**Bakersfield – KCOG Summary of Comments and Responses**

The following is a summarized list of information requests or comments made by the Kern COG staff. A response is requested.

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| **KCOG Staff Comment** | **Applicant Response** |
| Bakersfield 01 – Olive Dr Adaptive Signal | |
| 1. #5 Project description: Provide correct limits; resolution states Renfro Rd and application states Frontier HS. Based on CRS maps, Olive Dr ends at Allen and becomes Kratzmeyer Rd. | Application revised. See attachment “**2025-CMAQ-Application\_Olive Dr Adaptive\_REVISE**” |
| 1. #8 VMT Reduction: 17,287,890 miles is VMT not VMT Reduction. Not eligible for points | Agreed. See attachment “**2025-CMAQ-Application\_Olive Dr Adaptive\_REVISE**” |
| 1. #8-#13 Emission Reductions: Page 8 footnote #4 - Emission factors should reference Emission Factor Tables, September 2024. | Footnote corrected. Sep 2024 EmFac tables were used for emissions reductions calculations. See attachment “**Cost-Benefit\_Olive Dr Adaptive\_REVISE**”. |
| 1. #14 Cost Effectiveness: Staff ran the CARB database and the result is $88.90/lb for CE. | The figure for reported for line (14) was the Total CE, rather than the CMAQ CE. Line (14) figure corrected to reflect CMAQ CE. See attachment “**Cost-Benefit\_Olive Dr Adaptive\_REVISE**” |
| 1. #15 Livability & Safety: 2. Livability #5: The existing accident rate is not higher than the state average rate; not eligible for points. 3. Livability #6: No rates provided, not eligible for points | a. Agreed, the existing accident rate is not higher than the state average rate and thus not eligible for points.  b. City staff worked out the fatality rates for reach segment and found them to be lower than the statewide fatality rate. Therefore, not eligible for points. See attachment “**2025 Before-After Crash Analysis\_REVISE**”. |
| Bakersfield 02 – California Ave Adaptive Signal | |
| 1. #5 Project Description: Please note the project description has been revised to include the full project scope.   Bakersfield: California Ave from Oak St to Martin Luther King Jr. Blvd; installation of adaptive signal coordination | Application revised. Please see attachment “**2025-CMAQ-Application-California Ave Adaptive\_REVISE**”. |
| 1. #8 VMT Reduction: 16,984,958 miles is VMT not VMT Reduction. Not eligible for points. | Agreed. Please see attachment “**2025-CMAQ-Application-California Ave Adaptive\_REVISE**”. |
| 1. #8-#13 Emission Reductions: Page 8 footnote #4 - Emission factors should reference Emission Factor Tables, September 2024. | Footnote corrected. Sep 2024 EmFac tables were used for emissions reductions calculations. See attachment “**Cost-Benefit\_California Ave Adaptive\_REVISE”**. |
| 1. #13 CO Reduction: Please note, the correct CO is 1.42 kg/day based off the after speed factor for CO for 1.129. | Agreed. Emissions reductions figure for CO corrected. See attachment “**2025-CMAQ-Application-California Ave Adaptive\_REVISE**”. |
| 1. #14 Cost Effectiveness: Staff ran the CARB database and the result is $103.20/lb for CE. | The figure for reported for line (14) was the Total CE, rather than the CMAQ CE. Line (14) figure corrected to reflect CMAQ CE. See attachment “**Cost-Benefit\_California Ave Adaptive\_REVISE**”. |
| 1. #15 Livability & Safety: 2. Livability #5: The existing accident rate is not higher than the state average rate; not eligible for points. 3. Livability #6: No rates provided, not eligible for points | a. Agreed, the existing accident rate is not higher than the state average rate and thus not eligible for points.  b. City staff worked out the fatality rates for reach segment and found them to be lower than the statewide fatality rate. Therefore, not eligible for points. See attachment “**2025-CMAQ-Before-After Crash Analysis\_REVISE**”. |
| Bakersfield 03 – Southwest Adaptive Expansion | |
| 1. #5 Project description   Resolution states Panama Ln and application states Target Entrance Please confirm correct limits. | Application revised. See attachment “**2025-CMAQ-Application\_Southwest Expansion\_REVISE**”. |
| 1. #8 VMT Reduction: 26,005,850 miles is VMT not VMT Reduction. Not eligible for points. | Agreed. See attachment “**2025-CMAQ-Application-California Ave Adaptive\_REVISE**”. |
| 1. #8-#13 Emission Reductions: Page 3 footnote #4 - Emission factors should reference Emission Factor Tables, September 2024. 2. For CO emission reduction total (pg 6) revise to show calculation divided by 7. | Footnote corrected. Sep. 2024 tables were used for reported CE.   1. CO emission reduction is divided by 7 on the final tabulation page of the CE. See attached spreadsheet “**Cost-Benefit\_Emissions\_LOS\_Southwest Expansion**”, “Tabulation & Cost-Benefit” tab, Cell E33, the figure used for CE in $/lb, shows formula **=SUM(E30:E32)/7**. |
