



V.H.
TPPC

February 19, 2026

TO: Transportation Planning Policy Committee

FROM: Jay Schlosser, Executive Director

By: Rob Ball, Planning Director
Ed Flickinger, Regional Planner

SUBJECT: Transportation Planning Policy Committee Consent Agenda Item: V.H.

FEDERAL SAFETY PERFORMANCE MEASUREMENT (PM1) "TOWARD ZERO"
2026 TARGET UPDATE

DESCRIPTION:

Required federal process to annually monitor transportation safety performance measure progress and providing guidance to member agencies to improve safety on our streets with their transportation expenditures. This item was reviewed by the TTAC.

DISCUSSION:

Background - On February 15, 2018, the Kern COG Transportation Planning Policy Committee approved their first federal "Toward Zero" deaths and accidents annual safety targets method using the federal recommended methodology that employs a 5-year running average, as recommend by Caltrans Division of Traffic Operations staff at that time.

On July 20, 2022, Caltrans management presented a changed state methodology that uses a trend-based methodology, which extrapolates the existing changes in fatalities and serious injuries into the future. Please contact Waih Truong at Caltrans at Waih.Truong@dot.ca.gov for more information on this methodology.

Kern COG staff is recommending continued use of the 2018 "Toward Zero" target methodology adopted by Kern COG in 2018 which is consistent with the federal rule methodology but different than the current state methodology. Maintaining the same process allows for better comparability with prior targets.

Consequences of not meeting the targets – Consequences of roadway accidents can be catastrophic to those who are involved. Everyone agrees that all appropriate countermeasures to reduce accidents should be taken. In addition, minor regulatory and funding consequences

exist if the federal targets are not achieved. However, consequences of not adopting, monitoring, and encouraging progress toward the target, in accordance with federal rules, can ultimately result in loss of all federal transportation funding to the region through de-certification of this agency.

Under the requirements of the recent federal transportation spending bills, states and metropolitan planning organizations (MPOs) like Kern COG are required to annually monitor safety performance measure progress through the statewide and metropolitan planning process. Failure to meet safety targets set by the state and/or MPO could result in the minor consequence of redistribution of Caltrans Active Transportation Program (ATP) funding at the state level into the federal Highway Safety Improvement Program (HSIP). Many of the projects in the ATP program improve safety for bike and pedestrians and would likely still be eligible under HSIP for those purposes.

The Federal Highways Administration (FHWA) will review how MPOs are working to achieve their targets, in accordance with the federal rules, as they conduct MPO Certification Reviews every 4 years. Failure to adequately address target performance measure requirements could eventually result in loss of the MPO's federal certification along with access to federal transportation funds. The latest Kern COG federal target compliance documentation is available here: <http://www.kerncog.org/federal-performance-measures/>, and was accepted at the federal certification review. The next certification review will be in 2027.

Rules and guidance for federal performance measure targets are regularly updated by FHWA. See https://safety.fhwa.dot.gov/hsip/spm/policy_and_guidance.cfm. Caltrans has submitted draft statewide safety targets to FHWA. See <https://dot.ca.gov/programs/safety-programs/shsp>. MPOs that do not submit a safety target update by February 27, 2026, will be required to adhere to the 2026 state target which is NOT consistent with the methodology proposed by Kern COG staff.

The “Toward Zero” methodology - The attached presentation demonstrates the Kern COG “Toward Zero” methodology which is consistent with the original 2018 state safety target methodology originally recommended by the Caltrans Division of Traffic Operations engineers. In addition, the Kern methodology was prepared under the supervision of a certified engineer. The methodology uses California Highway Patrol (CHP) historical accident data for Kern County. The data is extrapolated using a 5-year running average to forecast future accidents and fatalities. In addition, travel model data is used to tie the forecast to local assumed growth. Targets are essentially being set to show improvement over the previous 5-year accident data. As accidents improve, the targets will improve automatically with each annual update on a trajectory “Toward Zero.”

