

**Project-Level Conformity Determination Documentation
for**

**Adaptive Signal Coordination Project along Panama Lane from Parsons
Way to Martin Luther King Blvd/Cottonwood Rd**

Kern County

April 2025

Kern Council of Governments (KernCOG), on behalf of the City of Bakersfield, is providing the final documentation for PM_{2.5} and PM₁₀ Hot-spot Conformity Assessment for the Adaptive Signal Coordination Project along Panama Lane from Parsons Way to Martin Luther King Blvd/Cottonwood Rd, City of Bakersfield, Kern County.

The proposed project involves installing a new traffic signal at the intersection of Panama Lane and Sparks Street, and new traffic signal communication equipment along Panama Ln from Parsons Wy to Dr. Martin Luther King Blvd/Cottonwood Rd (for 1.95 miles) in the City of Bakersfield, Kern County. The draft conformity material was posted on KernCOG's (<https://www.kerncog.org/conformity/>) and was available for the public comment period from April 09 through April 21, 2025. No comments were received during this public comment period. An interagency consultation (IAC) meeting was scheduled for April 22nd, at 12:30 – 1:00 pm (PT).

The NEPA document for this project is CE (23 USC 326), and Caltrans and EPA provided concurrence that the project is not of air quality concern (non-POAQC) on April 22, 2025.

The final documentation package consists of the (1) San Joaquin Valley PM hot-spot checklist, (2) slides presented at the IAC meeting, and (3) IAC meeting minutes.

San Joaquin Valley (SJV) Hot Spot Checklist for Interagency Consultation

The purpose of this form is to provide sufficient information to allow the IAC group to determine the evaluation if a project is exempt, non-exempt, and not POAQC, or non-exempt projects and POAQC (requires a quantitative project-level PM hot spot analysis).

It is the responsibility of the project sponsor to ensure that the form is filled out completely and provides a sufficient level of detail for the interagency consultation (IAC) to make an informed decision on whether or not a project requires further analysis. For example, the IAC group needs to consider the traffic impacts of the project, and thus part of the required information includes no build/build traffic data.

STEP 1: PROJECT IDENTIFICATION

A. Project Name and Number:

ADAPTIVE SIGNAL COORDINATION ALONG PANAMA LN FROM PARSONS WY TO DR. MARTIN LUTHER KING JR BLVD/ COTTONWOOD RD – CRPL - 5109 (297)

B. FTIP/CTIPS #Identification No¹:

CTIPS ID: 204-0000-0862

C. City/County:

BAKERSFIELD, KERN

D. Project Description:

Bakersfield: Panama Ln and Sparks St; installation of new traffic signal; Panama Ln from Parsons Wy to Dr. Martin Luther King Jr Blvd; installation of adaptive signal coordination.

The proposed project will involve the installation of new signal at Panama Ln and Sparks St and the installation of new traffic signal communication equipment along Panama Ln from Parsons Wy to Dr. Martin Luther King Blvd/ Cottonwood Rd (1.95 miles).

The purpose of this project is to improve signal timing along the above-referenced corridor. The improved signal timing will reduce overall vehicle stops and starts and limit delays in travel time. This reduction in vehicle stops and starts will improve the corridor's average speed, thereby reducing the air-polluting gases generated by vehicles at low speeds and when idling.

The project will also improve safety conditions by providing an orderly flow of traffic through efficient traffic signal coordination. As a result, intersections along the corridor, when timed appropriately, will result in both driver and pedestrian confidence and safety.

With the addition of signalized traffic at the intersection of Panama Ln and Sparks, adaptive signal coordination between the traffic signals along the Panama Ln corridor will be implemented appropriately.

¹ FTIP: Federal Transportation Improvement Program; CTIPS: California Transportation Improvement Program System.

E. Type of Project:

- New state highway
- Change to existing state highway
- New regionally significant street
- Change to existing regionally significant street
- New interchange
- Reconfigure existing interchange
- Intersection channelization
- Intersection signalization**
- Roadway realignment
- Bus, rail, or inter-modal facility/terminal/transfer point
- Truck weight/inspection station
- At or affects location identified in the SIP as a site of actual or possible violation of NAAQS
- Others, specify:

E. Hot-Spot Pollutant of Concern (*check both*): PM_{2.5} PM₁₀

F. Lead Agency: **CITY OF BAKERSFIELD**

a. Contact Person: **PAUL ARCHER**

b. Phone #: **(661) 326-3350**

c. Email: **parcher@bakersfieldcity.us**

G. Federal Action for which Project-Level PM Conformity is Needed
(check appropriate box)²

<input checked="" type="checkbox"/>	Categorical Exclusion (NEPA)		EA or Draft EIS		FONSI or Final EIS		PS&E or Construction		Other
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a. Include the scheduled date of Federal Action (if available):

I. NEPA Assignment – Project Type (check appropriate box)

	Exempt	<input checked="" type="checkbox"/>	Section 326 –Categorical Exclusion		Section 327 – Non-Categorical Exclusion
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J. Is this project in a conforming Plan and Transportation Improvement Program (TIP)?
Yes No

a. If yes, indicate the federal approval date for the latest regional conformity analysis
FTIP (KER180507) 2/2/2024 (Page 499);
2022 Regional Transportation Plan/ Sustainable Communities Strategy
(Page 155 and 514)

K. Current Programming Dates (as appropriate)³

	PE/ Env	ENG	ROW	CON
Start				25/26
End				2026

L. Project Description (Summary, Use Additional Sheets as Needed):

Information should include, but is not limited to:

- a. Purpose and need of the project.
- b. Route name, route number, project length, and mile point locations
- c. Number of current and future lanes (clearly indicate if any lanes are “turn lane only”)
- d. Identify as “Capacity Adding” or “Non-Capacity Adding” project
- e. Identify intersecting roads that will be impacted.
- f. Project impact on surrounding land use/ traffic generators (discuss especially effect on diesel traffic)

The project aims to improve air quality by reducing carbon emissions from inefficient traffic flow. Through adaptive signal coordination’s improved timing and communication between traffic signals, vehicles are able to travel efficiently

² EA: Environmental Assessment; EIA: Environmental Impact Assessment; FONSI: Finding of No Significant Impact; PS&E: Planning, Specification and Estimate.

³ PE: Preliminary Engineering; ENG: Engineering; ROW: Right-of-Way; CON: Construction

along a corridor, thus reducing carbon emissions. With the installation of a traffic signal at the intersection of Panama Ln and Sparks St, adaptive signal coordination along the Panama Ln corridor can be properly implemented.

At the intersection of Panama Ln and Sparks St, two through lanes, 1 left turn lane, and 1 right turn lane exist for both Eastbound and Westbound approaches. For the Northbound and Southbound approaches, there are 1 through lane, 1 right turn lane, and 1 left turn lane. The North and South bound approaches are currently stop controlled, requiring vehicles to come to a full stop and wait for traffic to clear on Panama Ln (a major arterial with a 50 mph speed limit). Converting to a signalized intersection will allow for North and South bound traffic to more safely turn on to Panama Ln, as well as minimize the amount of idle time spent waiting for the intersection to clear.

In conjunction with adaptive signal coordination along Panama Ln, signal timing and traffic flow along and across the corridor will be improved.

This project can be identified as “Non-Capacity Adding” with the implementation of Adaptive Signal Coordination and the installation of a Traffic Signal at Panama Ln and Sparks St. No additional lanes will be added for this project. With the implementation of the coordination equipment, there will be a reduction in traffic congestion.