| 1. #14 Cost Effectiveness: Staff ran the CARB database and the result is $106.87/lb for CE. 2. Please provide spreadsheet to show calculations | The figure for reported for line (14) was the Total CE, rather than the CMAQ CE. Line (14) has been corrected to reflect CMAQ CE. See attachment “**2025-CMAQ-Application\_Southwest Adaptive Expansion\_REVISE**”.  a. See spreadsheet attachment “**Cost-Benefit\_Emissions\_LOS\_Southwest Expansion**” |
| 1. #15 Livability & Safety: 2. Livability #5: The existing accident rate is not higher than the state average rate; not eligible for points. 3. Livability #6: No rates provided, not eligible for points | a. Agreed, the existing accident rate is not higher than the state average rate and thus not eligible for points.  b. City staff worked out the fatality rates for reach segment and found them to be lower than the statewide fatality rate. Therefore, not eligible for points. See attachment “**2025 Before-After Crash Analysis\_REVISE**”. |
| Bakersfield 04 – Wilson Rd Adaptive Signal | |
| 1. #5 Project Description: Please note the project description has been revised to include the full project scope   Bakersfield: Wilson Rd from Edgemont Dr to S. Chester Ave; installation of adaptive signal coordination | Application Revised. Please see attachment “**2025-CMAQ-Application-Wilson Rd Adaptive\_REVISE**”. |
| 1. #8 VMT Reduction: 10,692,275 miles is VMT not VMT Reduction. Not eligible for points. | Agreed. Please see attachment “**2025-CMAQ-Application-Wilson Rd Adaptive\_REVISE**”. |
| 1. #8-#13 Emission Reductions: Page 8 footnote #4 - Emission factors should reference Emission Factor Tables, September 2024. 2. #13 CO Reduction: Staff ran the CARB database and the result is 0.93 for CO reduction. | Footnote corrected. Sep 2024 EmFac tables were used for emissions reductions calculations. See attachment “**Cost-Benefit\_Wilson Rd Adaptive\_REVISE**”.  a. City staff yielded the same 0.93 result using the prescribed methods (see” Cost-Benefit\_Wilson Rd Adaptive\_REVISE”), but the automated CE calculation tool yielded 0.94 with the same inputs. See attachment “**ARB Calcs\_Wilson Rd Adaptive\_INPUTS**”.  Note, the inputs shown on page 4 of the attachment are rounded figures for concise display and not the actual figures used to carry out the calculations. |
| 1. #15 Livability & Safety: 2. Livability #5: The existing accident rate is not higher than the state average rate; not eligible for points. 3. Livability #6: No rates provided, not eligible for points | a. Agreed, the existing accident rate is not higher than the state average rate and thus not eligible for points.  b. City staff worked out the fatality rates for reach segment and found them to be lower than the statewide fatality rate. Therefore, not eligible for points. See attachment “**2025 Before-After Crash Analysis\_REVISE**”. |
| Bakersfield 05 – Union Ave Adaptive Signal | |
| 1. #5 Project description   Resolution states Monterey St and application does not include limits for Union Ave segment. Please confirm correct limits. | Application revised. See attachment “**2025-CMAQ-Application\_Union Ave & Memorial Medical Corridor Adaptive\_REVISE**”. |
| 1. #8 VMT Reduction: 5,916,740 miles is VMT not VMT Reduction. Not eligible for points. | Agreed. See attachment “**2025-CMAQ-Application\_Union Ave & Memorial Medical Corridor Adaptive\_REVISE**”. |
| 1. #8-#13 Emission Reductions: Page 3 footnote #4 - Emission factors should reference Emission Factor Tables, September 2024. 2. Page 5: Incorrect project segments listed in Emission Reductions Totals table. Please revise. 3. Page 5: Recalculate CO. Please provide spreadsheet to show calculations | Footnote corrected. Sep 2024 EmFac tables were used for emissions reductions calculations. See attachment “**Cost-Benefit\_Emissions\_LOS\_Union-Memorial Medical Corridor\_REVISE”**.  a. Project segment names corrected. See attachment “**Cost-Benefit\_Emissions\_LOS\_Union-Memorial Medical Corridor\_REVISE”**.  b. CO emission reduction is reduced by 7 on the final tabulation page of the CE. See attached spreadsheet “**Cost-Benefit\_Emissions\_LOS\_Union-Memorial Medical Corridor**”, “Tabulation & Cost-Benefit” tab, Cell E32, the figure used for CE in $/lb, shows formula **=SUM(E30:E31)/7** |
| 1. #15 Livability & Safety: 2. Livability #5: The existing accident rate is not higher than the state average rate; not eligible for points. 3. Livability #6: No rates provided, not eligible for points | a. Agreed, the existing accident rate is not higher than the state average rate and thus not eligible for points.  b. City staff worked out the fatality rates for reach segment and found them to be lower than the statewide fatality rate. Therefore, not eligible for points. See attachment “**2025 Before-After Crash Analysis\_REVISE**”. |
