Kern Council of Governments
2026 Regional Transportation Improvement Program
December 15, 2025

Regional Adoption

November 20, 2025

Kern Council of Governments

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Kern Council of Governments

Board of Directors

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

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2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2026 RTIP)

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Kern Council
of Governments

December 15, 2025

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Sudha Kodali, Chief
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Division of Financial Programming
Department of Transportation
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RE: Transmittal of Kern COG 2026 Regional Transportation Improvement Program

Dear Ms. Taylor and Ms. Kodali:

Transmitted with this letter is the Kern Council of Governments' 2026 Regional Transportation Improvement Program document. We appreciate your staff's support in the development of this document. For additional information, please call 661-635-2907 or e-mail at rpacheco@kerncog.org.

Sincerely,

JOHN (JAY) SCHLOSSER
EXECUTIVE DIRECTOR

Raquel Pacheco

Raquel Pacheco,
Regional Planner

Enclosure: Kern COG 2026 Regional Transportation Improvement Program document

A. Overview and Schedule

Section 1. Executive Summary

Based on current projects advancing in the Kern Council of Governments (Kern COG) 2026 Regional Transportation Improvement Program (2026 RTIP), this Kern COG 2026 RTIP submittal will accomplish the following:

- ✓ Conform to air quality budgets presented by EPA / ARB;
- ✓ Improve public safety on highways of regional and national significance; and
- ✓ Improve economic benefits to the region, the state and as a national freight corridor.

The Kern COG 2026 RTIP is consistent with and implements the Kern COG 2022 Regional Transportation Plan/Sustainable Communities Strategy (2022 RTP/SCS) and associated Air Quality Conformity, regionally adopted July 21, 2022 and federally approved December 16, 2022. The Final Kern COG 2026 RTIP Capital Improvement Program is provided on Page 9. The Kern COG 2026 RTIP Program of Projects reflects $56,891,000 of programmed Regional Improvement Program (RIP) for Prior Year and Fiscal Years 2026-27 through 2030-31. The total amount of RIP funding includes $25,371,000 of new RIP programming.

Existing Programming: The Centennial Corridor Phase 2 Connector – SB SR 99 to WB SR 58 – is proposed to receive $39,900,000 from the 2024 Trade Corridor Enhancement Program (TCEP) as approved at the June 2025 CTC meeting. The TCEP funds are programmed for Fiscal Year 2026-27. Kern COG requested $25 million RIP in the 2024 RTIP and was approved.

New RIP Programming Request: Kern COG is requesting that $25,371,000 RIP be programmed in 2029-30 and 2030-31 for SR 58 Truck Climbing Lane Phase 2 to meet the match requirement for future TCEP and BUILD applications. New programming in the 2026 RTIP submittal includes the following:

1. SR 58 Truck Climbing Lane Phase 2 – PM 71.8-74.9; and
2. KCOG Planning, Programming, and Monitoring (PPM)

The federally approved 2022 RTP/SCS outlines Kern COG's approach to achieve its regional goals which are reflected in adopted policy actions. Chapter 4 of the 2022 RTP/SCS Table 4-8: "Quantified SCS Strategy Types and Categories" provides an extensive list of regional strategies ordered by various transportation modes including Transit, Active Transportation, Transportation Demand Management, Transportation System Management, Land Use, Road Projects, Goods Movement, and Pricing strategies.

Project Priorities – the Kern COG 2026 RTIP Capital Improvement Program found on Page 9 reflects the region's priorities for construction programming. The SR 58 Corridor is the region's number 1 priority. There are two remaining movements of the Centennial Corridor project: Centennial Corridor EB 58 to NB 99 Loop Connector and Centennial Corridor Phase 2 Connector SB SR 99 to WB SR 58. The Centennial Corridor EB 58 to NB 99 Loop Connector $28.5 million RIP construction allocation was approved at the October 2023 CTC meeting. SR 58 Truck Climbing Lane phase 1 was added with the 2021 mid-cycle STIP for environmental phase and later phases funded with SHOPP. SR 58 Truck Climbing Lane phase 2 design and right of way to be programmed with RIP. Construction phase to be programmed with a combination of STIP and future BUILD/TCEP funding.

Section 2. General Information

- **Regional Agency Name**
  Kern Council of Governments

- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**
  Regional Agency Website Link: https://www.kerncog.org/
  RTIP document link: https://www.kerncog.org/category/docs/rtip/
  RTP link: https://www.kerncog.org/category/docs/rtp/

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

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Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20-to-25-year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency's Historical and Current Approach to developing the RTIP

When SB 45 was passed in 1998 giving regions more say on their RTIP project selection process, the Kern COG Board of Directors approved a list of 66 projects of regional significance that were evaluated and ranked for safety and capacity benefits. The ranking criteria were traditional elements taken from Caltrans evaluation criteria. Since the initial ranking of regionally significant projects back in 1998, the Board of Directors approved a significant update to Kern COG's project selection policy in 2012 and again in 2019. The policy includes performance measure metrics consistent with adopted Sustainable Communities Strategies goals and policies. The regional policy updated in 2019 reflects more recent requirements found in the CTC adopted STIP guidelines. These procedural guidelines will be used to select new projects that meet regional state and federal goals and policies not just in the STIP but for all regionally managed transportation programs.

Section 4. Completion of Prior RTIP Projects (Required per Section 78)

The STIP projects listed below are near completion or under construction.

Project Name and Location	Description	Summary of Improvements/Benefits
SR 58 Centennial Corridor Mainline AB 3090 Allocations, In and near Bakersfield **Near Completion**	Westside Parkway to SR 58/99 interchange - Construct new freeway alignment. The mainline phase will connect through traffic from existing Westside Parkway to existing State Route 58 at SR 99.	Improve Safety and Throughput
SR46- Widening Segment 4B; California Aqueduct to Lost Hills Rd, In and near Lost Hills **Near Completion**	Convert from a 2-lane conventional highway to a 4-lane divided expressway	Decrease fatalities and injuries
SR46- Widening Segment 4C; Brown Material Rd to California Aqueduct, In and near Lost Hills **Near Completion**	Convert from a 2-lane conventional highway to a 4-lane divided expressway	Decrease fatalities and injuries
SR 58/99 - Centennial Corridor Connector - EB SR 58 to NB SR 99; Bakersfield; **Under Construction**	Loop Connector - At the SR58/SR99 Interchange, construct a new connector starting west of State Route 99, on the south side of Route 58 with a bridge spanning over Route 99 between postmile T52.2/R 52.40, and connecting to northbound State Route 99 between postmile 23.2/23.7.)	Improve truck congestion on two freight corridors

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Kern COG adopted its 2026 RTIP Capital Improvement Program at the regularly scheduled November 20, 2025, meeting. The remaining California Transportation Commission timeline to process regional RTIPs and approve the 2026 STIP, is as follows:

Action	Date
Regional Agency adopts 2026 RTIP	November 20, 2025
Regions submit RTIP to CTC	December 15, 2025
Caltrans submits ITIP to CTC	December 15, 2025
CTC STIP Hearing, North	January 28, 2026
CTC STIP Hearing, South	February 5, 2026
CTC publishes staff recommendations	February 27, 2026
CTC Adopts 2026 STIP	March 19-20, 2026

B. Community Engagement

Kern COG hosts both formal meetings and informal workshops to allow for the most stakeholder/public feedback. Stakeholders were provided with the RTIP Capital Improvement Program at several stages: administrative draft, draft, and final. Kern COG staff received and addressed comments as appropriate. There were no negative comments received.

Community Engagement Activities:

Workshops
Four RTIP Workshops were conducted: 1) April 23, 2025; 2) July 23, 2025; and 3) September 10, 2025; 4) October 8, 2025. They were first noticed in February 2025 as part of the Transportation Technical Advisory Committee and Transportation Planning and Policy Committee (Kern COG Board) agendas and staff reports.

Technical Advisory Committee
The Transportation Technical Advisory Committee was involved with the RTIP process from the month of February 2025 to November 2025 through the distribution of agenda items and workshop notices.

Transportation Planning Policy Committee (Kern COG Board of Directors)
The Transportation Planning Policy Committee received staff reports regarding the RTIP process from the month of February 2025 through November 2025.

Kern COG RTIP Website
The Kern COG RTIP website includes the Workshop flyers, presentation slides, workshop agendas and Kern COG Transportation Planning Policy Committee agenda reports to the Board of Directors. The website is located at: https://www.kerncog.org/category/docs/rtip/.

Relationship of RTIP to adopted RTP/SCS
The projects presented in the Kern COG 2026 RTIP are identified as regionally significant projects in the financially constrained Capital Improvement Program within the federally approved Kern COG 2022 Regional Transportation Plan/Sustainable Communities Strategies. Extensive outreach is conducted on the RTP/SCS. The community engagement process extended from January 2019 through February 2022. The program provided numerous opportunities for community members, stakeholders, and local agencies and jurisdictions to participate, including public workshops, community events and interactive and educational booths at festivals and fairs, an interactive project website, statistically valid phone/text surveys and presentations to various clubs and community groups.

C. Consultation with Caltrans District (Required per Section 20)

Caltrans District: 6, 9

The Kern regional projects in the 2026 RTIP were taken from the list of prioritized projects of regional significance and advanced as STIP funding became available. The Kern COG Board of Directors approved a list of prioritized projects of regional significance that were evaluated and ranked for safety and capacity benefits and that effort was done in coordination with Caltrans. Caltrans planning and engineering staff from both Districts 6 and 9 provide continuous, coordinated support with the development of Kern's regionally significant projects. They have been the lead for several of the projects that were advanced to construction and continue that trend now. Caltrans staff attend the Transportation Technical Advisory Committee, Regional Planning Advisory Committee, Transportation Planning Policy Committee, and our Board of Directors meetings each month as well as the RTIP workshops. Caltrans project management staff are in continual contact with Kern COG staff.

B. 2026 STIP Regional Funding Request

Section 6. 2026 STIP Regional Share and Request for Programming

A. 2026 Regional Fund Share Per 2026 STIP Fund Estimate

SHARE ESTIMATES	TOTAL
MINIMUM SHARE	$26,371
MAXIMUM SHARE	$40,980
APDE	$0

Advance Project Development Element (APDE)

B. There is no APDE capacity identified for the 2026 STIP.

Section 7. Overview of Other Funding Included with Delivery of Regional Improvement Program Projects

Projects in the 2026 RTIP submittal include the following:

1. Centennial Corridor Phase 2 Connector – SB SR 99 to WB SR 58 (Financial Contribution Only)(2024 RTIP Carryover);
2. SR 58 Truck Climbing Lane Phase 2; and
3. KCOG Planning, Programming, and Monitoring (PPM);

Centennial Corridor Phase 2 Connector- SB SR 99 to WB SR 58: In the 2024 STIP, $25 million RIP for construction was added. At the June 2025 CTC meeting, $39.9 million TCEP was approved for construction as part of the TCEP Program of Projects. TCEP State portion is $15.96 million and TCEP regional portion is $23.94 million.

SR 58 Truck Climbing Lane Phase 1 was added with the 2021 mid-cycle STIP for environmental phase and later phases funded with SHOPP. SR 58 Truck Climbing Lane Phase 2 environmental is programmed with Regional Surface Transportation Program (or STBGP) funding that does not require commission approval. In the 2026 RTIP, Kern COG is requesting $5.6 million RIP for design and right of way phases. In the 2026 RTIP, the construction phase is proposed to be programmed with a combination of RIP ($19.771 million), TCEP, and BUILD funding (to submit $21.979 million in TCEP and BUILD applications).

Kern COG Planning, Programming, and Monitoring is only programmed for RIP dollars.