The surrounding land use will not be altered or changed. The project will not realign the physical layout of existing roadways.

STEP 2: EXEMPT PROJECTS

EXEMPT PROJECT

No PM project-level conformity is required, and no further documentation is needed. Go to STEP 6.

Describe Type of Exempt Project:

NOT AN EXEMPT PROJECT. Go to STEP 3.

STEP 3: TRAFFIC INFORMATION

Fill out only relevant traffic information B through G. For example, fill out D and E if the project is an intersection, and fill out F and G if the project is a bus, rail, or intermodal facility/terminal/transfer point. Include additional tables, maps, and other graphical representations of the projects in separate sheets.

A. Year(s) Selected for the Proposed Facility:

a. Year(s) selected

	Years Selected
Existing Year	2020
Opening Year	2026
Analysis Year(s) ⁴	2046

b. Justification for Selection of Analysis Year(s):

There is a 2046 projected future network for the Panama Ln and Sparks St region. This projection characterizes the traffic model for the corridor. Additionally, the projection characterizes the typical design life of adaptive signal coordination equipment and other infrastructure considered for the proposed intersection improvement. Growth rate for this area of town is expected to increase because it is near a developing residential community.

B. Opening Year Traffic Information for No Build and Build Scenarios of the Proposed Facility

⁴ Section 93.116(a) of the conformity rule requires that PM hot-spot analyses consider either the full-time frame of an area's transportation plan or, in an isolated rural nonattainment or maintenance area, the 20-year regional emissions analysis. The project sponsor will need to choose an analysis year within the time frame of the transportation plan during which peak emissions from the project are expected, and new or worsened violations would most likely occur due to cumulative impacts of the project and background concentrations. In some cases, selecting only one analysis year, such as the last year of the transportation plan or the year of project completion, may not be sufficient to satisfy conformity requirements.

C. Analysis Year Traffic Information for No Build and Build Scenarios of the Proposed Facility

D. Opening Year Traffic Information for No Build and Build Scenarios of the Proposed Facility *(If the facility is an intersection or interchange)*

Opening Year 2026	No Build	Build
Intersection AADT	6745	6745
Truck AADT	431	431
% Trucks	1.03%	1.03%
Level-of-Service (LOS)	F (Peak)	A (Peak)
Control Delay (seconds)	341.6	5.4

E. Analysis Year Traffic Information for No Build and Build Scenarios of the Proposed Facility *(If the facility is an intersection or interchange)*

Analysis Year 2046	No Build	Build
Intersection AADT	8038	8038
Truck AADT	529	529
% Trucks	1.03%	1.03%
Control Delay (seconds)	14.6	18.7

LOCATION	* LOS (NO BUILD)	** LOS (BUILD)
Panama Ln & Sparks St		
NB	F	D
SB	F	D
EB		B
WB		B

* Only NB and SB Approaches have Stop bars

** LOS is Based on Non-Adaptive Traffic Signal

F. Opening Year Traffic Information for No Build and Build Scenarios of the Proposed Facility *(If the facility is a bus, rail, or intermodal facility/terminal/transfer point)*

	No Build	Build
Number of bus arrivals		
Number of bus arrivals that will be diesel buses	0	0
Fraction (%) of bus arrivals that will be diesel buses	0	0

G. Analysis Year Traffic Information for No Build and Build Scenarios of the Proposed Facility *(If the facility is a bus, rail, or intermodal facility/terminal/transfer point)*

	No Build	Build
Number of bus arrivals		
Number of bus arrivals that will be diesel buses	0	0
Fraction (%) of bus arrivals that will be diesel buses	0	0

H. Describe Traffic Impacts (*if appropriate*)⁵

Signalized intersections involve the installation of traffic signals to improve traffic flow and public safety. With the addition of adaptive signal coordination, the overall timing and efficiency is improved along a corridor.

Signalized intersections, while improving traffic flow and reducing emissions, can also be used to reduce angle collisions and reduce pedestrian/vehicle collisions.

I. Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

With the installation of a signalized intersection, in combination with adaptive signal coordination, timing and coordination for traffic signals will be improved. The result of the improvements will lead to improved traffic flow, carbon reduction, travel time, and driver/pedestrian safety.

There is a potential for drivers to choose this route due to highly efficient traffic flow. The adaptive signal equipment will adjust its timing accordingly to meet the demands of traffic flow changes based on real-time traffic information to facilitate the most efficient timing pattern, thus preventing traffic congestion.

J. Is additional traffic information (tables, maps, and other graphical representations of the project (location, project details on additional lanes or ramps) presented in additional sheets at the end of the checklist?:

Yes No

⁵ Provide any justification if build % traffic > no-build, large changes in AADT and trucks % even if it is below EPA's criteria, etc.

STEP 4: POAQC DETERMINATION

NOT PROJECT OF AIR QUALITY CONCERN⁶. *Quantitate analysis is NOT required. IAC review, public participation, and concurrence are required. Provide the filled-out checklist to your MPO for the next steps*⁷. Use the space to provide a detailed narrative and rationale for this conclusion.

“The project does not meet the criteria for a Project of Air Quality Concern as defined in the final rule by 40 Code of Federal Regulations [CFR] 93.123(b)(1). The project is listed as one of the non-exempt project examples that are not a local air quality concern under 40 Code of Federal Regulations 93.123(b)(1)(i) and (ii) stated as “Intersection channelization projects, traffic circles or roundabouts, intersection signalization projects at individual intersections, and interchange reconfiguration projects that are designed to improve traffic flow and vehicle speeds, and do not involve any increases in idling. Thus, they would be expected to have a neutral or positive influence on PM [particulate matter] emissions.”

Additionally, the build and no-build scenarios have no changes in traffic, and truck traffic, the increase in traffic in analysis year is due to population growth and not due to the project”

With the addition of a traffic signal and adaptive signal coordination, the Panama Ln corridor Level Of Service (LOS) improved from a LOS “ F ” to a LOS “ A ” during the peak hours of the opening year (2026). In the Analysis year (2046), an isolated intersection LOS study was made comparing the No-Build and Build scenarios. No-Build has LOS “F” compared to Build LOS “D”. Adaptive Traffic Signal will improve the LOS D as it adjusts the optimal timing based on prevailing traffic. As a result, the addition of a traffic signal and adaptive signal coordination, along the intersection and corridor will allow for better traffic flow, thus reducing idle vehicles and carbon emissions as well as increasing public safety.

Go to STEP 6.

PROJECT OF AIR QUALITY CONCERN. *Check the following options to see if your project is one of the following options. If yes, the project could be of local air quality concern and requires quantitative hot-spot analysis based on interagency review.*

Examples of POAQC that are covered by 40 CFR 93.123(b)(1)(i) and (ii)

- *New or expanded highway projects with a significant number of, or increase in, diesel vehicles (e.g., 125,000 AADT and 10,000 (8%) diesel truck traffic) Note: These metrics are examples and should not be considered as threshold levels.*

⁶ Refer to EPA’s 2021 guidance, EPA-420-B-21-037, and FHWA’s FAQ document, for complete details.