| Bakersfield 06 – Planz Rd Adaptive Signal | |
| 1. #5 Project Description: Please note the project description has been revised to include the full project scope.   Bakersfield: Planz Rd from Wilson Rd to S. Union Ave; installation of adaptive signal coordination | Application revised. Please see attachment “**2025-CMAQ-Application\_Planz Rd\_REVISE**”. |
| 1. #8 VMT Reduction: 8,542,400 miles is VMT not VMT Reduction. Not eligible for points. | Agreed. See attachment “**2025-CMAQ-Application\_Planz Rd\_REVISE**”. |
| 1. #8-#13 Emission Reductions: Page 3 footnote #4 - Emission factors should reference Emission Factor Tables, September 2024. | Footnote corrected. Sep 2024 EmFac tables were used for emissions reductions calculations. See attachment “**Cost-Benefit\_Planz Rd Adaptive\_REVISE**”. |
| 1. #14 Cost-Effectiveness: Staff ran the CARB database and the result is $117.84/lb for CE. 2. CO emissions for after speed is 1.0439. Please provide spreadsheet to show calculations | The figure for reported for line (14) was the Total CE, rather than the CMAQ CE. Line (14) figure corrected to reflect CMAQ CE. See attachment “**2025-CMAQ-Application\_Planz Rd\_REVISE**”  a. CO emission “after” factor used for CE was 1.0439. See excel attachment “**Cost-Benefit\_Emissions\_LOS\_Planz Rd\_REVISE**”.  Note, in the ARB automated calculator printout provided in the original application, the before/after emissions factors show rounded figures for concision and not the actual figures used to carry out the calculations. |
| 1. #15 Livability & Safety: 2. Livability #5: The existing accident rate is not higher than the state average rate; not eligible for points. 3. Livability #6: No rates provided, not eligible for points | a. Agreed, the existing accident rate is not higher than the state average rate and thus not eligible for points.  b. City staff worked out the fatality rates for reach segment and found them to be lower than the statewide fatality rate. Therefore, not eligible for points. See attachment “**2025 Before-After Crash Analysis\_REVISE**”. |
| Bakersfield 07 – Downtown Grid Adaptive Signal | |
| 1. #1 Resolution: Eye St from Truxtun Ave to 18th St is not listed in resolution. Segment should be removed. | Application revised. See attachment “**2025-CMAQ-Application-Downtown Grid Adaptive\_REVISE**”. |
| 1. #2 Project Eligibility: This project will be sent to Caltrans Local Assistance for eligibility determination since CRS map lists F St (Truxtun Ave to 18th), L St (Truxtun Ave to 18th St), and Eye St (Truxtun Ave to 18th St, as local roads. | Understood. |
| 1. #8 VMT Reduction: 4,054,636 miles is VMT not VMT Reduction. Not eligible for points. | Agreed. See attachment “**2025-CMAQ-Application-Downtown Grid Adaptive\_REVISE**”. |
| 1. #9-#14 Emission Reductions: Page 3 footnote #4 - Emission factors should reference Emission Factor Tables, September 2024. 2. Missing Emission Reduction calculations for Q St between 14th & 21st. Staff was unable to replicate calculations. 3. Staff not able to replicate annual project segment VMT. Please recalculate. 4. Staff not able to replicate emission reductions using CARB database. Please recalculate. | Footnote corrected, September 2024 EmFac tables were used for CE. See attachment “**Cost-Benefit\_Emissions\_LOS\_Downtown Grid\_REVISE**”.  a. See attachment “**Cost-Benefit\_Emissions\_LOS\_Downtown Grid\_REVISE**”, “Q St” tab for missing documentation.  b. See attachment “**Cost-Benefit\_Emissions\_LOS\_Downtown Grid\_REVISE**”, “Tabulation & Cost-Benefit” tab, Cell L15. The figure reported on line (8) is an aggregate VMT based on the individual project segment AADT, Operating Days Per Year, and Segment length.  c. See attachment “**Cost-Benefit\_Emissions\_LOS\_Downtown Grid\_REVISE**”. Emissions reductions calculations were carried out for each proposed segment (see tabs “F St”, “H St”, ~~“Eye St”~~, “L St”, and “Q St”), then tabulated and summed (see “Tabulation & Cost-Benefit” tab) to estimate the total amount of emissions reduced from all combined segments. |
| 1. #15 Livability & Safety: 2. Livability #5: The existing accident rate is not higher than the state average rate; not eligible for points. 3. Livability #6: No rates provided, not eligible for points | a. Agreed, the existing accident rate is not higher than the state average rate and thus not eligible for points.  b. City staff worked out the fatality rates for reach segment and found them to be lower than the statewide fatality rate. Therefore, not eligible for points. See attachment “**2025 Before-After Crash Analysis\_REVISE**”. |