Countywide monitoring results summary

2017-2024 7-Year Change in 5-Year Running Average Accident Rates

40% increase in vehicle related fatality rates from 1.54 to 2.16 per 100M miles traveled.

66% increase in vehicle related serious injury rates from 3.40 to 5.64 per 100M miles traveled.

46% increase in combined bike and pedestrian related injury/fatality rates from .000104 to .000152 per 1000 population.

2023-2024 1-Year Change in 5-Year Running Average Accident Rates

3% increase in vehicle related fatality rates from 2.09 to 2.16 per 100M miles traveled.

1% increase vehicle related serious injury rates from 5.6 to 5.64 per 100M miles traveled.
1% increase in combined bike and pedestrian related injury/fatality rates from .000151 to .000152 per 1000 population.

The increased rates may be attributed to increased road construction. According to Sergeant Phillips from the CHP it may also be attributed to higher speeds during the pandemic due to less enforcement. With more prevalent use of cell phones, it is possible that distractive driving has increased. The lower vehicle miles traveled (VMT) combined with a similar number of accidents also creates a higher actual rate.

The following tables demonstrate improvements:

2021-2024 5-Year absolute change

19% decrease in vehicle related fatalities from 226 to 184.
22% decrease vehicle related serious injuries from 607 to 476.
17% decrease in combined bike and pedestrian related fatalities from 64 to 53.
5% decrease in combined bike and pedestrian related serious injuries from 78 to 74.

Source: 2010-2024 CHP SWITRS data which only contains accidents reported to the CHP.

The following link is an article discussing pedestrian crashes in the US and pointing out that Bakersfield is the second safest city in the US for pedestrians:

<https://www.forbes.com/advisor/legal/personal-injury/safest-cities-for-pedestrians/> . In the article, the Bakersfield Police Department reported a 53% drop in pedestrian fatalities from 2022 to 2023.

What your agency can do to accelerate attainment of the federal safety targets - Kern COG's member agencies are encouraged to promote projects and policies that will help the region to perform better than the targets proposed for our region. The Caltrans Strategic Highway Safety Plan proposes four countermeasures to improve safety: engineering, education, enforcement and emergency services. Projects such as countdown pedestrian signals, buffered bike lanes, roundabouts, and establishing extra safety corridor patrols where spikes in accident activity occur, should be considered wherever appropriate. Since 2007 the Kern Region has seen over \$58M invested in the HSIP program alone (see HSIP Attachment 2). In addition, state and federal programs as well as Kern COG's project delivery policies give extra points for projects that improve safety, including:

- Highway Safety and Improvement Program (HSIP) – local & state road safety projects. Please note the Local Road Safety Plan (LRSP) must be updated every 5 years to apply for HSIP funds. Caltrans provided some helpful links:
<https://highways.dot.gov/safety/proven-safety-countermeasures/local-road-safety-plans>
<https://ruralsafetycenter.org/resources/local-road-safety-plans/>
If any additional assistance is needed, please contact Colleen Vidinoff at Caltrans Local Assistance: Colleen.Vidinoff@dot.ca.gov
- Safe Streets and Roads for All (SS4A) – Grants for safety plans and implementation and demonstration activities. Subscribe to email updates at <https://www.transportation.gov/grants/SS4A>
- State Highway Operation and Protection Program (SHOPP) – state highway safety

projects

- Regional Surface Transportation Program (RSTP) – local road maintenance & safety projects
- Active Transportation Program (ATP) – (58%-78% pts. for safety & need depending on size)
- Regional Transportation Improvement Program (RTIP) – (50% of points safety/congestion)
- Congestion Mitigation and Air Quality (CMAQ) – (40% of points for safety/congestion)
- Kern Motorist Aid Authority (KMAA) – Travel info., safety roadside cleanup, safety corridors

Zero fatalities on our streets are everyone's goal and it is anticipated that emerging safety technology standards such as autonomous vehicles will eventually help drive down these safety targets "Toward Zero." This report will be updated annually.

ACTION: Information only.