Attachment A (see Board Resolution in Appendix Section 18)

KERN COUNCIL OF GOVERNMENTS - 2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM CAPITAL IMPROVEMENT PROGRAM - FINAL ($ X 1,000)

PROJECT DESCRIPTION	NOTES	PRIORITY	CURRENT AND PROPOSED PHASES				PROJECT TOTAL	KCOG ALL RIP TOTAL	SUMMARY OF ALL FUNDING SOURCES				KCOG RTIP CAPITAL IMPROVEMENT PROGRAM - RIP ONLY						
			ENV	DES	ROW	CON			IIP	KCOG SHARE RIP	OTHER	TOTAL	PRIOR YEAR	2024 STIP CARRYOVER			NEW 2026 RTIP		2026 RTIP
														2026-27	2027-28	2028-29	2029-30	2030-31	MAX SHARE / APDE
PLANNING, PROGRAMMING & MONITORING							$ 2,500	$ 2,500	$ -	$ 2,500	$ -	$ 2,500		$ 500	$ 500	$ 500	$ 500	$ 500	$ -
2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM - PROPOSED CAPITAL IMPROVEMENT PROGRAM																			
SR 58/99 – CENTENNIAL CORRIDOR PHASE 2 CONNECTOR - SB SR 99 to WB SR 58	1	1		●	●	●	$ 78,750	$ 29,020	$ -	$ 29,020	$ 49,730	$ 78,750	$ 4,020	$ -	$ 25,000	$ -	$ -	$ -	$ - / $ -
SR 58 TRUCK CLIMBING LANE PHASE 2 (PM 71.8-74.9)	2	B	●	●	●	●	$ 49,950	$ 25,371	$ -	$ 25,371	$ 24,579	$ 49,950	$ -	$ -	$ -	$ -	$ 5,600	$ 19,771	$ - / $ -
APDE PROJECTS (ADVANCE PROJECT DEVELOPMENT ELEMENT)																			
NO APDE PROJECTS IDENTIFIED	3						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ - / $ -
TOTAL FOR 2026 RTIP SUBMITTAL							$131,200	$ 56,891	$ -	$ 56,891	$ 74,309	$131,200	$ 4,020	$ 500	$ 25,500	$ 500	$ 6,100	$ 20,271	$ - / $ -

REGIONAL EQUITY ANALYSIS

METRO VS COUNTYWIDE		CURRENT CUMMULATIVE		PROPOSED 2026 STIP		2026 CUMMULATIVE	
METROPOLITAN BAKERSFIELD		$268,876	62%	$0	0%	$ 268,876	59%
COUNTYWIDE NON-METRO		$162,146	38%	$25,371	100%	$ 187,517	41%
TOTALS		$431,022	100%	$25,371	100%	$ 456,393	100%

SHARE ESTIMATES	TOTAL	60%	40%
MINIMUM SHARE	$26,371	$15,823	$10,548
MAXIMUM SHARE	$40,980	$24,588	$16,392
APDE	$0		

NOTE 1: SR 58/99 CENTENNIAL CORRIDOR PHASE 2 CONNECTOR WAS ADDED IN 2024 STIP - SB SR 99 TO WB SR 58 DESIGN AND RIGHT OF WAY $4.020 MILLION REQUIRED TCEP MATCH. $25 MILLION RIP (FINANACIAL CONTRIBUTION ONLY) WAS ADDED IN 2024 STIP AND $39.9 MILLION TCEP (PROGRAM APPROVAL JUNE 2025 CTC MEETING) FOR CONSTRUCTION (TOTAL CONSTRUCTION $64.9 MILLION).

NOTE 2: SR 58 TRUCK CLIMBING LANE PHASE 1 WAS ADDED WITH THE 2021 MID-CYCLE STIP FOR ENVIRONMENTAL PHASE AND LATER PHASES FUNDED WITH SHOPP. SR 58 TRUCK CLIMBING LANE PHASE 2 CONSTRUCTION PHASE TO BE PROGRAMMED WITH A COMBINATION OF STIP AND BUILD/TCEP FUNDING (TO SUBMIT $21.979 M BUILD/TCEP APPLICATIONS).

NOTE 3: APDE OPTIONS ARE OUTLINED IN STIP GUIDELINES AND DEPENDENT ON OUTER YEAR CAPACITY. PROPOSED APDE ACTIVITY IS CONSIDERED AN ADVANCE OF FUTURE RIP SHARES. 2026 STIP GUIDELINES: "THERE IS NO APDE CAPACITY IDENTIFIED FOR THE 2026 STIP.

Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

No ITIP funding is requested as part of the 2026 RTIP.

In 2022, Kern COG submitted a joint 2022 Trade Corridor Enhancement Program (TCEP) application with Caltrans for the Centennial Corridor Phase 2 Connector SB SR 99 to WB SR 58 project. There was an expectation that Caltrans (ITIP) would provide the TCEP match as identified in the 2022 TCEP application. The request for ITIP was denied. As such, Kern COG requested RIP funding for the TCEP match for the design and right of way phases. In 2024 Caltrans submitted a joint 2024 TCEP application with Kern COG for the construction phase and no ITIP was included.

The Centennial Corridor project connects SR 58 and SR 99 which are both listed in the Caltrans Interregional Transportation System Plan (ITSP) and are identified as interregional strategic corridors. This corridor has national, state, and regional significance. The project improves capacity and safety for passenger vehicles and trucks. The project also reduces negative transportation impacts in disadvantaged communities.

The SR 58 Truck Climbing Lane Phase 2 project will support safe, efficient, reliable, and sustainable freight flow. Removing the queuing delays of freight trucks, the SR 58 Truck Climbing Lane Phase 2 project is in the middle of the U.S. freight transportation system that connects the following California interregional corridors east to Nevada, Arizona and Texas:

- Central Coast – San Joaquin Valley East-West Connections Corridor,
- High Desert – Eastern Sierra – Northern Nevada Corridor,
- San Jose/SF Bay Area- Central Valley – Los Angeles Corridor, and
- Southern – Southern Nevada/Arizona Corridor.

Section 9. Projects Planned within Multi-Modal Corridors

State Route 58 Corridor- The State Route 58/99 Centennial Corridor Connector projects close a gap between existing State Route 58 freeway east of State Route 99 with the State Route 58 freeway, formerly known as the Westside Parkway Freeway. The ultimate corridor destination for this freeway is Interstate 5. Recently constructed projects along this corridor include a widening

on existing State Route 58 east of State Route 99 and the construction of Westside Parkway. Currently, the Centennial Corridor Mainline received RIP funding through an approved four-year AB 3090 agreement with the CTC and is near completion. The Centennial Corridor EB 58 to NB 99 Loop Connector is under construction. Several other Centennial Corridor operational improvement projects are under consideration with Caltrans, the City of Bakersfield, and Kern COG to improve local access and safety.

State Route 58 Truck Climbing Lanes Phase 2- As part of the network of highways intended to reflect the most critical highway portions of the U.S. freight transportation system, it is important the corridor supports safe, efficient, reliable, and sustainable freight flow. To reach these goals, Kern COG and Caltrans District 6 is constructing the Centennial Corridor to the west of the Project location, and Caltrans District 8 has recently completed the Kramer Junction Project to the east of it. The Project supports these two projects by removing a significant bottleneck that diminishes the improvements implemented by these other Caltrans Districts. SR 58 Truck Climbing Lane Phase 2 is a continuation of the SR 58 Truck Climbing Lane Phase 1 project that was incorporated into the Caltrans District 9 Keene Pavement SHOPP project. The Keene Pavement design and right of way phases are underway.

Section 10. Highways to Boulevards Conversion Pilot Program

Kern COG is not aware of any candidate projects for the Highways to Boulevards Conversion Pilot Program.

11. Complete Streets Consideration (per Section 26)

At this time, Kern COG does not have any projects in the proposed 2026 RTIP that incorporate Complete Streets elements. Kern COG will continue to evaluate opportunities to integrate Complete Streets principles into future projects, consistent with Caltrans' Complete Streets Action Plan and statewide goals for equitable, safe, and accessible transportation infrastructure.

A remaining 2024 STIP project, not yet allocated, does incorporate complete street elements. The project is programmed in fiscal year 2025-26.

Lone Pine Town Rehabilitation (2024 STIP, not yet allocated) - The project preserves/extends the life and improves ride quality of the streets within the project limits of Lone Pine. The project also intends to improve access for public transit, pedestrians, and bicycles. Benefits of this project are complete streets, safety, town integration, alternative transportation, mode split. Bike Lanes are proposed to be striped on existing roadway on Post Street, Lone Pine Avenue, and Lake View Street. This project will also provide Eastern Sierra Transit Authority (ESTA) delineated bus lanes. Pedestrian facilities within the project area will be upgraded to ADA standards and select streets will be striped for on-road sidewalks.

C. Relationship of RTIP to RTP/SCS and Benefits of RTIP

Section 12. Regional Level Performance Evaluation (per Section 22A of the guidelines)

The projects presented in the Kern COG 2026 RTIP are identified as regionally significant projects in the financially constrained Capital Improvement Program within the federally approved Kern COG 2022 RTP/SCS.

Consistency of RTIP with State and Federal Goals

The 2022 Regional Transportation Plan is Kern County's comprehensive area-wide long-range plan to address mobility challenges created by regional growth. The policy element is one of the 4 required elements for a Regional Transportation Plan as required by the adopted California Transportation Commission guidelines. The policy elements contain an integrated set of goals, policies, actions and performance measures that are consistent with publicly vetted principles to guide and monitor improvements to Kern's transportation system through system 2046. The Strategic Investment section of the Kern COG 2022 RTP/SCS which is Chapter 5, sets forth plans of action for the region to pursue and meet identified transportation needs and issues. Planned investments are consistent with the goals and policies of the Plan, the Sustainable Community Strategy element and are financially constrained. The projects listed in the Constrained Program of Projects Table 5.1 and are modeled in the Air Quality Conformity Analysis.

Regional, Statewide, and National Benefits of RTIP

The projects proposed in the Kern COG 2026 RTIP provide regional, statewide and national benefits. The Centennial Corridor Phase 2 Connector will be the final remaining freeway connector constructed at the SR 58 and 99 freeway-to-freeway interchange. At this location, work is underway to provide a gap-closure freeway connection west of SR 99, with the existing SR 58 freeway facility, east of SR 99. The currently-under-construction freeway project is an approximately 2-mile long, 6-lane freeway to 6-lane freeway connection, between the newly constructed 7-mile-long Westside Parkway / SR 58. This project improves capacity and safety to passenger vehicles and trucks. This corridor has regional, state and national significance. Furthermore, the project achieves reductions in criteria for air pollution emissions and greenhouse gas emissions.

The Truck Climbing Lane project is on SR 58 which is one of California's most vital interregional freight and commuter corridors serving as a key east-west link between the Central Valley, Southern California, and the Eastern United States. The corridor supports statewide mobility, goods movement, and economic growth while also addressing environmental and community needs.

A. Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).