| Bakersfield 08 – Niles St Bike Lanes | |
| 1. #2 Project Eligibility: Will send to Caltrans HQ for eligibility determination since the project already exists. | Understood. |
| 1. #5 Project Description: Revise project description to include full scope. CMAQ does not allow for maintenance of existing infrastructure. 2. Google maps show existing bicycle lanes. 3. Resolution states corridor improvements, application states installation of Class I bike lanes, and project justification states streetscape and safety and improvements with installation of Class II & IV bike lanes. | Project description: Description was updated in attached revised project application.  a. Existing bike lanes are Class II, this project will convert them to Class IV (Separated bike lanes).  b. Class I was referring to the distinction made by the ARB emissions calculator.  This has been edited, see attached revised project application and justification. |
| 1. #6 Project Funding: What funding was used for the NiMo project FY 22-23? | Project Funding: Local funding (Measure 'N' or Public Safety and Vital Services Funds) were used for the design of this project.  No construction has taken place. |
| 1. #8-13: Emission reductions: Incorrect emission factors used in calculation (pages 6-7). Need to use Emission Factor Tables, September 2024 2. After using the CARB database, staff received these results:   #8 VMT reduction: 18,182 annual miles  #9 VOC reduction: 0.0243 kg/day  #12 PM2.5 reduction: 0.002 kg/day | Emissions calculations were updated using the Sept. 2024 emission factors.  All reductions have been recalculated and listed on the attached Revised project application. |
| 1. #14 Cost-Effectiveness: Staff ran the CARB database and the result is $1,600.50/lb for CE. | Updated cost effectiveness has been changed on Revised Project Application and Revised emission calculations |
| 1. #15 Livability & Safety 2. Livability #5: No statewide rate provided. Please provide average rate for a similar facility. Area project rate is not provided in required format. Provide before and after accident rate per VMT (accidents/ millions of vehicle miles (MVM)). Not eligible for points as is. 3. No fatality rates provided, not eligible for points as is. | Statewide rate of 0.61 was provided in attachment 5 (accident rate analysis). Updated accident rate analysis and amended answers in attached Revised Justification and Benefits |
| Bakersfield 09 – Monitor St Bike Lanes | |
| 1. #2 Project Eligibility: This project will be sent to Caltrans Local Assistance for eligibility determination since CRS map lists Monitor St from White Ln to Merrimac Ave as a local road. | Understood. |
| 1. #5 Project Description: Revise project description to include full scope. Clarify project activity: resolution states corridor improvements, application states installation of streetscape and safety and improvements with installation of Class II & IV bike lanes. | Streetscape was removed from project description. Additional info was added to coversheet. See attached Revised coversheet and Revised Project Background and Justification.. |
| 1. Page 2, Project Background and Justification: correct project limit to Monitor Street. | Corrected. See attached revised Project Background and Justification. |
| 1. #6 Project Funding: Cost estimates include utility relocations. 2. Are there R/W conflicts? 3. What is the R/W schedule? | There are no r/w conflicts. All relocations are vertical adjustments to account for pavement work. |
| 1. #8-13: Emission reductions: Incorrect emission factors used in calculation (pages 6-7). Need to use Emission Factor Tables, September 2024 2. After using the CARB database, staff received these results:   #8 VMT reduction: 19,963 annual miles  #9 VOC reduction: 0.023 kg/day  #10 NOX reduction: 0.015 kg/day  #12 PM2.5 reduction: 0.015 kg/day | Emission factors updated to used Sept 2024 data. All reductions have been recalculated and listed on the attached Revised project application. |
| 1. #14 Cost-Effectiveness: Staff ran the CARB database and the result is $11,993.39/lb for CE. | Updated cost effectiveness has been changed on Revised Project Application and Revised emission calculations |
| 1. #15 Livability & Safety 2. Livability #5: No statewide rate provided. Please provide average rate for a similar facility. Area project rate is not provided in required format. Provide before and after accident rate per VMT (accidents/ millions of vehicle miles (MVM)). Not eligible for points as is. 3. No fatality rates provided, not eligible for points as is. | Statewide rate of 0.61 was provided in attachment 5 (accident rate analysis). Updated accident rate analysis and amended answers in attached Revised Justification and Benefits |