⁷ Listed in Pg. 1 under “Instructions”

- *Project affecting intersections that are at LOS D, E, or F with a significant number of diesel vehicles, or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.*
- *New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.*
- *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.*
- *Projects in or affecting locations, areas, or categories of sites that are identified in the PM10 and PM2.5 applicable implementation plan or implementation plan submissions, as appropriate, as sites of violation or possible violation.*

Examples of POAQC that are covered by 40 CFR 93.123(b)(1)(iii) and (iv)

- *A major new bus or intermodal terminal that is considered to be a “regionally significant project” under 40 CFR 93.101.*
- *An existing bus or intermodal terminal that has a large vehicle fleet where the number of diesel buses increases by 50% or more, as measured by bus arrivals.*

STEP 5: ANALYSIS AND DOCUMENTATION (for POAQC)

The following is a summary of documentation to be included for a quantitative PM hot-spot analysis. Please refer to the EPA Quantitative Hot-Spot Guidance for more information.⁸ IAC review and concurrence are required on the modeling protocol before the modeling begins. Contact your MPO representative and Air Quality Coordinator for additional guidance.

Documentation to Be Included for the Quantitative PM Hot-spot Analysis:

- Description of project
- Description of type of emissions considered in the analysis.
- Contributing Factors
 - Air Quality
 - Transportation and traffic conditions
 - Built and natural environment
 - Meteorology, climate and seasonal data
 - Adopted emissions control measures
- Consider the full-time frame of the area's LRTP
- Description of existing conditions
- Description of changes resulting from the project
- Description of models, methods, and assumptions
- Description of analysis years
- Types of emissions included in the analysis and the details of emissions modeling.
- Results of air dispersion modeling.
- Background concentration estimation methods and results.
- Design value calculation.
- Discussion of why the project will not cause a violation of either the annual or 24-hour standard.
- Discussion of any mitigation measures
- Conclusion on how the project meets conformity requirements.
- Documentation of any IAC decisions on the latest planning assumptions used in the analysis.
- Documentation of any public comment on the latest planning assumptions used in the analysis.

⁸ See EPA Quantitative PM Hotspot Analysis Guidance, EPA-420-B-21-037, October 2021; Accessed at <https://www.epa.gov/state-and-local-transportation/project-level-conformity-and-hot-spot-analyses#pmguidance>

STEP 6: PUBLIC AND IAC INVOLVEMENT

Fill out this section after the checklist is sent to the MPO and the project is presented at the SJV Project Level Conformity Group Meeting.

A. SJV Project Level Conformity Group Meeting Date: 04/22/2025

B. Summary of IAC comments received and responses: No comments were received during public comment period from 04/09/2025 through 04/21/2025



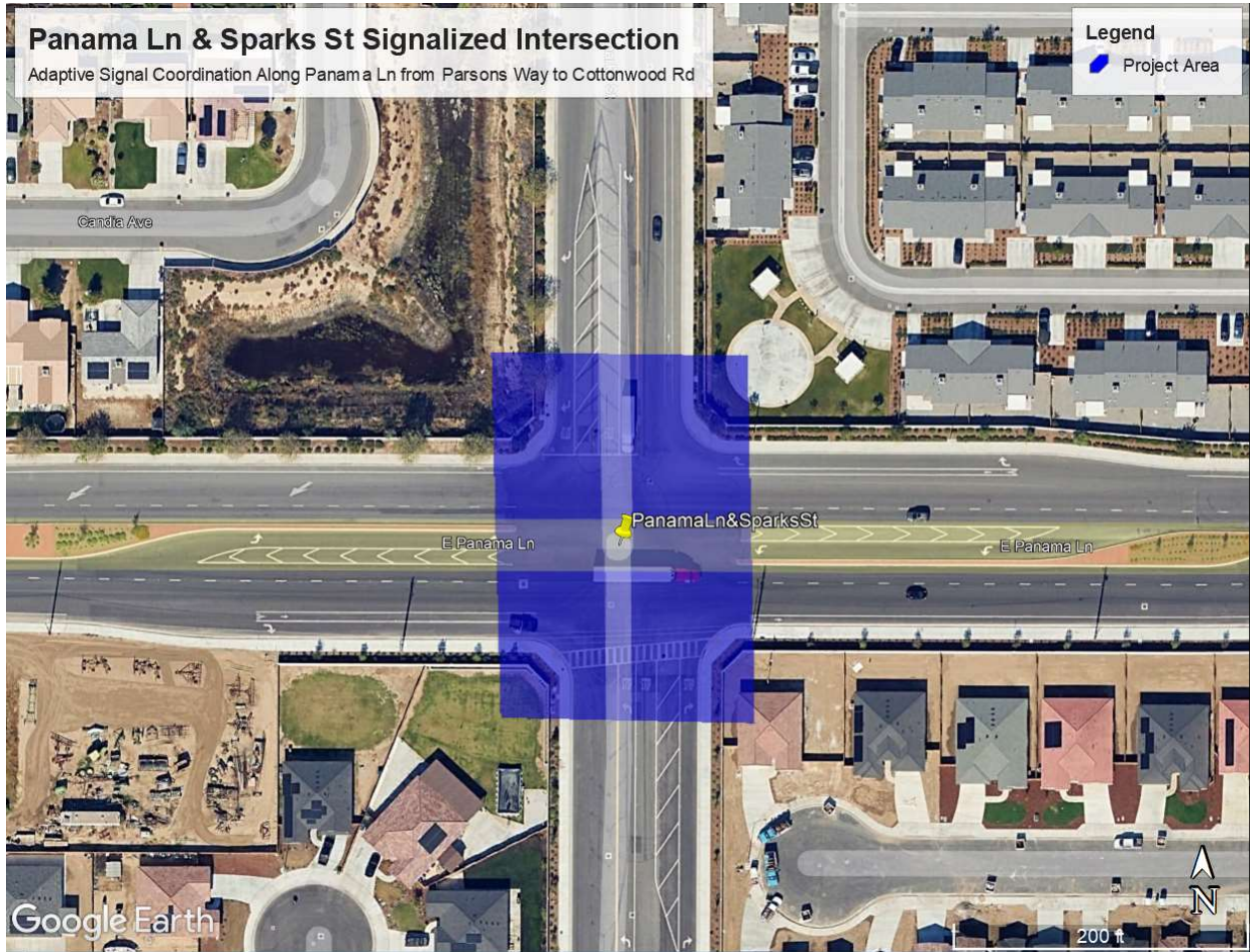
C. Summary of public comments received and responses: *No comments were received during public comment period from 04/09/2025 through 04/21/2025*