Table B1 Evaluation – Regional Level Performance Indicators and Measures			
Goal	**Indicator/Measure**	**Current System Performance**	**Projected System Performance**
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita.	2022 - 25.74	2046 - 24.05
	Percent of congested VMT (at or below 35 mph)	2022 - 0.9%	2046 - 1%
	Commute mode share (travel to work)	2022 - 401,021	2046 - 490,945
	Commute mode share (travel to school)	2022 - 266,580	2046 - 344,605
Infrastructure Condition	Pavement Condition Index (local streets and roads)	2022 - 63	2022 - 63
Safety	Fatalities and serious injuries per capita	2022 - 0.0043	2046 - 0.0041
	Fatalities and serious injuries per VMT	2022 - 0.00017	2046 - 0.00017
Economic Vitality	Percent of housing within 0.5 miles of transit stops with frequent transit service	2020 - 16.3%	2046 - 39.6%
	Percent of jobs within 0.5 miles of transit stops with frequent transit service	2020 - 20.3%	2046 - 40.6%
	Average weekday travel time (minutes) – SOV	2022 - 13.46	2046 - 13.57
	Average weekday travel time (minutes) – HOV	2022 - 11.9	2046 - 12.01
	Average weekday travel time (minutes) – Transit	2022 - 34.1	2046 - 36.35
	Average weekday travel time (minutes) - Walk & Bike	2022 - 18	2046 - 18.74
Environmental Sustainability	Change in acres of agricultural land	2018 Base - 2,728,667	2046 - 2,723,290
	CO_2 emissions reduction per capita	2022 - 15.80	2046 - 15.52

Section 13. Regional and Statewide Benefits of RTIP

The projects proposed in the Kern COG 2026 RTIP collectively provide regional, statewide, and national benefits. The State Route 58/SR 99 Connector project improves capacity and safety for passenger vehicles and trucks. This corridor has national significance as well as regional and statewide significance. SR 58 Truck Climbing Lane Phase 2 project improves system resilience, safety, connectivity and accessibility for both passenger vehicles and trucks.

Kern COG's 2026 RTIP is consistent with state and federal goals as described in the federally adopted Kern COG 2022 RTP/SCS. At the core of the 2022 RTP/ SCS are seven goals:

1. Mobility- Improve the mobility of people and freight;
2. Accessibility- Improve the accessibility to major employment and other regional activity centers;
3. Reliability- Improve the reliability and safety of the transportation system;
4. Efficiency- Maximize the efficiency of the existing and future transportation system;
5. Livability- Promote livable communities;
6. Sustainability- Minimize effects on the environment; and
7. Equity- Ensure an equitable distribution of the benefits among various demographic and user groups.

D. Performance and Effectiveness of RTIP

Section 14. Evaluation of Cost Effectiveness of RTIP (Required per Section 22B)

Table B2 Evaluation – Cost-Effectiveness Indicators and Measures CENTENNIAL CORRIDOR PHASE 2 CONNECTOR - SB SR 99 to WB SR 58			
Goal	**Indicator/Measure**	**Current Level of Performance (2046 No Build)**	**Projected Performance Improvement (2046 Build)**
Congestion Reduction	Change in commute mode share (travel to work or school)	490,945	490,945
Infrastructure Condition	Improve Pavement Condition Index (local streets and roads)	N/A	N/A
Safety	Reduce fatalities and serious injuries per capita	0	0
	Safety Goal – Injury Collisions /100 (M) VMT	16,244.13	13,775.02
Economic Vitality	Reduce mean commute travel time (to work)	16.70	16.70
	Reduce mean commute travel time (to school)	11.52	11.52
Environmental Sustainability	Change in acres of agricultural land	0	0

Table B2 Evaluation – Cost-Effectiveness Indicators and Measures SR 58 Truck Climbing Lane Phase 2			
Goal	**Indicator/Measure (per thousand dollars invested)**	**Current Level of Performance (2046 No Build)**	**Projected Performance Improvement (2046 Build))**
Congestion Reduction	Reduce Vehicle Miles Traveled (VMT) per capita	490,945	490,945
Infrastructure Condition	Improve Pavement Condition Index (local streets and roads)	N/A	N/A
Safety	Reduce fatalities and serious injuries per capita	0	0
	Safety Goal – Injury Collisions /100 (M) VMT	30.2684	24.6983
Economic Vitality	Reduce mean commute travel time (to work)	16.70	16.70
	Reduce mean commute travel time (to school)	11.52	11.50
Environmental Sustainability	Change in acres of agricultural land	0	0

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Section 15. Project Specific Evaluation (Required per Section 22C and 22D)

A project-specific benefit evaluation to estimate the project's benefit to the regional system from changes to the built environment is required for:

a. Projects with a total cost of $50 million or greater, or

b. STIP programming for right-of-way and/or construction of $15 million or more.

Centennial Corridor Phase 2 Connector SB SR 99 to WB SR 58 project meets the criteria for requiring a Life-Cycle Benefit - Cost Analysis. Please see Appendix Section 20 for the Caltrans Benefit - Cost Analysis.

SR 58 Truck Climbing Lane Phase 2 project meets the criteria for requiring a Life-Cycle Benefit - Cost Analysis. Please see Appendix Section 20 for the Caltrans Benefit - Cost Analysis.

E. Detailed Project Information

Section 16. Overview of Projects Programmed with RTIP Funding

Centennial Corridor Phase 2 Connector SB SR 99 WB SR 58

(a) Implementing Agency is Caltrans District 6.

(b) Centennial Corridor Phase 2 Connector SB SR 99 WB SR 58 (Project) in Bakersfield, constructs a connector from southbound Route 99 to westbound Route 58. The Project adds a ramp movement that allows truckers and travelers to transition to Route 58 westbound, to southbound SR 99 instead of discovering a missing interchange ramp. The Project smooths traffic flow and keeps trucks out of disadvantaged neighborhoods, helping to mitigate associated impacts.

(c) PPNO 8030.

(d) Route number and post-mile limits:

SR 58 T52.265/R52.400
SR 99 23.400/24.200

(e) The upcoming delivery schedule for each of the project's milestones.

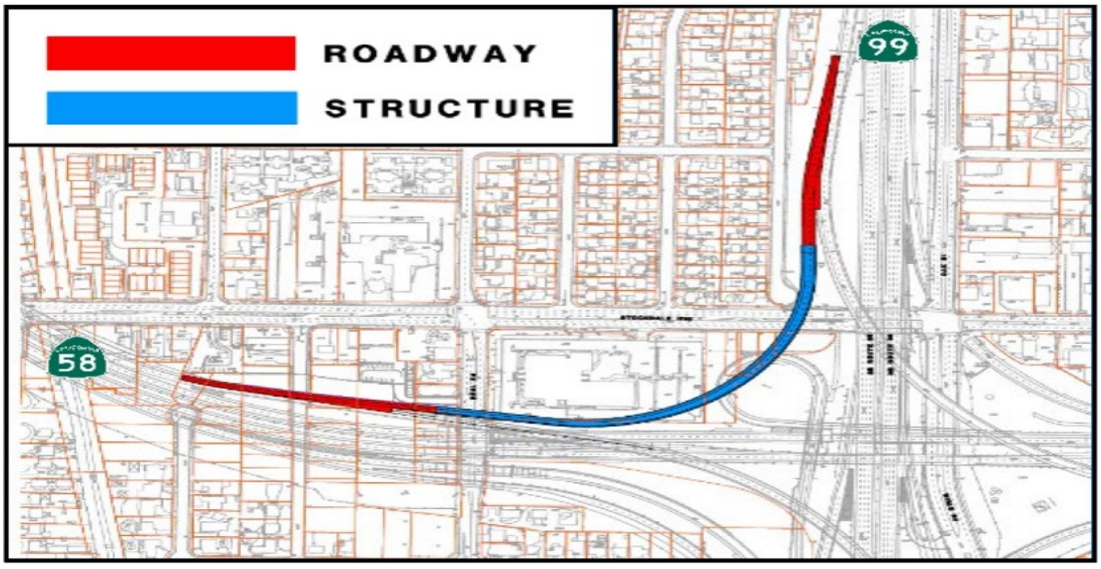
Project Milestone	Date
End Design Phase (Ready to List for Advertisement Milestone)	10/01/2026
End Right of Way Phase (Right of Way Certification Milestone)	09/16/2026
Begin Construction Phase (Contract Award Milestone)	03/22/2027
End Construction Phase (Construction Contract Acceptance Milestone)	07/03/2029
Begin Closeout Phase	07/04/2029
End Closeout Phase (Closeout Report)	05/16/2033

(f) Centennial Corridor Phase 2 Connector- SB SR 99 to WB SR 58: This project will require state-only RIP funding to meet the match requirement for TCEP. In the 2024 STIP, $25 million RIP (financial contribution only) for construction was added. At the June 2025 CTC meeting, $39.9 million TCEP was approved for construction as part of the TCEP Program of Projects. TCEP State portion is $15.96 million and TCEP regional portion is $23.94 million.

(g) Funding plan: Below is the funding plan for the construction phase.

FUNDING PLAN				
Source	**Fund Type**	**CONST. SUPPORT**	**CONST. CAPITAL**	**Totals**
STATE	TCEP – committed	0	15,960,000	15,960,000
STATE	STIP/RIP – committed	3,000,000	22,000,000	25,000,000
STATE	TCEP – committed	7,000,000	16,940,000	23,940,000
Totals		10,000,000	54,900,000	64,900,000

(h) Project location map



SR 58/99 Phase 2 Connector

(i) Legislative districts where the project is located.

Assembly: 34 Senate: 16 Congressional: 23

(j) Identification or page number as reflected in the Regional Transportation Plan:

2022 Regional Transportation Plan page 5-30, project ID: KER22RTP003

SR 58 Truck Climbing Lane Phase 2 (PM 71.8-74.9)

(a) Implementing Agency is Caltrans District 6

(b) This project constructs an eastbound truck climbing lane on SR 58. The project is in Kern County, on State Route 58 near Tehachapi from 1.9 mile east of General Beale WB offramp to 0.7 mile east of Bena Road undercrossing. The truck climbing lane is required to improve safety and operations, and enhance traffic flow.

(c) PPNO 8175.

(d) Route number and post-mile limits: SR 58 71.8/74.9

(e) The upcoming delivery schedule for each of the project's milestones.

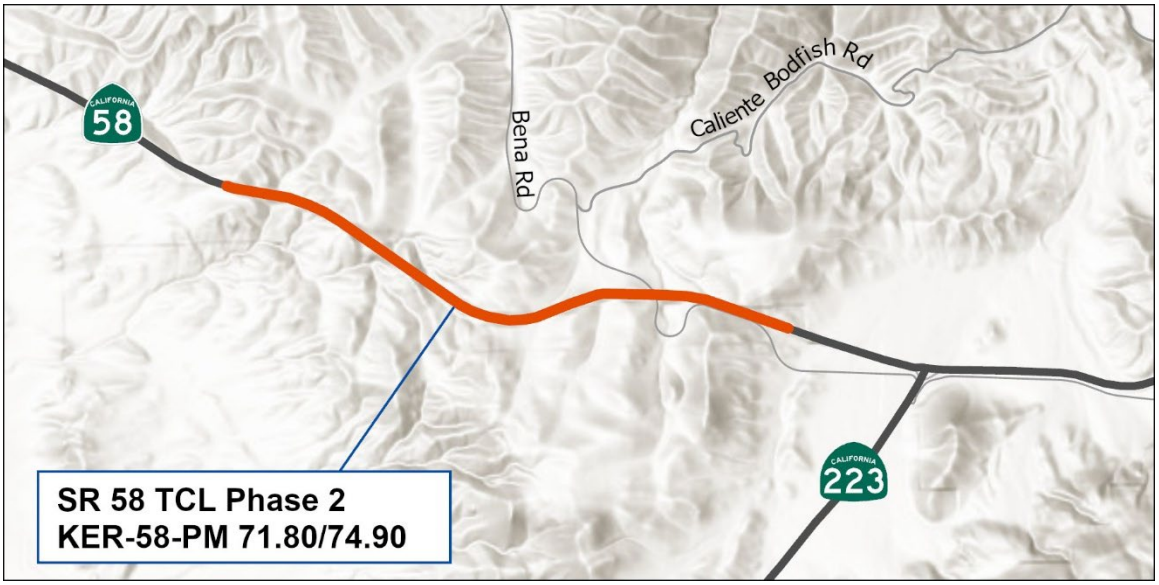
Project Milestone	Date
Begin Environmental (PA&ED) Phase	08/14/2026
Circulate Draft Environmental Document	10/27/2027
Draft Project Report	11/05/2027
End Environmental Phase (PA&ED Milestone)	05/08/2028
Begin Design (PS&E) Phase	08/15/2028
End Design Phase (Ready to List for Advertisement Milestone)	09/16/2030
Begin Right of Way Phase	11/21/2028
End Right of Way Phase (Right of Way Certification Milestone)	05/17/2030
Begin Construction Phase (Contract Award Milestone)	12/23/2030
End Construction Phase (Construction Contract Acceptance Milestone)	09/24/2032
Begin Closeout Phase	09/27/2032
End Closeout Phase (Closeout Report)	08/05/2036

(f) SR 58 Truck Climbing Lane Phase 2 environmental is programmed with Regional Surface Transportation Program funding that does not require commission approval. In the 2026 RTIP, Kern COG is requesting $5.6 million RIP for design and right of way phases. In the 2026 RTIP, the construction phase is proposed to be programmed with a combination of RIP ($19.771 million), TCEP, and BUILD funding (to submit $21.979 million in TCEP and BUILD applications). This project will require state-only RIP funding to meet the match requirement for TCEP and BUILD.