Attachments:

- 1) Presentation – Towards Zero: Draft Safety Performance Target Update - Kern Region
- 2) Kern HSIP Projects 2007-2024

TOWARDS ZERO: DRAFT SAFETY PERFORMANCE TARGET UPDATE Kern Region



FEDERAL Requirements: MPOs Evaluated During 4-Year Review


- Metropolitan Planning Organizations (MPOs) will be held accountable for safety progress through the statewide and metropolitan planning process. FHWA will review how MPOs are addressing and achieving their targets (or assisting the State in achieving targets) as they conduct Transportation Management Area (TMA) 4-year Certification Reviews (only for large MPOs with more than 200,000 population). The TMA Certification Review requires the Secretary to certify whether the metropolitan planning process of an MPO serving as a TMA meets requirements, including the requirements of 23 USC 134 and other applicable Federal law.

FEDERAL Requirements: State Failure = More HSIP Safety Funding

- If a State DOT does not meet or make significant progress toward meeting its HSIP targets, the State shall use obligation authority equal to the HSIP apportionment for the fiscal year prior to the target year only for HSIP projects and submit an HSIP Implementation Plan to FHWA. For example, if a State DOT does not meet or make significant progress towards meeting its 2023 safety targets, in Fiscal Year (FY) 2025, the State DOT must use obligation authority equal to the FY 2023 HSIP apportionment only for HSIP projects and submit an HSIP Implementation Plan by June 30, 2024.

Five Performance Targets Under New Federal Regulations +1

Motorized Vehicles

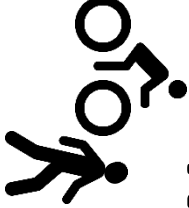
 Number of Fatalities (SWITRS)

 Rate of Fatalities per 100 Million VMT (SWITRS & HPMS)

 Number of Serious Injuries (SWITRS)

 Rate of Serious Injuries per 100 Million VMT (SWITRS & HPMS)

Non-Motorized

 Number of Non-Motorized Fatalities and Serious Injuries
(Bicycles and Pedestrians) (SWITRS)

 Rate of Non-Motorized Fatalities and Serious Injuries (SWITRS & Travel Model) (This is not required but provided for information)