D. IAC Concurrence Date(s): 04/22/2025

Additional Information on Traffic Data

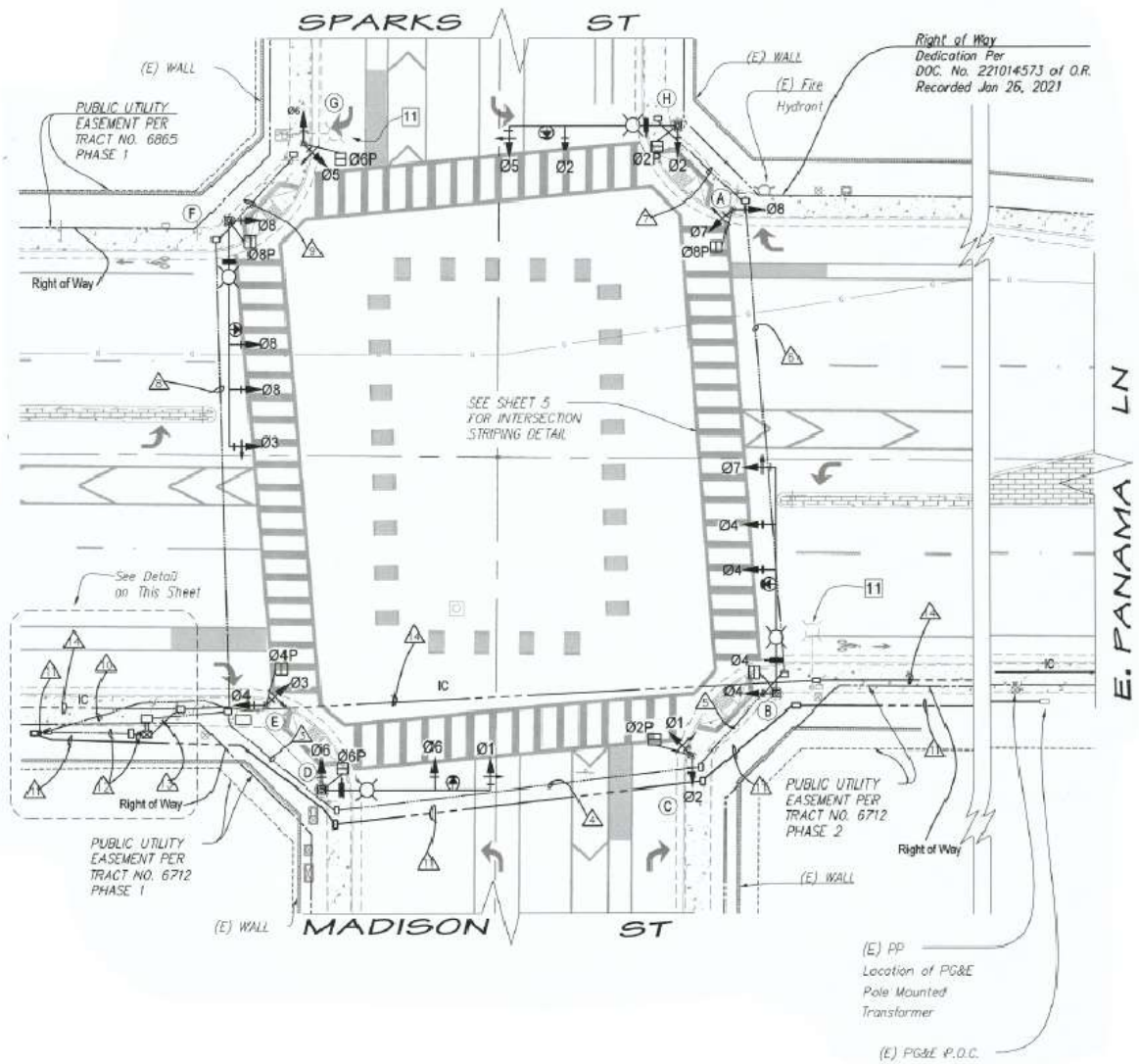
Attach traffic data tables, maps, and other graphical representations of the project as supplemental information (as indicated under Step 3. J).



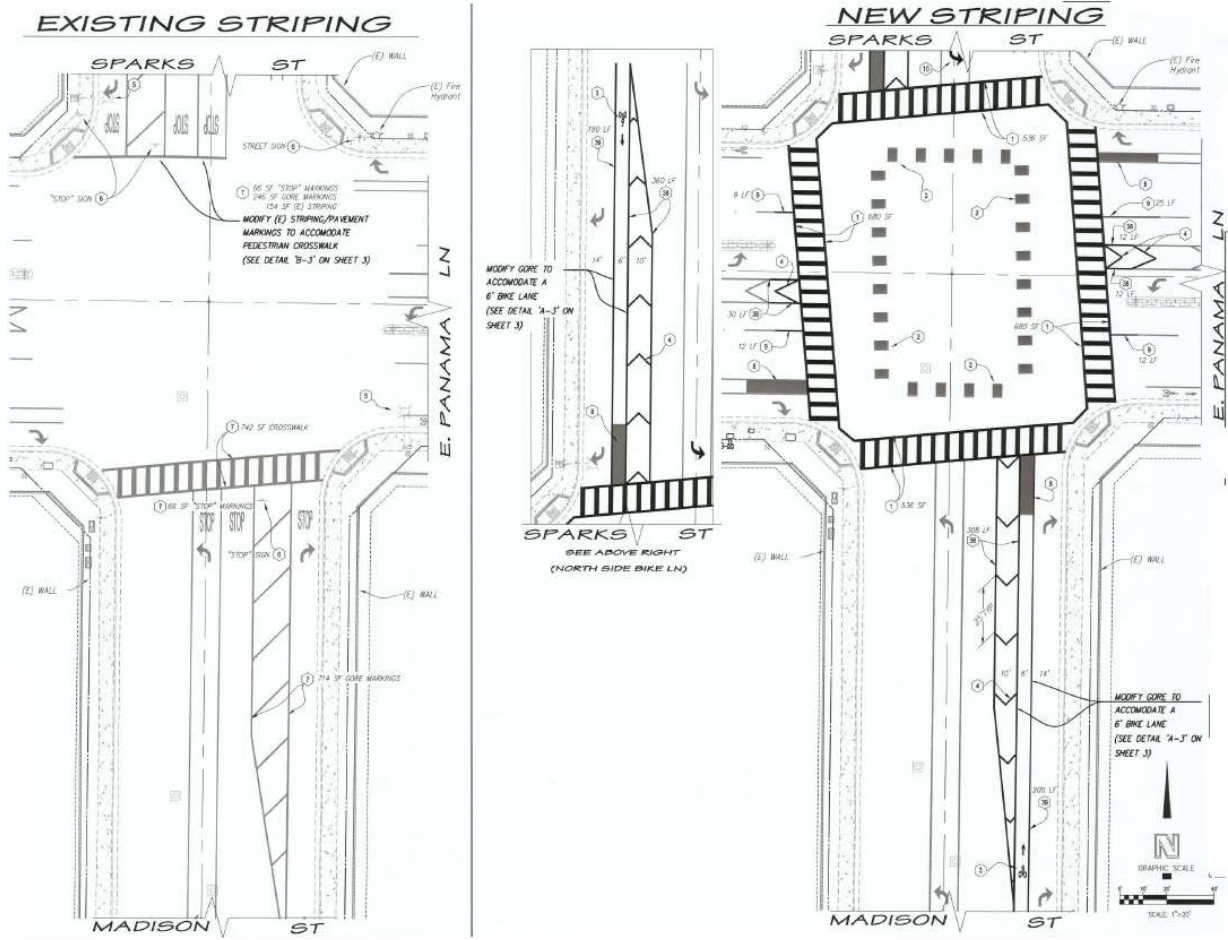
Location Map for Panama Ln and Sparks St Intersection

OPENING YEAR 2026 ADT - PANAMA LN AND SPARKS ST								
NO BUILD CONDITIONS			NO BUILD / BUILD CONDITIONS			NO BUILD / BUILD CONDITIONS		
2020			2026			2046		
TOTAL ADT	TRUCKS ADT	TRUCKS %	TOTAL ADT	TRUCKS ADT	TRUCKS %	TOTAL ADT	TRUCKS ADT	TRUCKS %
6342	406	1.03%	6745	431	1.03%	8038	529	1.03%

Average Daily Traffic (ADT)