(g) Funding plan: Below is the funding plan for the construction phase.

FUNDING PLAN					
Source	**Fund Type**	**PA&ED**	**PS&E and R/W**	**CON support and CON capital**	**Totals**
FEDERAL	RSTP - committed	2,600,000	0	0	2,600,000
STATE	STIP/RIP - uncommitted	0	5,600,000	19,771,000	25,371,000
FEDERAL	BUILD - uncommitted	0	0	10,729,000	10,729,000
STATE	TCEP - uncommitted	0	0	11,250,000	11,250,000
Totals		2,600,000	5,600,000	41,750,000	49,950,000

(h) Project location map



SR 58 Truck Climbing Lane Phase 2

(i) The legislative districts where the project is located.

Assembly: 16 Senate: 34 Congressional: 23

(j) Identification or page number as reflected in the Regional Transportation Plan:

2022 Regional Transportation Plan page 5-30, project ID: KER22RTP006

F. Appendices

Section 17. Projects Programming Request Forms

Section 18. 2026 RTIP Kern COG Board Resolution No. 25-28

Section 19. Fact Sheets

Section 20. Caltrans Benefit - Cost-Analysis

Section 17

Project Programming Request Forms

PPNO 8030: Centennial Corridor SB99 to WB Connector

PPNO 8175: SR 58 Truck Climbing Lane Phase 2

PPNO 6L03: Planning, Programming, and Monitoring

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6087-2026-0001 v0

Amendment (Existing Project) ☐ YES ☒ NO				Date	12/09/2025 13:44:11
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other					
District	EA	Project ID	PPNO	Nominating Agency	
06	48468	0623000112	8030	Caltrans District 6	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Kern County	58	T 52.265 R	52.400	Kern Council of Governments	
Kern County	99	23.400	24.200	MPO	Element
				KCOG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Marlo Carlos			559-383-5200	marlo.carlos@dot.ca.gov	

Project Title

Centennial Corridor SB99 to WB58 Connector

Location (Project Limits), Description (Scope of Work)

In Bakersfield at the Route 58 and 99 freeway interchange: the project constructs a freeway-to freeway connector at the SR 58 / 99 Interchange. The Project begins at the existing southbound SR 99 to eastbound SR 58 freeway connector, to form a direct connector on a curved alignment to westbound SR 58 on a new alignment.

Component	Implementing Agency
PA&ED	Caltrans District 6
PS&E	City of Bakersfield
Right of Way	City of Bakersfield
Construction	Caltrans District 6

Legislative Districts					
Assembly:	34	Senate:	16	Congressional:	23

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	01/04/2023	01/04/2023
Circulate Draft Environmental Document Document Type EIR/EIS	07/03/2023	07/03/2023
Draft Project Report	11/30/2023	11/30/2023
End Environmental Phase (PA&ED Milestone)	10/17/2023	10/17/2023
Begin Design (PS&E) Phase	05/17/2024	12/04/2024
End Design Phase (Ready to List for Advertisement Milestone)	06/01/2026	10/01/2026
Begin Right of Way Phase	05/20/2024	01/15/2025
End Right of Way Phase (Right of Way Certification Milestone)	05/29/2026	09/16/2026
Begin Construction Phase (Contract Award Milestone)	11/26/2026	03/22/2027
End Construction Phase (Construction Contract Acceptance Milestone)	08/10/2028	07/03/2029
Begin Closeout Phase	08/11/2028	07/04/2029
End Closeout Phase (Closeout Report)	06/21/2032	05/16/2033

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PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6087-2026-0001 v0

Date 12/09/2025 13:44:11

Purpose and Need

This proposed connector will have independent utility and provide significant benefits to the community and to the nation's growing volume of travelers and truckers between these two Nationally Significant Corridors, moving freight and passengers through the community of Bakersfield and beyond. The Project will originate from southbound SR 99 traffic near Stockdale Highway and approaching the new SR 58 freeway connection in the northwest quadrant of the interchange. The new direct connector extends on a curved alignment through existing private commercial property to merge into existing westbound traffic on the newly constructed SR 58 gap-closure freeway. The no build scenario for the southbound SR 99 to westbound SR 99 requires transition movements onto the local street system sometimes up to 2 miles or more out of the way and going through more than 10 traffic signals. The proposed Connector will provide a final connector movement between the SR 99 and SR 58 freeway interchange that will allow for truck and auto traffic to avoid the local street system for the transition from one highway to another.

NHS Improvements ☒ YES ☐ NO	Roadway Class 1	Reversible Lane Analysis ☒ YES ☐ NO
Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO	Reduce Greenhouse Gas Emissions ☒ YES ☐ NO	

Project Outputs

Category	Outputs	Unit	Total
Operational Improvement	Interchange modifications	EA	1

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PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6087-2026-0001 v0

Date 12/09/2025 13:44:11

Additional Information

PPR ID
ePPR-6087-2026-0001 v0

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	TCEP	Change in Daily Vehicle Hours of Delay	Hours	0	424	-424
	TCEP	Change in Daily Truck Hours of Delay	Hours	0	42	-42
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	140,991	140,991	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	1,268,919	397,595	871,324
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	1	0	1
			PM 10 Tons	1	0	1
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	70,248	0	70,248
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	6	0	6
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	1	0	1
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	145	0	145
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	27	0	27
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	5.653	6.667	-1.014
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	158.626	187.06	-28.434
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	917	0	917
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	4.6	0	4.6

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PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6087-2026-0001 v0

District	County	Route	EA	Project ID	PPNO
06	Kern County, Kern County	58, 99	48468	0623000112	8030

Project Title

Centennial Corridor SB99 to WB58 Connector

Existing Total Project Cost ($1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Implementing Agency
E&P (PA&ED)									Caltrans District 6
PS&E									City of Bakersfield
R/W SUP (CT)									City of Bakersfield
CON SUP (CT)									Caltrans District 6
R/W									City of Bakersfield
CON									Caltrans District 6
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)	450							450	
PS&E	6,300							6,300	
R/W SUP (CT)									
CON SUP (CT)		7,000	3,000					10,000	
R/W	7,100							7,100	
CON		32,900	22,000					54,900	
TOTAL	13,850	39,900	25,000					78,750	

Fund #1:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding ($1,000s)									20.XX.723.200
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Contingent on 2022 TCEP Revision at allocation (vote box)$4970 RW voted 10/17/24 $4410 PSE voted 06/27/24
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									PS&E voted June 2024 CTC meeting RW voted October 2024 CTC meeting
PS&E	4,410							4,410	
R/W SUP (CT)									
CON SUP (CT)									
R/W	4,970							4,970	
CON		15,960						15,960	
TOTAL	9,380	15,960						25,340	

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PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6087-2026-0001 v0

Fund #2:	RIP - National Hwy System (Committed)								Program Code
Existing Funding ($1,000s)									20.XX.075.600
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Kern Council of Governments
PS&E									Financial Contribution Only 2024 RTIP includes new RIP Programming$1890 PSE voted 06/27/24 $2130 RW voted 10/17/24
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									Financial Contribution Only PS&E voted June 2024 CTC meeting RW voted October 2024 CTC meeting CON support and CON programmed in FY 27/28, expect to request advance allocation (similar to PS&E and RW)
PS&E	1,890							1,890	
R/W SUP (CT)									
CON SUP (CT)			3,000					3,000	
R/W	2,130							2,130	
CON			22,000					22,000	
TOTAL	4,020		25,000					29,020	
Fund #3:	Local Funds - City Funds (Committed)								Program Code
Existing Funding ($1,000s)									20.10.400.100
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									City of Bakersfield
PS&E									$450 for EIR Addendum EIR was completed with EA 48460
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)	450							450	$450 for EIR Addendum EIR was completed with EA 48460
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	450							450	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6087-2026-0001 v0

Fund #4:	SB1 TCEP - Regional (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		7,000						7,000	
R/W									
CON		16,940						16,940	
TOTAL		23,940						23,940	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D06-2026-0001 v0

Amendment (Existing Project) ☐ YES ☒ NO				Date	12/09/2025 14:47:16
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other					
District	EA	Project ID	PPNO	Nominating Agency	
06	1K050	0626000115	8175	Kern Council of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Kern County	58	71.800	74.900		
				MPO	Element
				NON-MPO	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Marlo V Carlos			559-383-5200	marlo.carlos@dot.ca.gov	

Project Title

SR 58 Truck Climbing Lane phase 2 (PM 71.8-74.9)

Location (Project Limits), Description (Scope of Work)

In Kern County, on State Route (SR) 58 near Tehachapi from 1.9 mile east of General Beale WB Offramp to 0.7 mile east of Bena Road Undercrossing. Construct eastbound truck climbing lane.

Component	Implementing Agency
PA&ED	Caltrans District 6
PS&E	Caltrans District 6
Right of Way	Caltrans District 6
Construction	Caltrans District 6

Legislative Districts					
Assembly:	16	Senate:	34	Congressional:	23

Project Milestone	Existing	Proposed
Project Study Report Approved	02/03/2020	
Begin Environmental (PA&ED) Phase		08/14/2026
Circulate Draft Environmental Document Document Type FONSI		10/27/2027
Draft Project Report		11/05/2027
End Environmental Phase (PA&ED Milestone)		05/08/2028
Begin Design (PS&E) Phase		08/15/2028
End Design Phase (Ready to List for Advertisement Milestone)		09/16/2030
Begin Right of Way Phase		11/21/2028
End Right of Way Phase (Right of Way Certification Milestone)		05/17/2030
Begin Construction Phase (Contract Award Milestone)		12/23/2030
End Construction Phase (Construction Contract Acceptance Milestone)		09/24/2032
Begin Closeout Phase		09/27/2032
End Closeout Phase (Closeout Report)		08/05/2036

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D06-2026-0001 v0

Date 12/09/2025 14:47:16

Purpose and Need

Purpose: The purpose of this project is to improve traffic flow on SR 58's steep grades, where truck speeds frequently fall 30 mph or more below the posted limit, enhance safety and operations, facilitate efficient freight movement along the interregional corridor, and reduce greenhouse gas (GHG) emissions.

Need: The need is to address significant truck speed reductions on SR 58's steep grades, which force passenger vehicles to shift lanes, lowering overall traffic flow and level of service. Truck climbing lanes are required to improve safety and operations, enhance traffic flow, and reduce GHG emissions.

