2 for Letter 4 in EIR: 2.0 Comments and Responses.