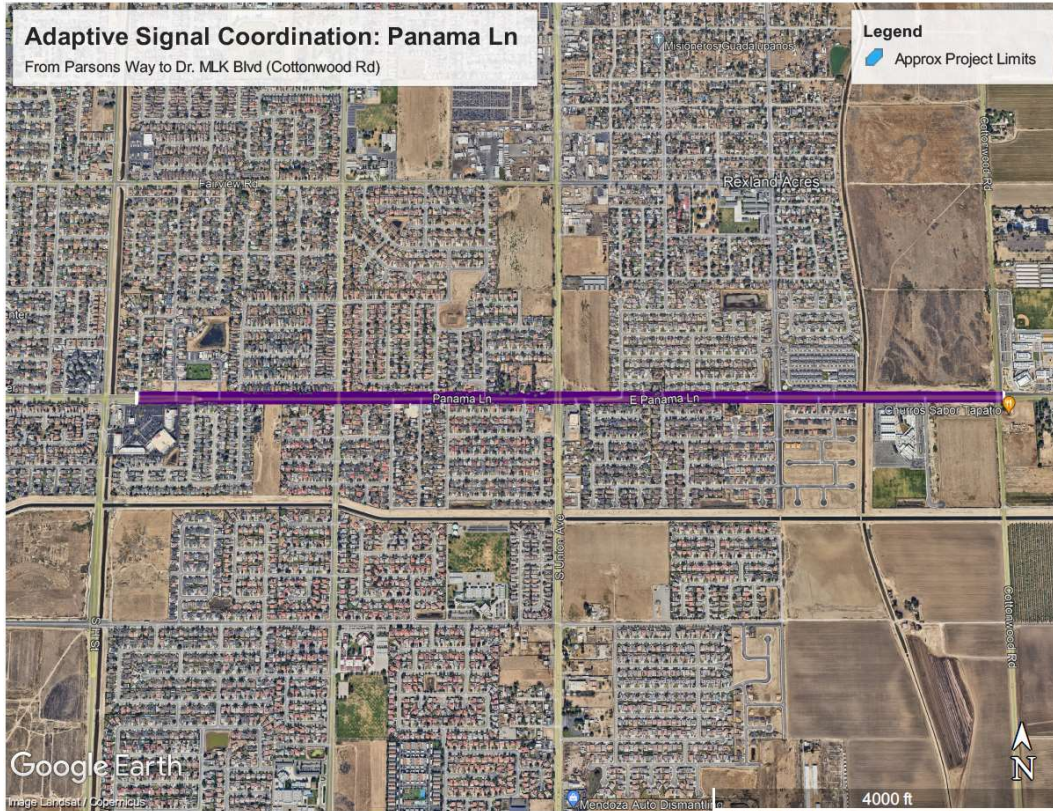
Signalized Intersection @ Panama Ln and Sparks St



Striping Improvements @ Panama Ln and Sparks St

PANAMA LN AT SPARKS ST					
SIGNALIZED INTERSECTION					
		LOCATION		LOS	
		LOS (CURRENT)		(With Modification)	
		AM Peak	PM Peak	AM Peak	PM Peak
DIRECTION	NB	F	F	A	A
	SB	F	F	A	A
	EB	B	B	B	B
	WB	B	B	B	B

LEVEL OF SERVICE

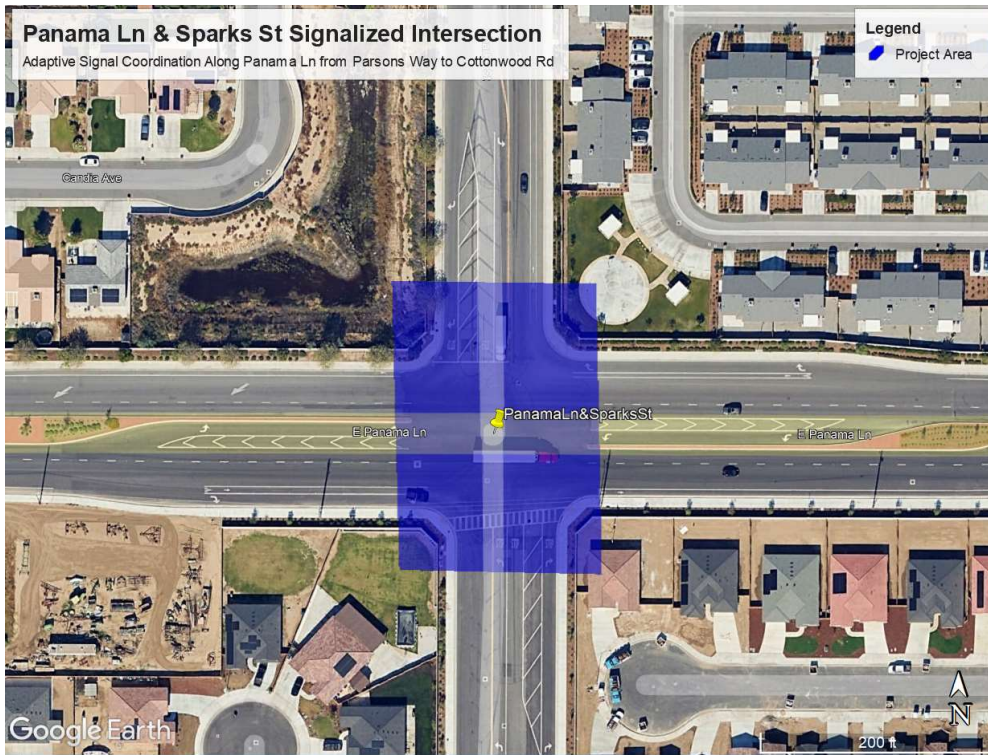


Location Map for Adaptive Signal Coordination Along Panama Ln



Regional Map for Adaptive Signal Coordination Along Panama Ln

Adaptive Signal Coordination Along Panama Ln from Parsons Wy to Cottonwood Rd



San Joaquin Valley Project Level Conformity Group Presentation

April 23, 2025



Project Overview

- Project Description
- Location and Other Background Information
- Purpose and Need
- Project Listing in the FTIP/CTIPS¹
- Traffic Data and a Summary of Traffic Findings
- Project Schedule
- Project-level Conformity Summary