NHS Improvements ☒ YES ☐ NO	Roadway Class 2	Reversible Lane Analysis ☐ YES ☒ NO
Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO	Reduce Greenhouse Gas Emissions ☒ YES ☐ NO	

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Truck climbing lanes constructed	Miles	3.1
Drainage	Culverts	LF	800
Operational Improvement	Shoulder widening	EA	3.1
Bridge / Tunnel	Modified/Reconstructed bridges/tunnels	SQFT	540

Additional Information

SR 58 is one of California's most vital interregional freight and commuter corridors, serving as a key east–west link between the Central Valley, Southern California, and the Eastern United States. The corridor supports statewide mobility, goods movement, and economic growth while also addressing environmental and community needs. The following highlights demonstrate the project's alignment with statewide transportation goals and performance outcomes:

MULTIMODAL MOBILITY, CONNECTIVITY, AND ACCESSIBILITY

• SR 58 is critical to San Joaquin Valley east–west freight movement, helping offset the continuing rail capacity bottleneck through the Tehachapi Corridor.
• The mountain terrain of Kern County makes SR 58 the only direct east–west corridor connecting the California Central Valley (I-5 and SR 99) to I-15 and I-40, providing access to the Eastern U.S.
• SR 58 also serves as an alternate to I-5, I-10, and I-210 into Los Angeles during storms and congestion.

ECONOMIC PROSPERITY

• Over 180 distribution and logistics centers (estimated combined facility size of 52+ million sq. ft.) in the South San Joaquin Valley rely on SR 58 to provide truck access to the eastern states.
• 97% of eastbound trucking trips on SR 58 originate in California, while 65% of westbound trips originate out of state. SR 58 has one of the largest AADTT (Average Annual Daily Truck Traffic) percentages for an interregional roadway in the state at 30–36%.
• Kern County's transportation and warehousing sector gained nearly 2,000 jobs in 2018 (17% increase) and is projected to grow by 185% between 2019 and 2050.
• The District 9 Eastern Sierra Corridor Freight Study (2019) forecasts 55–58% growth in 5+ axle truck volumes; the California Statewide Model projects 156% growth in total truck AADTT between 2015 and 2040.
• The Kern County Goods Movement Strategy (2012) estimates total truck traffic growth exceeding 100% by 2035.

ENVIRONMENTAL STEWARDSHIP

• Estimated emission reductions (kg/day) using EMFAC model:
  - Volatile Organic Compounds (VOC): 5.38
  - Carbon Monoxide (CO): 8.0
  - Nitrogen Oxides (NOx): 7.0
  - Particulate Matter (PM2.5): 0.26

HEALTHY COMMUNITIES, SAFETY, AND RESILIENCY

• 62% of Tehachapi residents commute 25+ miles; both the City of Tehachapi and Kern COG support this project.
• Improves transit reliability.
• Safety: Collision rates in the project area exceed the statewide average. TRB research indicates the absence of a climbing lane increases the likelihood of truck-related crashes by ~20% (Haq, Zlatkovic, and Ksaibati 2019).
• Resiliency: Existing and programmed ITS elements will integrate with proposed climbing lanes to improve overall operations and mitigate impacts of weather and traffic events.

ASSET MANAGEMENT

• Supports Kern County and Caltrans efforts (Centennial Corridor Project, Kramer Junction) to upgrade SR 58 and accommodate forecasted truck AADTT growth of 156% by 2040.

PROJECT EA HISTORY
EA 1K050 is a new project established to advance Truck Climbing Lane Location 2 independently. It is based on the previous EA 09-39760, which evaluated all three truck climbing lane locations as identified in the PSR/PDS report dated 2/3/2020.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D06-2026-0001 v0

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	144,722,500	144,722,500	0
			VMT per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	1,304,674	0	1,304,674
			Hours per Capita	0	0	0
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	-483	1,771	-2,254
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	7,347,450	7,347,450	0
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	6,526,984,750	4,830,113,437.5	1,696,871,312.5
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	1	0	1
			PM 10 Tons	1	0	1
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	7,759.74	0	7,759.74
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	4.21	0	4.21
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0.01	-0.01
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	242.01	0	242.01
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	3.99091	4.015	-0.02409
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	2.25493	10.10443	-7.8495
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	43.7124	43.8	-0.0876
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	24.6983	30.2648	-5.5665
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	894	0	894
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	7.6	0	7.6
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	9,490,000	9,490,000	0
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	22,265,000	22,265,000	0

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D06-2026-0001 v0

District	County	Route	EA	Project ID	PPNO
06	Kern County	58	1K050	0626000115	8175

Project Title

SR 58 Truck Climbing Lane phase 2 (PM 71.8-74.9)

Existing Total Project Cost ($1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Implementing Agency
E&P (PA&ED)									Caltrans District 6
PS&E									Caltrans District 6
R/W SUP (CT)									Caltrans District 6
CON SUP (CT)									Caltrans District 6
R/W									Caltrans District 6
CON									Caltrans District 6
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)		2,600						2,600	
PS&E					3,000			3,000	
R/W SUP (CT)					1,600			1,600	
CON SUP (CT)						5,105		5,105	
R/W					1,000			1,000	
CON						36,645		36,645	
TOTAL		2,600			5,600	41,750		49,950	

Fund #1:	Other Fed - RSTBGP/RSTP - STP LOCAL (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)		2,600						2,600	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		2,600						2,600	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D06-2026-0001 v0

Fund #2:	RIP - State Cash (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									PSE, RW SUP AND RW programmed in FY 29/30, expect to request advance allocation to FY 28/29; CON support and CON programmed in FY 30/31, expect to request advance allocation to FY 29/30
PS&E					3,000			3,000	
R/W SUP (CT)					1,600			1,600	
CON SUP (CT)						2,505		2,505	
R/W					1,000			1,000	
CON						17,266		17,266	
TOTAL					5,600	19,771		25,371	

Fund #3:	Federal Disc. - BUILD–TIGER Discretionary Grants (Uncommitted)								Program Code
Existing Funding ($1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									CON support and CON programmed in FY 30/31, expect to request advance allocation to FY 29/30
PS&E									
R/W SUP (CT)									
CON SUP (CT)						1,300		1,300	
R/W									
CON						9,429		9,429	
TOTAL						10,729		10,729	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D06-2026-0001 v0

Fund #4:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding ($1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									Contingent on TCEP application. CON support and CON programmed in FY 30/31, expect to request advance allocation to FY 29/30
PS&E									
R/W SUP (CT)									
CON SUP (CT)						1,300		1,300	
R/W									
CON						9,950		9,950	
TOTAL						11,250		11,250	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6087-2022-0005 v2

Amendment (Existing Project) ☐ YES ☒ NO				Date	12/09/2025 14:04:36
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other					
District	EA	Project ID	PPNO	Nominating Agency	
06		0624000309	6L03	Kern Council of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Kern County					
				MPO	Element
				KCOG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Raquel Pacheco			661-635-2907	rpacheco@kerncog.org	

Project Title

Planning, Programming and Monitoring

Location (Project Limits), Description (Scope of Work)

Planning, Programming and Monitoring.

Component	Implementing Agency
PA&ED	
PS&E	
Right of Way	
Construction	Kern Council of Governments

Legislative Districts					
Assembly:	32,34,35	Senate:	16,12	Congressional:	20,22,23

Project Milestone		Existing	Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase			
Circulate Draft Environmental Document	Document Type		
Draft Project Report			
End Environmental Phase (PA&ED Milestone)			
Begin Design (PS&E) Phase			
End Design Phase (Ready to List for Advertisement Milestone)			
Begin Right of Way Phase			
End Right of Way Phase (Right of Way Certification Milestone)			
Begin Construction Phase (Contract Award Milestone)		10/01/2024	12/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)		02/01/2027	02/01/2029
Begin Closeout Phase		02/01/2027	02/01/2029
End Closeout Phase (Closeout Report)		06/30/2027	06/30/2029

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6087-2022-0005 v2

District	County	Route	EA	Project ID	PPNO
06	Kern County			0624000309	6L03

Project Title

Planning, Programming and Monitoring

Existing Total Project Cost ($1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Implementing Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Kern Council of Governments
R/W									
CON	11,771	500	500	500				13,271	Kern Council of Governments
TOTAL	11,771	500	500	500				13,271	
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	11,771	500	500	500	500	500		14,271	
TOTAL	11,771	500	500	500	500	500		14,271	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding ($1,000s)									20.30.600.670
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Kern Council of Governments
PS&E									$162 CON voted 07/16/98 $161 CON voted 04/25/00 $45 CON voted 07/01/00 $45 CON voted 05/14/01 $300 CON voted 10/31/02 $198 CON voted 02/26/04 $196 CON voted 03/03/05 $163 CON voted 08/18/05
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	11,771	500	500	500				13,271	
TOTAL	11,771	500	500	500				13,271	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	11,771	500	500	500	500	500		14,271	
TOTAL	11,771	500	500	500	500	500		14,271	

Section 18

2026 RTIP Kern COG Board Resolution No. 25-28

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

RESOLUTION NO. 25-28

In the matter of: 2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Kern Council of Governments (Kern COG) is the Regional Transportation Planning Agency (RTPA) and Metropolitan Planning Organization (MPO) for Kern County; and

WHEREAS, pursuant to State law, every two years Kern COG is required to develop and submit to the California Transportation Commission (CTC) a Regional Transportation Improvement Program (RTIP) that identifies projects to be included in the State Transportation Improvement Program (STIP); and

WHEREAS, Kern COG has prepared the 2026 RTIP in compliance with CTC adopted 2026 STIP Guidelines and the 2026 STIP Fund Estimate; and

WHEREAS, the projects contained in the 2026 RTIP are consistent with Kern COG's adopted 2022 Regional Transportation Plan (RTP), 2025 Federal Transportation Improvement Program (FTIP), and

WHEREAS, the 2026 RTIP has been developed in coordination with technical and project management staff representing Kern COG's member agencies, as well as the Kern COG Transportation Planning Policy Committee (TPPC) and Caltrans; and

WHEREAS, the 2026 RTIP proposes $26,371,000 in new programming of Regional Improvement Program funds into the 2026 STIP cycle for Federal Fiscal Years 2026-27 through 2030-31 in addition to carry-over programming for projects currently programmed in the 2024 STIP that have not yet been allocated; and

WHEREAS, "Attachment A – Kern COG 2026 RTIP Capital Improvement Program", outlines the Kern region's request for the programming of continuing Regional Improvement Program (RIP) and Interregional Improvement Program (IIP) programming for consideration and approval by the CTC; and

NOW, THEREFORE, BE IT RESOLVED, that the Kern Council of Governments hereby adopts the 2026 Regional Transportation Improvement Program as outlined in "Attachment A – Kern COG 2026 RTIP Program of Projects" and directs Kern COG staff to forward this regional request to the CTC by the December 15, 2025 deadline.

AUTHORIZED AND SIGNED THIS 20TH DAY OF NOVEMBER 2025.

AYES: Calderon, Florez, Gunn, Gorman, Parlier, Parra, Perez, Reyna, B. Smith, P. Smith, Warney

NOES: None
ABSTAIN: None
ABSENT: Espinoza, Hawkins, Morse, Noerr, Osorio

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 duly adopted at a regular meeting thereof held on the 20th day of November 2025.

John (Jay) Schlosser, Executive Director
Kern Council of Governments

11-20-25
Date

Section 19

Fact Sheet

(Accessible Word file available at https://www.kerncog.org/category/docs/rtip/)

Kern Council of Governments

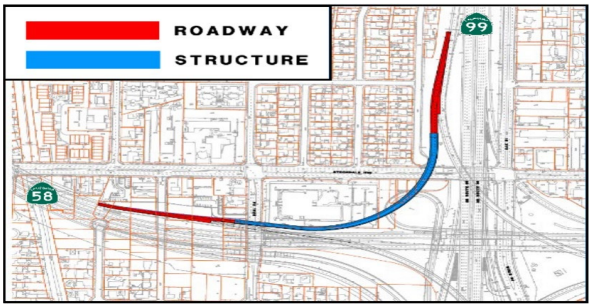
2026 State Transportation Improvement Program (STIP) Fact Sheet

Executive Summary

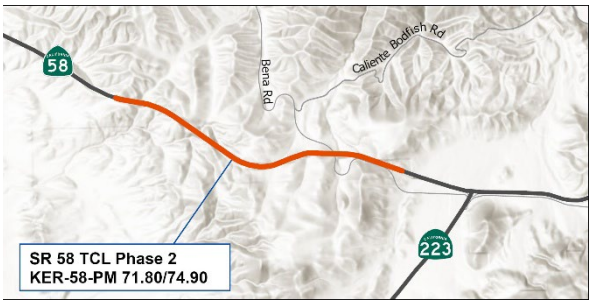
Based on current projects advancing in the Kern COG 2026 Regional Transportation Improvement Program (2026 RTIP), this Kern COG 2026 RTIP submittal will accomplish the following:

- ✓ Conform to air quality budgets presented by EPA / ARB;
- ✓ Improve public safety on highways of regional and national significance; and
- ✓ Improve economic benefits to the region, the state and as a national freight corridor.

The 2026 fund cycle reflects $56,891,000 of programmed Regional Improvement Program (RIP) for prior year and fiscal years 2026-2027 through 2030-31. The total amount of RIP funding includes $26,371,000 of new RIP programming. The projects selected for funding are identified in the currently approved Kern COG's 2022 Regional Transportation Plan (RTP) and found to be consistent with the goals and investment strategies of the RTP.



SR 58/99 Phase 2 Connector



SR 58 Truck Climbing Lane Phase 2

Benefits

The Kern COG 2026 RTIP projects deliver regional, statewide, and national benefits. The SR 58/SR 99 Connector and SR 58 Truck Climbing Lane Phase 2 improve safety by reducing injury collisions, enhance traffic flow to cut congestion, support the environment through lower emissions, advance equity by removing truck traffic from disadvantaged communities, and strengthen the economy by facilitating efficient goods movement along nationally significant freight corridors.

Goals and Objectives

The Kern COG 2026 RTIP advances the goals and objectives of the 2022 RTP/SCS by funding regionally significant, financially constrained projects that improve safety, mobility, and air quality. The Centennial Corridor Phase 2 Connector closes a critical freeway gap at SR 58/SR 99, enhancing capacity, improving travel reliability, and reducing emissions. The SR 58 Truck Climbing Lane strengthens goods movement along a vital freight corridor, supporting economic vitality and system resilience. Together, these projects advance RTP/SCS objectives for greenhouse gas reduction, equitable access, and multimodal connectivity. In addition, the RTIP supports the Caltrans State Route 99 Comprehensive Multimodal Corridor Plan (CMCP) by addressing anticipated increases in freight traffic associated with new distribution centers and manufacturing facilities in Kern County. These improvements improve truck time reliability and goods movement efficiency, consistent with CMCP strategies. RTIP also supports the Active Transportation Plan, by reducing the impact to bike lanes and improving pedestrian safety by removing truck traffic from local arterials. These projects demonstrate Kern COG's commitment to advancing multimodal mobility, economic competitiveness, and sustainable community development across the region.

The proposed projects in the 2026 RTIP contribute to one or more goals in the Climate Action Plan for Transportation infrastructure (CAPTI), Caltrans' Race and Equity Action Plan (REAP), California's Freight Mobility Plan (CFMP), and the State Route 99 Comprehensive Multimodal Corridor Plan (CMCP) by enhancing climate resilience, equity and freight efficiency, mobility, and safety. These projects deliver measurable benefits to local and regional communities.

Section 20

Caltrans Benefit – Cost Analysis

Centennial Corridor SB99 to WB Connector

SR 58 Truck Climbing Lane Phase 2

District: D06

PROJECT: CENTENNIAL CORRIDOR SB99 TO WB58 CONNE

1A

PROJECT DATA

Type of Project	Check percent traffic in weave in section 1B	
Select project type from list	Freeway Connector	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)	1	
Length of Construction Period	3	years
One- or Two-Way Data	2	enter 1 or 2
	Current	
Length of Peak Period(s) (up to 24 hrs)	5	hours

1B

HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		No Build	Build
Roadway Type (Fwy, Exp, Conv Hwy)		C	F
Number of General Traffic Lanes		3	1
Number of HOV/HOT Lanes		0	
HOV Restriction (2 or 3)		0	
Exclusive ROW for Buses (y/n)		N	
Highway Free-Flow Speed		20	45
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	2.5	4.9
	Impacted Length	2.5	0.2

Average Daily Traffic			
	Current	10,533	
		No Build	Build
	Base (Year 1)	10,549	10,549
	Forecast (Year 20)	10,650	10,650
Average Hourly HOV/HOT Lane Traffic			0
Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.)			100%
Percent Traffic in Weave		2.5%	0.0%
Percent Trucks (include RVs, if applicable)		9%	9%
Truck Speed			

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

Queue Formation (if queuing or grade crossing project)	Year 1	Year 20
Arrival Rate (in vehicles per hour)	0	0
Departure Rate (in vehicles per hour)	0	0

Pavement Condition (if pavement project)		No Build	Build
IRI (inches/mile)	Base (Year 1)		
	Forecast (Year 20)		

Average Vehicle Occupancy (AVO)		No Build	Build
General Traffic	Non-Peak	1.30	1.30
	Peak	1.15	1.15
High Occupancy Vehicle (if HOV/HOT lanes)		2.15	2.15

1C

HIGHWAY CRASH DATA

Actual 3-Year Crash Data (from Table B)

	Count (No.)	Rate
Total Crashes (Tot)	52	4.51
Fatal Crashes (Fat)	0	0.000
Injury Crashes (Inj)	20	1.73
Property Damage Only (PDO) Crashes	32	2.77

Statewide Basic Average Crash Rate

	No Build	Build
Rate Group	H44	R60
Crash Rate (per million vehicle-miles)	1.06	0.17
Percent Fatal Crashes (Pct Fat)	0.8%	0.4%
Percent Injury Crashes (Pct Inj)	47.3%	32.1%

1D

RAIL AND TRANSIT DATA

Annual Person-Trips		No Build	Build
	Base (Year 1)		
	Forecast (Year 20)		
Percent Trips during Peak Period		40%	
Percent New Trips from Parallel Highway			100%

Annual Vehicle-Miles		No Build	Build
	Base (Year 1)		
	Forecast (Year 20)		
Average Vehicles/Train (if rail project)			

Reduction in Transit Accidents	
Percent Reduction (if safety project)	

Average Transit Travel Time		No Build	Build
In-Vehicle	Non-Peak (in minutes)		0.0
	Peak (in minutes)		0.0
Out-of-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0

Highway Grade Crossing	Current	Year 1	Year 20
Annual Number of Trains		0	
Avg. Gate Down Time (in min.)		0.0	

Transit Agency Costs (if TMS project)	No Build	Build
Annual Capital Expenditure		$0
Annual Ops. and Maintenance Expenditure		$0

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

Enter all project costs (in today's dollars) in columns 1 to 7. Costs during construction should be entered in the first eight rows.
Project costs (including maintenance and operating costs) should be net of costs without project.

1E

PROJECT COSTS (enter costs in thousands of dollars)

Col. no.	(1)	(2)	(3)	(4)	(5)	(6)	(7)		
Year	DIRECT PROJECT COSTS					Mitigation	Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	INITIAL COSTS			SUBSEQUENT COSTS					
	Project Support	R / W	Construction	Maint./ Op.	Rehab.			Constant Dollars	Present Value
Construction Period									
1	$3,875	$9,400	$16,000					$29,275,000	$29,275,000
2	$4,695		$16,000					20,694,500	19,898,558
3	$4,694		$15,900					20,594,000	19,040,311
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
Project Open									
1				$10				$10,000	$8,890
2				$10				10,000	8,548
3				$10				10,000	8,219
4				$10				10,000	7,903
5				$10				10,000	7,599
6				$10				10,000	7,307
7				$10				10,000	7,026
8				$10				10,000	6,756
9				$10				10,000	6,496
10				$10				10,000	6,246
11				$10				10,000	6,006
12				$10				10,000	5,775
13				$10				10,000	5,553
14				$10				10,000	5,339
15				$10				10,000	5,134
16				$10				10,000	4,936
17				$10				10,000	4,746
18				$10				10,000	4,564
19				$10				10,000	4,388
20				$10				10,000	4,220
Total	$13,264	$9,400	$47,900	$200	$0	$0	$0	$70,763,500	$68,339,519

Present Value = Future Value (in Constant Dollars) / (1 + Real Discount Rate) ^ Year

2A

HIGHWAY SPEED AND VOLUME INPUTS

No Build

Year 1

Peak Period

	Calculated by Model	Changed by User	Used for Proj. Eval.	Reason for Change
HOV Volume	0		0	
Non-HOV Volume	3,869		3,869	
Weaving Volume	0		0	
Truck Volume	383		383	
HOV Speed	55.0		55.0	
Non-HOV Speed	14.1		14.1	
Weaving Speed	55.0		55.0	
Truck Speed	14.1		14.1	

Non-Peak Period

Non-HOV Volume	5,731		5,731	
Weaving Volume	0		0	
Truck Volume	567		567	
Non-HOV Speed	14.1		14.1	
Weaving Speed	55.0		55.0	
Truck Speed	14.1		14.1	

Year 20

Peak Period

HOV Volume	0		0	
Non-HOV Volume	3,906		3,906	
Weaving Volume	0		0	
Truck Volume	386		386	
HOV Speed	55.0		55.0	
Non-HOV Speed	14.1		14.1	
Weaving Speed	55.0		55.0	
Truck Speed	14.1		14.1	

Non-Peak Period

Non-HOV Volume	5,786		5,786	
Weaving Volume	0		0	
Truck Volume	572		572	
Non-HOV Speed	14.1		14.1	
Weaving Speed	55.0		55.0	
Truck Speed	14.1		14.1	

Build

Year 1

Peak Period

HOV Volume	0		0	
Non-HOV Volume	3,869		3,869	
Weaving Volume	0		0	
Truck Volume	383		383	
HOV Speed	55.0		55.0	
Non-HOV Speed	45.0		45.0	
Weaving Speed	55.0		55.0	
Truck Speed	45.0		45.0	

Non-Peak Period

Non-HOV Volume	5,731		5,731	
Weaving Volume	0		0	
Truck Volume	567		567	
Non-HOV Speed	45.0		45.0	
Weaving Speed	55.0		55.0	
Truck Speed	45.0		45.0	

Year 20

Peak Period

HOV Volume	0		0	
Non-HOV Volume	3,906		3,906	
Weaving Volume	0		0	
Truck Volume	386		386	
HOV Speed	55.0		55.0	
Non-HOV Speed	45.0		45.0	
Weaving Speed	55.0		55.0	
Truck Speed	45.0		45.0	

Non-Peak Period

Non-HOV Volume	5,786		5,786	
Weaving Volume	0		0	
Truck Volume	572		572	
Non-HOV Speed	45.0		45.0	
Weaving Speed	55.0		55.0	
Truck Speed	45.0		45.0	

2B

HIGHWAY CRASH RATES

	Calculated by Model	Changed by User	Used for Proj. Eval.	Reason for Change
No Build				
Fatal Crashes	0.000		0.000	
Injury Crashes	1.73		1.73	
PDO Crashes	2.77		2.77	
Total Crashes	4.500			

Hwy Safety or Weaving Improvement 0% collision reduction factor (per HSIP Guidelines)

Adjustment Factor (Actual/Statewide Avg. Existing)				
Fatal Crashes	0.0000		0.0000	
Injury Crashes	3.4505		3.4505	
PDO Crashes	5.0351		5.0351	
Build				
Fatal Crashes	0.000		0.000	
Injury Crashes	0.19		0.19	
PDO Crashes	0.58		0.58	
Total Crashes	0.766			

2C

RAMP AND ARTERIAL INPUTS

(if detailed information is available for a TMS or an arterial signal management project)