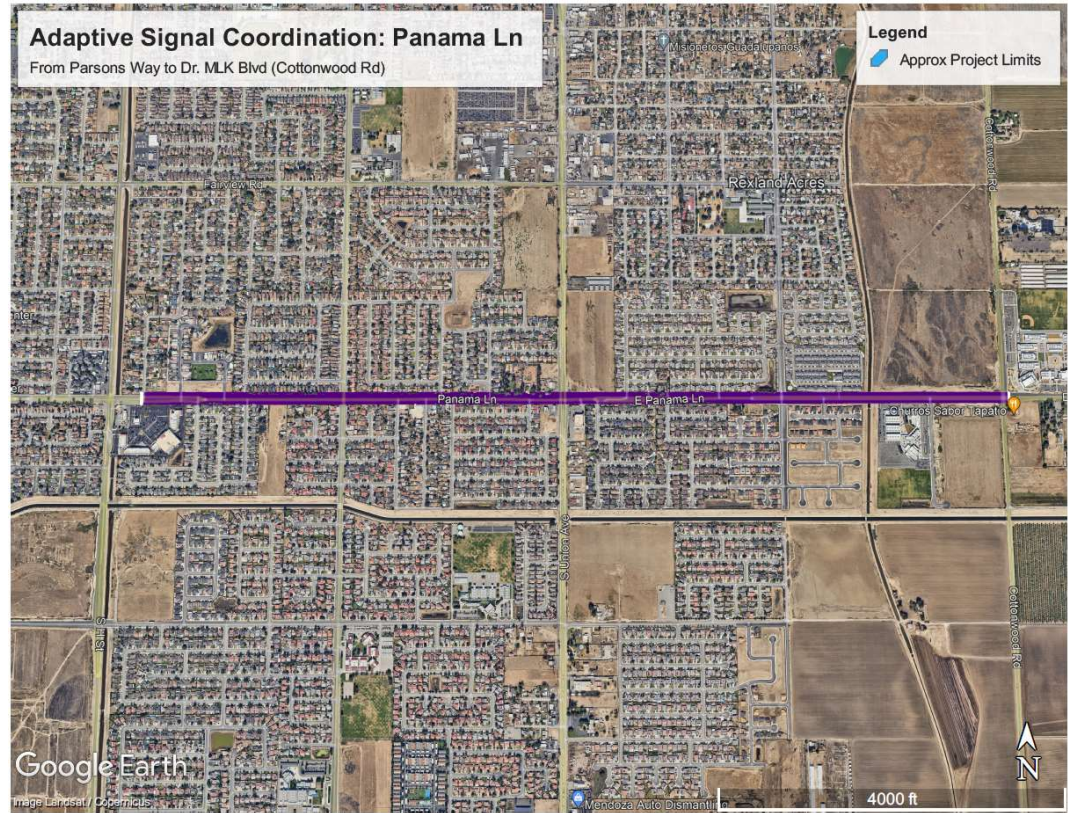
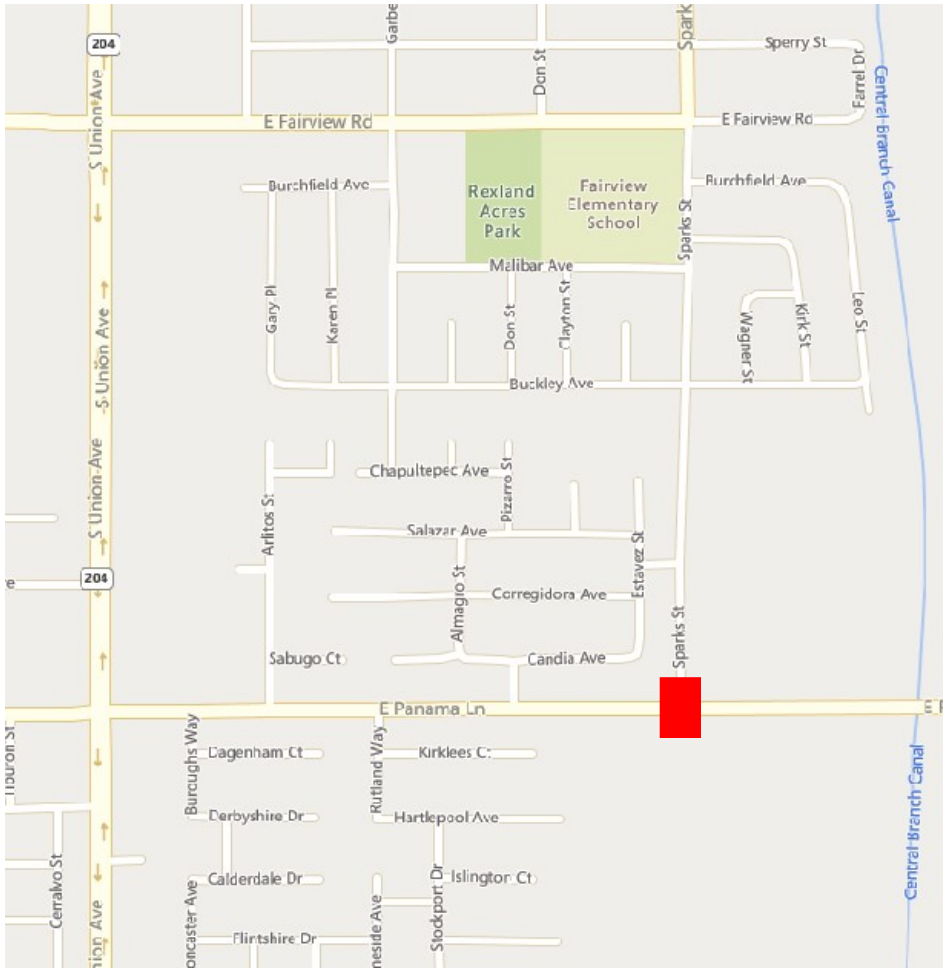
¹FTIP: Federal Transportation Improvement Program; CTIPS: California Transportation Improvement Program System.

Project Description

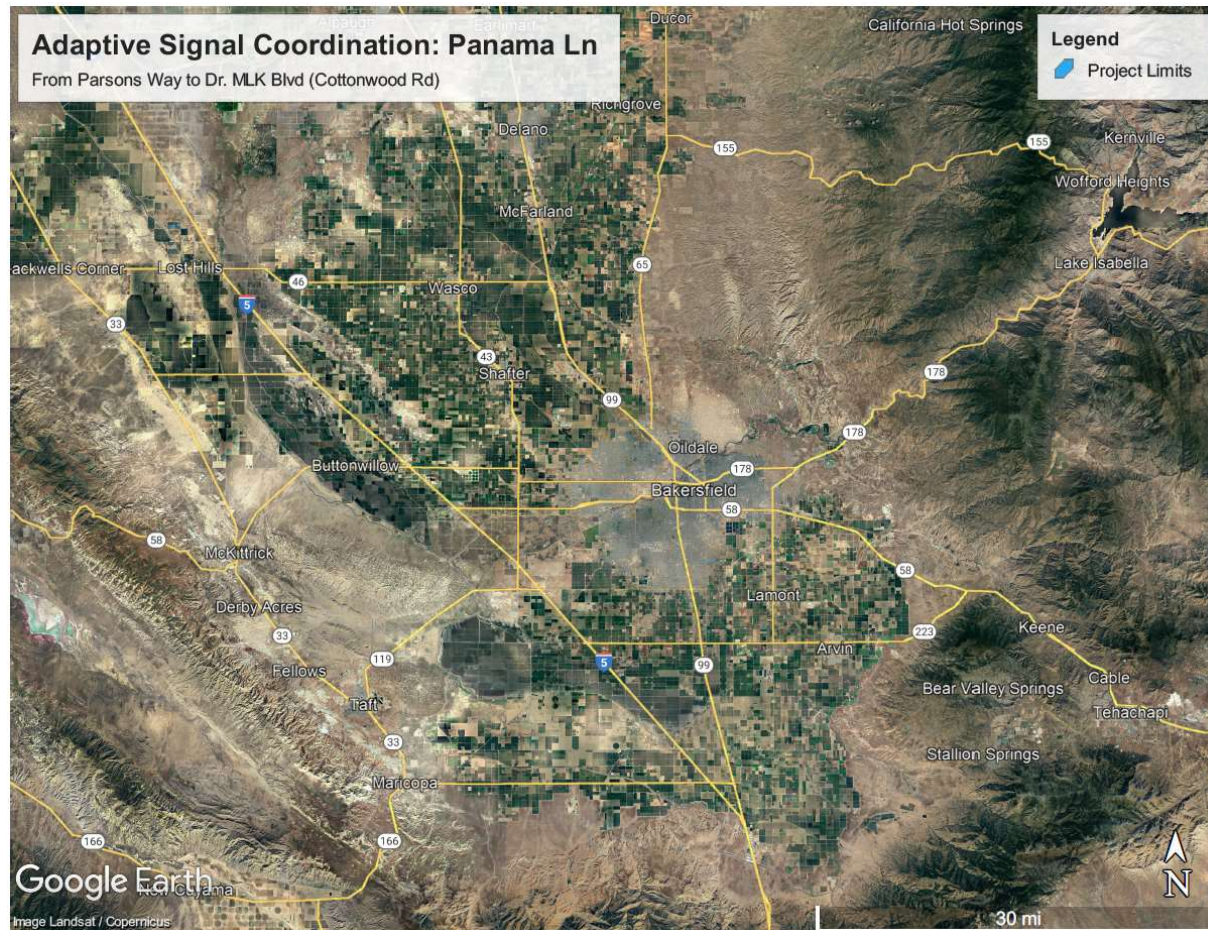
The City of Bakersfield proposes the installation of a new Traffic Signal at the intersection of Panama Lane and Sparks Street. The proposed Traffic Signal and Lighting installation is part of the City of Bakersfield's Adaptive Signal Coordination project along the segment of Panama Lane between Parsons Way to Dr. Martin Luther King Jr Boulevard/ Cottonwood Road. With the addition of a traffic signal at the proposed intersection, the City can more effectively implement synchronization of traffic signals along the corridor. Adaptive Signal Coordination allows for optimal signal timing across the arterial network by adjusting cycle lengths based on prevailing traffic. This coordination will decrease idle vehicles (thereby decreasing carbon emissions), improve traffic flow, and improve driver/pedestrian confidence and safety.