Detailed Information Available? (y/n) N

Aggregate Segment Length (estimate as VMT/total volume)

All Ramps		miles
Arterials		miles

	Entered by User	Used for Proj. Eval.	Source/Notes
No Build (Peak Period Only)			
Year 1			
Aggregate Ramp Volume		0	
Aggregate Arterial Volume		0	
Average Ramp Speed		5.0	
Average Arterial Speed		5.0	
Year 20			
Aggregate Ramp Volume		0	
Aggregate Arterial Volume		0	
Average Ramp Speed		5.0	
Average Arterial Speed		5.0	
Build (Peak Period Only)			
Year 1			
Aggregate Ramp Volume		0	
Aggregate Arterial Volume		0	
Average Ramp Speed		5.0	
Average Arterial Speed		5.0	
Year 20			
Aggregate Ramp Volume		0	
Aggregate Arterial Volume		0	
Average Ramp Speed		5.0	
Average Arterial Speed		5.0	

2D

ANNUAL PERSON-TRIPS

(for HOV and HOT lane projects that affect average vehicle occupancy)

Year 1

	No Build	Build	Induced
Peak Period			
HOV Trips	0	0	
Non-HOV Trips	1,623,852	1,623,852	0
Truck Trips	139,653	139,653	0
Non-Peak Period			
Non-HOV Trips	2,719,327	2,719,327	0
Truck Trips	206,880	206,880	0
Total Trips	4,689,712	4,689,712	0

Year 20

	No Build	Build	Induced
Peak Period			
HOV Trips	0	0	
Non-HOV Trips	1,639,407	1,639,407	0
Truck Trips	140,991	140,991	0
Non-Peak Period			
Non-HOV Trips	2,745,374	2,745,374	0
Truck Trips	208,862	208,862	0
Total Trips	4,734,634	4,734,634	0

2E

TRAVEL TIME RELIABILITY

(for adjustments to Reliability Calculations, standard deviation of travel time in seconds/vehicle)

	Calculated by Model	Changed by User	Used for Proj. Eval.	Reason for Change
No Build				
Peak Period				
HOV	42.62		42.62	
Non-HOV	233.52		233.52	
Weaving	42.62		42.62	
Truck	233.52		233.52	
Non-Peak Period				
Non-HOV	233.51		233.51	
Weaving	42.62		42.62	
Truck	233.51		233.51	
Adjustment Factor				
Peak Period				
HOV	1.00		1.00	
Non-HOV	1.00		1.00	
Weaving	1.00		1.00	
Truck	1.00		1.00	
Non-Peak Period				
Non-HOV	1.00		1.00	
Weaving	1.00		1.00	
Truck	1.00		1.00	

District: D06

PROJECT: CENTENNIAL CORRIDOR SB99 TO WB58 CONNECTOR RAMP

EA: 06-48468
PPNO:

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$68.3
Life-Cycle Benefits (mil. $)	$315.9
Net Present Value (mil. $)	$247.6
Benefit / Cost Ratio:	4.6
Rate of Return on Investment:	26.6%
Payback Period:	3 years

ITEMIZED BENEFITS (mil. $)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	$155.8	$28.4	$184.2	$9.2
Travel Time Reliability Benefits	$46.5	$11.6	$58.1	$2.9
Veh. Op. Cost Savings	$47.6	$7.6	$55.1	$2.8
Accident Cost Savings	$12.8	$1.3	$14.1	$0.7
Emission Cost Savings	$2.6	$1.8	$4.4	$0.2
TOTAL BENEFITS	$265.3	$50.6	$315.9	$15.8
Person-Hours of Time Saved			16,290,973	814,549

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y (Default = Y)
2) Travel Time Reliablity? (y/n)	Y (Default = Y)
3) Vehicle Operating Costs? (y/n)	Y (Default = Y)
4) Accident Costs? (y/n)	Y (Default = Y)
5) Vehicle Emissions? (y/n) includes value for CO_2e	Y (Default = Y)

	Tons		Value (mil. $)	
EMISSIONS REDUCTION	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	145	7	$0.0	$0.0
CO_2 Emissions Saved	70,248	3,512	$2.7	$0.1
NO_X Emissions Saved	27	1	$1.3	$0.1
PM_{10} Emissions Saved	1	0	$0.3	$0.0
$PM_{2.5}$ Emissions Saved	1	0		
SO_X Emissions Saved	1	0	$0.1	$0.0
VOC Emissions Saved	6	0	$0.0	$0.0

C

SUMMARY OF TRAVEL TIME RELIABILITY BENEFITS

Year	HIGHWAY							TRANSIT		Present Value of Reliability Benefits	Constant Dollars
	Peak HOV	Peak Non-HOV	Peak Weaving	Peak Truck	Non-Peak Non-HOV	Non-Peak Weaving	Non-Peak Truck	Peak In-Vehicle	Non-Peak In-Vehicle		
1	$0	$1,224,291	$0	$330,472	$2,050,222	$0	$489,559	$0	$0	$4,094,543	$4,605,804
20	$0	$586,666	$0	$158,358	$982,443	$0	$234,591	$0	$0	$1,962,059	$4,649,922
2	$0	$1,177,796	$0	$317,922	$1,972,361	$0	$470,967	$0	$0	$3,939,046	$4,608,126
3	$0	$1,133,067	$0	$305,848	$1,897,456	$0	$453,081	$0	$0	$3,789,453	$4,610,448
4	$0	$1,090,036	$0	$294,233	$1,825,396	$0	$435,875	$0	$0	$3,645,539	$4,612,770
5	$0	$1,048,639	$0	$283,058	$1,756,072	$0	$419,321	$0	$0	$3,507,091	$4,615,092
6	$0	$1,008,814	$0	$272,308	$1,689,381	$0	$403,396	$0	$0	$3,373,899	$4,617,414
7	$0	$970,501	$0	$261,967	$1,625,221	$0	$388,076	$0	$0	$3,245,765	$4,619,736
8	$0	$933,643	$0	$252,018	$1,563,498	$0	$373,338	$0	$0	$3,122,497	$4,622,058
9	$0	$898,185	$0	$242,446	$1,504,119	$0	$359,159	$0	$0	$3,003,909	$4,624,380
10	$0	$864,073	$0	$233,239	$1,446,994	$0	$345,519	$0	$0	$2,889,824	$4,626,702
11	$0	$831,256	$0	$224,380	$1,392,039	$0	$332,396	$0	$0	$2,780,072	$4,629,024
12	$0	$799,686	$0	$215,859	$1,339,170	$0	$319,772	$0	$0	$2,674,487	$4,631,346
13	$0	$769,314	$0	$207,660	$1,288,309	$0	$307,627	$0	$0	$2,572,911	$4,633,668
14	$0	$740,096	$0	$199,774	$1,239,380	$0	$295,944	$0	$0	$2,475,193	$4,635,990
15	$0	$711,987	$0	$192,186	$1,192,308	$0	$284,704	$0	$0	$2,381,185	$4,638,312
16	$0	$684,946	$0	$184,887	$1,147,024	$0	$273,891	$0	$0	$2,290,747	$4,640,634
17	$0	$658,931	$0	$177,865	$1,103,460	$0	$263,488	$0	$0	$2,203,744	$4,642,956
18	$0	$633,904	$0	$171,109	$1,061,550	$0	$253,481	$0	$0	$2,120,044	$4,645,278
19	$0	$609,828	$0	$164,610	$1,021,231	$0	$243,853	$0	$0	$2,039,523	$4,647,600
Total	**$0**	**$17,375,660**	**$0**	**$4,690,200**	**$29,097,635**	**$0**	**$6,948,038**	**$0**	**$0**	**$58,111,533**	**$92,557,261**

SR 58 TCL Phase 2 (PM 71.9- 74.9)

District: D06

PROJECT: SR 58 TRUCK CLIMBING LANE - 1

1A

PROJECT DATA

Type of Project	Enter a truck speed in section 1B	
Select project type from list	Passing Lane	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)	3	
Length of Construction Period	2	years
One- or Two-Way Data	2	enter 1 or 2
	Current	
Length of Peak Period(s) (up to 24 hrs)	2	hours

1B

HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		No Build	Build
Roadway Type (Fwy, Exp, Conv Hwy)		F	F
Number of General Traffic Lanes		4	5
Number of HOV/HOT Lanes			
HOV Restriction (2 or 3)			
Exclusive ROW for Buses (y/n)		N	
Highway Free-Flow Speed		50	55
Ramp Design Speed (if aux. lane/off-ramp proj.)			
Length (in miles)	Highway Segment	3.1	3.1
	Impacted Length	6.5	6.1

Average Daily Traffic			
	Current (2023)	26,000	
		No Build	Build
	Base (Year 1)	29,333	29,333
	Forecast (Year 20)	61,000	61,000
Average Hourly HOV/HOT Lane Traffic			0
Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.)			100%
Percent Traffic in Weave			0.0%
Percent Trucks (include RVs, if applicable)		33%	33%
Truck Speed		25	30

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

Queue Formation (if queuing or grade crossing project)	Year 1	Year 20
Arrival Rate (in vehicles per hour)	0	0
Departure Rate (in vehicles per hour)	0	0

Pavement Condition (if pavement project)		No Build	Build
IRI (inches/mile)	Base (Year 1)		
	Forecast (Year 20)		

Average Vehicle Occupancy (AVO)		No Build	Build
General Traffic	Non-Peak	1.30	1.30
	Peak	1.15	1.15
High Occupancy Vehicle (if HOV/HOT lanes)		2.15	2.15

1C

HIGHWAY CRASH DATA

Actual 3-Year Crash Data (from Table B)

	Count (No.)	Rate
Total Crashes (Tot)	40	0.45
Fatal Crashes (Fat)	1	0.011
Injury Crashes (Inj)	11	0.12
Property Damage Only (PDO) Crashes	28	0.32

Statewide Basic Average Crash Rate

	No Build	Build
Rate Group	H53	H55
Crash Rate (per million vehicle-miles)	0.61	0.71
Percent Fatal Crashes (Pct Fat)	1.6%	1.0%
Percent Injury Crashes (Pct Inj)	33.8%	33.6%

1D

RAIL AND TRANSIT DATA

Annual Person-Trips		No Build	Build
	Base (Year 1)		
	Forecast (Year 20)		
Percent Trips during Peak Period		17%	
Percent New Trips from Parallel Highway			100%

Annual Vehicle-Miles		No Build	Build
	Base (Year 1)		
	Forecast (Year 20)		
Average Vehicles/Train (if rail project)			

Reduction in Transit Accidents	
Percent Reduction (if safety project)	

Average Transit Travel Time		No Build	Build
In-Vehicle	Non-Peak (in minutes)		0.0
	Peak (in minutes)		0.0
Out-of-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0

Highway Grade Crossing	Current	Year 1	Year 20
Annual Number of Trains		0	
Avg. Gate Down Time (in min.)		0.0	

Transit Agency Costs (if TMS project)	No Build	Build
Annual Capital Expenditure		$0
Annual Ops. and Maintenance Expenditure		$0

Model should be run for both roads for intersection or bypass highway projects, a may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits

Prepare Model for Second Road

Enter all project costs (in today's dollars) in columns 1 to 7. Costs during construction should be entered in the first eight rows.
Project costs (including maintenance and operating costs) should be net of costs without project.

1E

PROJECT COSTS (enter costs in thousands of dollars)

Col. no.	(1)	(2)	(3)	(4)	(5)	(6)	(7)		
Year	DIRECT PROJECT COSTS					Mitigation	Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	INITIAL COSTS			SUBSEQUENT COSTS					
	Project Support	R / W	Construction	Maint./ Op.	Rehab.			Constant Dollars	Present Value
Construction Period									
1	$18,600	$1,220	$18,500					$38,320,000	$38,320,000
2	13,100		18,500					31,600,000	30,384,615
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
Project Open									
1								$0	$0
2				10				10,000	8,890
3								0	0
4								0	0
5				10				10,000	7,903
6								0	0
7								0	0
8								0	0
9								0	0
10				20				20,000	12,992
11								0	0
12								0	0
13								0	0
14								0	0
15								0	0
16								0	0
17								0	0
18								0	0
19								0	0
20								0	0
Total	$31,700	$1,220	$37,000	$40	$0	$0	$0	$69,960,000	$68,734,400

$$\text{Present Value} = \frac{\text{Future Value (in Constant Dollars)}}{(1 + \text{Real Discount Rate})^{\wedge}\text{Year}}$$

2A

HIGHWAY SPEED AND VOLUME INPUTS

No Build

Year 1

Peak Period

	Calculated by Model	Changed by User	Used for Proj. Eval.	Reason for Change
HOV Volume	0		0	
Non-HOV Volume	3,302		3,302	
Weaving Volume	0		0	
Truck Volume	1,626		1,626	
HOV Speed	55.0		55.0	
Non-HOV Speed	37.5		37.5	
Weaving Speed	55.0		55.0	
Truck Speed	25.0		25.0	

Non-Peak Period

Non-HOV Volume	16,352		16,352	
Weaving Volume	0		0	
Truck Volume	8,054		8,054	
Non-HOV Speed	37.5		37.5	
Weaving Speed	55.0		55.0	
Truck Speed	25.0		25.0	

Year 20

Peak Period

HOV Volume	0		0	
Non-HOV Volume	6,866		6,866	
Weaving Volume	0		0	
Truck Volume	3,382		3,382	
HOV Speed	55.0		55.0	
Non-HOV Speed	37.5		37.5	
Weaving Speed	55.0		55.0	
Truck Speed	25.0		25.0	

Non-Peak Period

Non-HOV Volume	34,004		34,004	
Weaving Volume	0		0	
Truck Volume	16,748		16,748	
Non-HOV Speed	37.5		37.5	
Weaving Speed	55.0		55.0	
Truck Speed	25.0		25.0	

Build

Year 1

Peak Period

HOV Volume	0		0	
Non-HOV Volume	3,302		3,302	
Weaving Volume	0		0	
Truck Volume	1,626		1,626	
HOV Speed	55.0		55.0	
Non-HOV Speed	55.0		55.0	
Weaving Speed	55.0		55.0	
Truck Speed	25.0		25.0	

Non-Peak Period

Non-HOV Volume	16,352		16,352	
Weaving Volume	0		0	
Truck Volume	8,054		8,054	
Non-HOV Speed	55.0		55.0	
Weaving Speed	55.0		55.0	
Truck Speed	25.0		25.0	

Year 20

Peak Period

HOV Volume	0		0	
Non-HOV Volume	6,866		6,866	
Weaving Volume	0		0	
Truck Volume	3,382		3,382	
HOV Speed	55.0		55.0	
Non-HOV Speed	55.0		55.0	
Weaving Speed	55.0		55.0	
Truck Speed	25.0		25.0	

Non-Peak Period

Non-HOV Volume	34,004		34,004	
Weaving Volume	0		0	
Truck Volume	16,748		16,748	
Non-HOV Speed	55.0		55.0	
Weaving Speed	55.0		55.0	
Truck Speed	25.0		25.0	

2B

HIGHWAY CRASH RATES

	Calculated by Model	Changed by User	Used for Proj. Eval.	Reason for Change
No Build				
Fatal Crashes	0.011		0.011	
Injury Crashes	0.12		0.12	
PDO Crashes	0.32		0.32	
Total Crashes	0.451			

Hwy Safety or Weaving Improvement 30% collision reduction factor (per HSIP Guidelines)

Adjustment Factor (Actual/Statewide Avg. Existing)				
Fatal Crashes	0.6627		0.6627	
Injury Crashes	0.2351		0.2351	
PDO Crashes	0.5559		0.5559	

Build				
Fatal Crashes	0.005		0.005	
Injury Crashes	0.06		0.06	
PDO Crashes	0.26		0.26	
Total Crashes	0.319			

2C

RAMP AND ARTERIAL INPUTS

(if detailed information is available for a TMS or an arterial signal management project)

Detailed Information Available? (y/n) N

Aggregate Segment Length (estimate as VMT/total volume)

All Ramps		miles
Arterials		miles

	Entered by User	Used for Proj. Eval.	Source/Notes
No Build (Peak Period Only)			
Year 1			
Aggregate Ramp Volume		0	
Aggregate Arterial Volume		0	
Average Ramp Speed		5.0	
Average Arterial Speed		5.0	
Year 20			
Aggregate Ramp Volume		0	
Aggregate Arterial Volume		0	
Average Ramp Speed		5.0	
Average Arterial Speed		5.0	

Build (Peak Period Only)			
Year 1			
Aggregate Ramp Volume		0	
Aggregate Arterial Volume		0	
Average Ramp Speed		5.0	
Average Arterial Speed		5.0	
Year 20			
Aggregate Ramp Volume		0	
Aggregate Arterial Volume		0	
Average Ramp Speed		5.0	
Average Arterial Speed		5.0	

2D

ANNUAL PERSON-TRIPS

(for HOV and HOT lane projects that affect average vehicle occupancy)

	No Build	Build	Induced
Year 1			
Peak Period			
HOV Trips	0	0	
Non-HOV Trips	1,385,914	1,385,914	0
Truck Trips	593,578	593,578	0
Non-Peak Period			
Non-HOV Trips	7,758,822	7,758,822	0
Truck Trips	2,939,622	2,939,622	0
Total Trips	12,677,935	12,677,935	0
Year 20			
Peak Period			
HOV Trips	0	0	
Non-HOV Trips	2,882,071	2,882,071	0
Truck Trips	1,234,372	1,234,372	0
Non-Peak Period			
Non-HOV Trips	16,134,822	16,134,822	0
Truck Trips	6,113,078	6,113,078	0
Total Trips	26,364,343	26,364,343	0

2E

TRAVEL TIME RELIABILITY

(for adjustments to Reliability Calculations, standard deviation of travel time in seconds/vehicle)

	Calculated by Model	Changed by User	Used for Proj. Eval.	Reason for Change
No Build				
Peak Period				
HOV	44.32		44.32	
Non-HOV	214.98		214.98	
Weaving	44.32		44.32	
Truck	400.21		400.21	
Non-Peak Period				
Non-HOV	214.98		214.98	
Weaving	44.32		44.32	
Truck	400.21		400.21	
Adjustment Factor				
Peak Period				
HOV	1.00		1.00	
Non-HOV	1.00		1.00	
Weaving	1.00		1.00	
Truck	1.00		1.00	
Non-Peak Period				
Non-HOV	1.00		1.00	
Weaving	1.00		1.00	
Truck	1.00		1.00	

District: D06

PROJECT: SR 58 TRUCK CLIMBING LANE - 1

EA: 37960
PPNO: 2664

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$68.7
Life-Cycle Benefits (mil. $)	$520.2
Net Present Value (mil. $)	$451.5
Benefit / Cost Ratio:	7.6
Rate of Return on Investment:	37.1%
Payback Period:	3 years

ITEMIZED BENEFITS (mil. $)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	$179.9	$40.7	$220.6	$11.0
Travel Time Reliability Benefits	$113.5	$15.5	$129.0	$6.5
Veh. Op. Cost Savings	$15.2	$18.1	$33.3	$1.7
Accident Cost Savings	$91.4	$45.0	$136.5	$6.8
Emission Cost Savings	-$0.9	$1.7	$0.8	$0.0
TOTAL BENEFITS	$399.1	$121.1	$520.2	$26.0
Person-Hours of Time Saved			19,320,587	966,029

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y (Default = Y)
2) Travel Time Reliablity? (y/n)	Y (Default = Y)
3) Vehicle Operating Costs? (y/n)	Y (Default = Y)
4) Accident Costs? (y/n)	Y (Default = Y)
5) Vehicle Emissions? (y/n) includes value for CO_2e	Y (Default = Y)

	Tons		Value (mil. $)	
EMISSIONS REDUCTION	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	242	12	$0.0	$0.0
CO_2 Emissions Saved	7,760	388	$0.3	$0.0
NO_X Emissions Saved	37	2	$0.4	$0.0
PM_{10} Emissions Saved	1	0	$0.0	$0.0
$PM_{2.5}$ Emissions Saved	1	0		
SO_X Emissions Saved	0	0	$0.0	$0.0
VOC Emissions Saved	4	0	$0.0	$0.0

C

SUMMARY OF TRAVEL TIME RELIABILITY BENEFITS

Year	HIGHWAY							TRANSIT		Present Value of Reliability Benefits	Constant Dollars
	Peak HOV	Peak Non-HOV	Peak Weaving	Peak Truck	Non-Peak Non-HOV	Non-Peak Weaving	Non-Peak Truck	Peak In-Vehicle	Non-Peak In-Vehicle		
1	$0	$829,862	$0	$125,834	$4,645,855	$0	$623,178	$0	$0	$6,224,728	$6,732,666
20	$0	$817,993	$0	$124,203	$4,585,645	$0	$615,102	$0	$0	$6,142,942	$13,998,340
2	$0	$843,221	$0	$127,869	$4,720,984	$0	$633,255	$0	$0	$6,325,330	$7,115,135
3	$0	$854,319	$0	$129,561	$4,783,462	$0	$641,636	$0	$0	$6,408,978	$7,497,598
4	$0	$863,310	$0	$130,934	$4,834,150	$0	$648,435	$0	$0	$6,476,829	$7,880,053
5	$0	$870,340	$0	$132,010	$4,873,863	$0	$653,762	$0	$0	$6,529,974	$8,262,500
6	$0	$875,546	$0	$132,809	$4,903,370	$0	$657,720	$0	$0	$6,569,445	$8,644,941
7	$0	$879,059	$0	$133,351	$4,923,397	$0	$660,406	$0	$0	$6,596,214	$9,027,374
8	$0	$881,002	$0	$133,656	$4,934,630	$0	$661,913	$0	$0	$6,611,200	$9,409,800
9	$0	$881,489	$0	$133,739	$4,937,716	$0	$662,327	$0	$0	$6,615,272	$9,792,218
10	$0	$880,632	$0	$133,619	$4,933,265	$0	$661,730	$0	$0	$6,609,245	$10,174,629
11	$0	$878,531	$0	$133,309	$4,921,852	$0	$660,199	$0	$0	$6,593,892	$10,557,033
12	$0	$875,286	$0	$132,826	$4,904,019	$0	$657,807	$0	$0	$6,569,938	$10,939,430
13	$0	$870,986	$0	$132,183	$4,880,277	$0	$654,622	$0	$0	$6,538,068	$11,321,819
14	$0	$865,718	$0	$131,393	$4,851,107	$0	$650,710	$0	$0	$6,498,927	$11,704,201
15	$0	$859,563	$0	$130,468	$4,816,961	$0	$646,129	$0	$0	$6,453,122	$12,086,576
16	$0	$852,597	$0	$129,420	$4,778,266	$0	$640,939	$0	$0	$6,401,222	$12,468,943
17	$0	$844,891	$0	$128,260	$4,735,422	$0	$635,192	$0	$0	$6,343,765	$12,851,303
18	$0	$836,514	$0	$126,997	$4,688,804	$0	$628,939	$0	$0	$6,281,255	$13,233,656
19	$0	$827,528	$0	$125,642	$4,638,768	$0	$622,227	$0	$0	$6,214,166	$13,616,002
Total	**$0**	**$17,188,384**	**$0**	**$2,608,084**	**$96,291,815**	**$0**	**$12,916,227**	**$0**	**$0**	**$129,004,511**	**$207,314,218**