- ❖ The proposed enhancements at the intersection of Panama Ln and Sparks St include:
 - ❖ Installation of a Traffic Signal and Lighting System
 - ❖ Minor Modification of Pavement Striping, Roadside Signs, and Markings

Project Location



Project Location



Project Purpose and Need

Purpose and Needs:

- To Reduce Carbon Emissions and Facilitate Efficient Traffic Flow
- Synchronize Traffic Signal System along the Corridor to Mitigate Potential Traffic Congestion
- Provide for Orderly and Safe Movement of Conflicting Traffic Flows, Crossing Pedestrians, and Bicyclist

Project Listing in the TIP

Continued

Project Title: Grouped Projects for Safety Improvements - Safer roads - Inclusive of federal aid and non-federal aid roads

PIN	Agency	Fed ID	Project Description	Program Year (FFY)	CMAQ	CRP	State/ Local Funds	Total Project Cost
KER180507 (continued)	Bakersfield		Bakersfield: Panama Ln and Sparks St; installation of new signal; Panama Ln from Parsons Wy to Dr. Martin Luther King Blvd; installation of adaptive signal coordination	24/25	\$0	\$1,072,806	\$138,994	\$1,211,800
			Bakersfield: Ming Ave from Hwy 99 Ramp to P St; installation of adaptive signal coordination	24/25	\$0	\$513,118	\$66,480	\$579,598
			Bakersfield: Ashe Rd from Panama Ln to Club View Dr; installation of traffic signal coordination system	25/26	\$458,142	\$0	\$59,358	\$517,500
	California City		California City: California City Blvd from Baron Blvd to Maverick St; shoulder paving	24/25	\$289,493	\$0	\$37,507	\$3,096,400
				25/26	\$2,451,749	\$0	\$317,651	
	CML-5950(510)	Kern County (Metro Bakersfield): Intersection of Allen Rd and Jomani Dr; Construct a traffic signal and ancillary facilities	Prior Year	\$536,725	\$0	\$69,538	\$606,263	
	CML-5950(505)	Kern County (Metro Bakersfield): Intersection of Cottonwood Rd and Cheatham Ave; Construct a traffic signal and ancillary facilities	Prior Year	\$567,807	\$0	\$73,565	\$641,372	
	Kern County (Bakersfield): Various areas in Metro Bakersfield: Traffic Signal Coordination (Interconnect): Kern							

* <https://www.kerncog.org/category/docs/ftip/>

Project: CRPL - 5109(297)	District: 06	Agency: (5109) Bakersfield
Adv Project Id:	County: 5950	Location: Panama Ln and Sparks St; installation of new signal;
Draft Adv Id: 0625000005	Status: ACTIVE	Panama Ln from Parsons Wy to Dr. Martin Luther King Blvd; installation of adaptive signal coordination

** California Dept of Transportation

- The proposed project is listed in the KCOG 2023 Federal Transportation Improvement Program (added in Amendment 12) and was adopted on February 20, 2024
- Funding includes Carbon Reduction Program (CRP) funding alongside local dollars
- The design, concept, and scope of the project are consistent with the description found in the 2023 FTIP

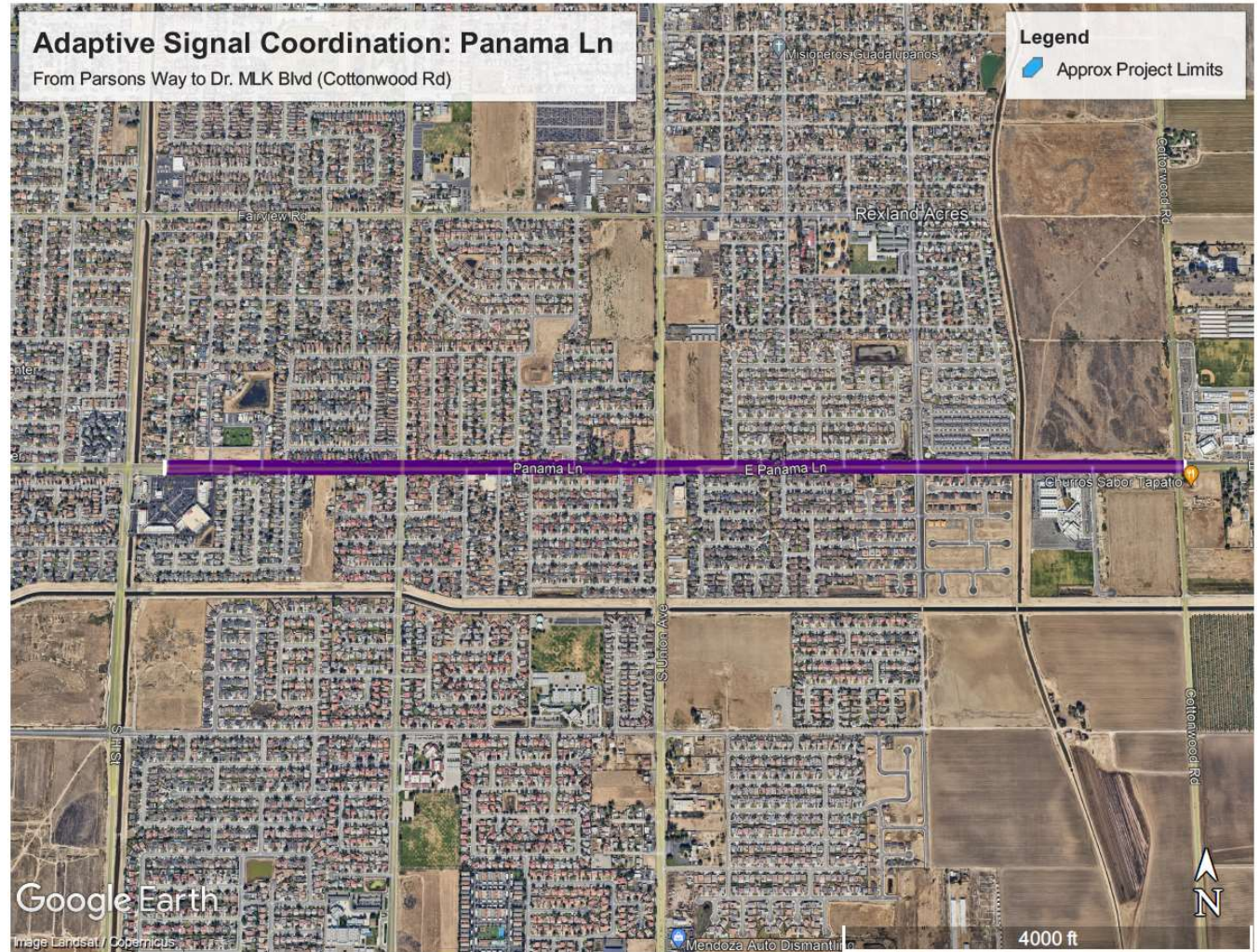
Project Features or Alternatives

**Only one build-
case scenario was
considered for
this project**



Project Features or Alternatives

**Only one build-
case scenario was
considered for
this project**



Traffic Data

Years Considered: Three years are considered for assessment of traffic data. 2020 data is utilized as our existing data, which was obtained from the KernCOG’s 2020 Base Network. 2026 is utilized as our opening data and 2046 is our analysis year. The analysis year was selected through consideration of Bakersfield’s continuing population growth and is included in KernCOG’s Future Network.

Existing Data Year: Average Daily Traffic (ADT), trucks ADT, and proportion of truck traffic is seen below

Existing Year, Currently Available (2020) ADT at Panama Ln and Sparks St

PANAMA LN 2020			
PANAMA LN & SPARKS ST	<u>Existing Conditions</u>		
	<i>TOTAL ADT</i>	<i>TRUCKS ADT</i>	<i>TRUCKS %</i>
	6342	406	1.03%

Traffic Data

Opening Year: Data consisting of ADT, truck ADT and proportion of truck traffic for the analysis year 2026 is shown below

Opening Year (2026) ADT at Panama Ln and Sparks St

PANAMA LN 2026			
PANAMA LN & SPARKS ST	<u>Projected Conditions</u>		
	<i>TOTAL ADT</i>	<u>No-Build / Build</u> <i>TRUCKS ADT</i>	<u>No-Build / Build</u> <i>TRUCKS %</i>
	6745	431	1.03%

Traffic Data

Analysis Year: Data consisting of ADT, truck ADT and proportion of truck traffic for the analysis year 2046 is shown below

Analysis Year (2046) ADT at Panama Ln and Sparks St

PANAMA LN 2046			
PANAMA LN & SPARKS ST	<u>Projected Conditions</u>		
	<i>TOTAL ADT</i>	<u>No-Build / Build</u> <i>TRUCKS ADT</i>	<u>No-Build / Build</u> <i>TRUCKS %</i>
	8038	529	1.03%

Summary of Traffic Findings

- No changes in Truck Trips between no-build and build conditions
 - This project does not develop a new or expanded highway
 - Project is located near the City urban core, not a major trade/logistics route
 - Build conditions do not have an impact on truck percentage of total ADT
 - Truck (%) remains at 1.03%
- Installation of a traffic signal system is warranted per the City of Bakersfield’s Traffic study dated April 19, 2023

PANAMA LN AT SPARKS ST					
<u>OPENING YEAR 2026 SIGNALIZED INTERSECTION</u>					
LOCATION		LOS (CURRENT)		LOS (With Modification)	
Panama Ln & Sparks St		AM Peak	PM Peak	AM Peak	PM Peak
DIRECTION	NB	F	F	A	A
	SB	F	F	A	A
	EB	B	B	B	B
	WB	B	B	B	B

Summary of Traffic Findings Continued

- In the Analysis year (2046), an isolated intersection LOS study was made comparing the No-Build and Build scenarios. No-Build has LOS F compared to Build LOS D. Adaptive Traffic Signal will improve the LOS D as it adjusts the optimal timing based on prevailing traffic.

PANAMA LN AT SPARKS ST			
<u>2046 Analysis Year LOS Comparison</u>			
	LOCATION	* LOS (NO BUILD)	** LOS (BUILD)
	Panama Ln & Sparks St		
DIRECTION	NB	F	D
	SB	F	D
	EB		B
	WB		B
* Only NB and SB Approaches have Stop bars			
** LOS is Based on Non-Adaptive Traffic Signal			

Project Schedule

Project Study Report Approved	TBD
Target Environmental Documents Approval	04/21/2025
Target Project Design Completion	04/28/2025
Award Contract	Summer 2025
Approve Contract	Summer 2025
Construction Begins	Fall 2025
Construction Ends	Spring 2026

Project-level Conformity Conclusion

Under 40 CFR 93.123(b)(1)(i) and (ii), and as outlined in Appendix B of “Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas” this project does not meet the criteria for a POAQC per the following:

- Intersection channelization projects, traffic circles or roundabouts, intersection signalization projects at individual intersections, and interchange reconfiguration projects that are designed to improve traffic flow and vehicle speeds, and do not involve any increases in idling. Thus, they would be expected to have a neutral or positive influence on PM emissions.

Additional reasons:

- Under the build conditions, there will be no significant increase in daily truck activities
- There is no expansion or addition of any bus or rail terminals with this project
- The project will improve traffic flow to mitigate congestion along the selected corridor

Questions?

Contact Information

City of Bakersfield – Public Works Department

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San Joaquin Valley Project-Level Conformity Working Group

Project-Level Conformity Determination for

Adaptive Signal Coordination Project along Panama Lane from Parsons Way to Martin Luther King Blvd/Cottonwood Rd, City of Bakersfield, Kern County.

Meeting Minutes

Wednesday, April 22, 2025, 12:30 pm – 1:00 pm

The meeting was held via Teams teleconference.

Attendees

- SJV AQ Coordinator (Trinity Consultants): Suriya Vallamsundar
- City of Bakersfield and Project Team: Joe Catalan, Paul Archer, Joshua Fernando, Gavin Grimes
- KernCOG: Vincent Liu, Cesar Valle
- StanCOG: Blake Dunford
- KCAG: Kayley Clay
- Caltrans HQ: Rodney Tavitas, Nicole Lewis, Kevin Rios
- Caltrans District 6: Maya Hildebrand, Ken Romero
- Caltrans District 10: Sriram Iyer
- EPA: Lindsay Wickersham
- FHWA: Michael Morris
- FTA: Michelle Ruan

Meeting Summary

- Introductions
Commencing the meeting, AQ Coordinator provided opening remarks and conducted a call to establish the attendance of all participants.
- Review of Non-Exempt Projects for the Project-level Particulate Matter (PM) Conformity
 - Introductions and Project Overview: The AQ Coordinator introduced the Adaptive Signal Coordination Project, located in the City of Bakersfield.
 - Project Presentation: The City of Bakersfield project team presented the project details and the reasoning behind the proposed project-level conformity determination.
 - Public Comment Period: KernCOG informed the group that all project-level materials were available for public review on the COG website from April 09 – April 21, 2025. No comments were received during this public comment period.
- Discussion: No questions
- Determination
EPA and Caltrans concurred that the project is not a project of air quality concern (POAQC).
- Closing Remarks and Adjournment
AQ Coordinator informed the group that the final hot spot materials and meeting minutes will be posted to the KernCOG website. KernCOG will then send a final email to IAC, documenting the concurrences received.