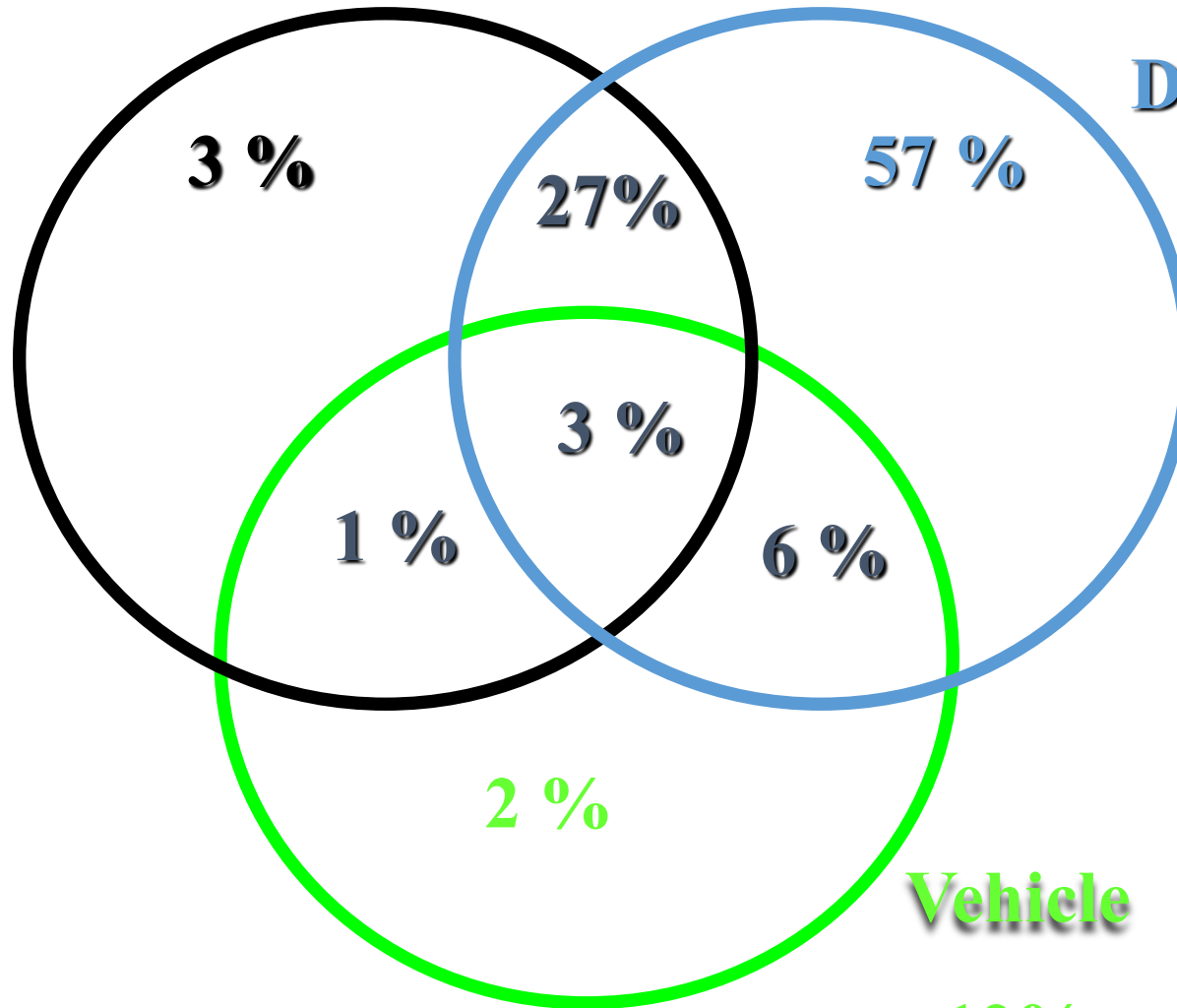
Causes of Traffic Collisions

Roadway

34%

Driver

93%



Vehicle

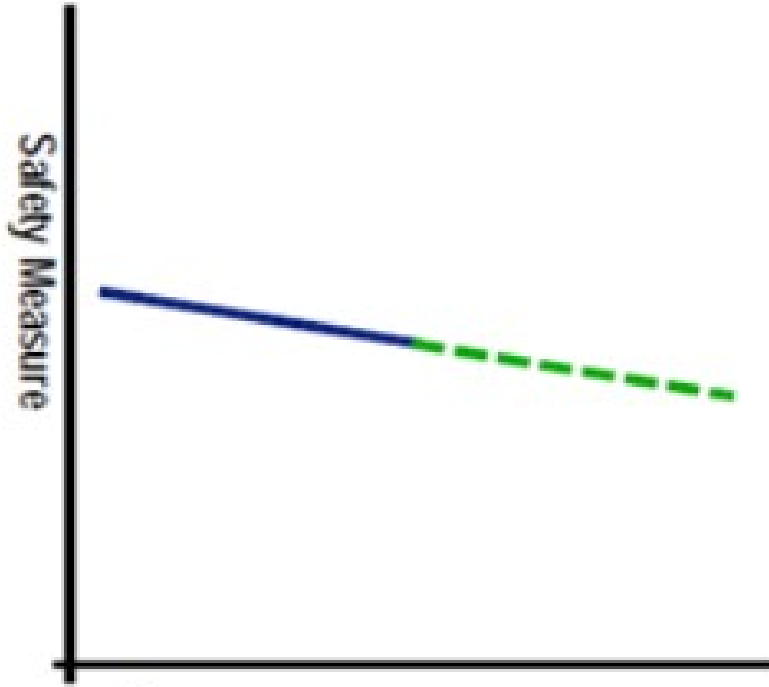
12%

SAFETY PERFORMANCE MANAGEMENT TARGET SETTING

Under Development by Caltrans

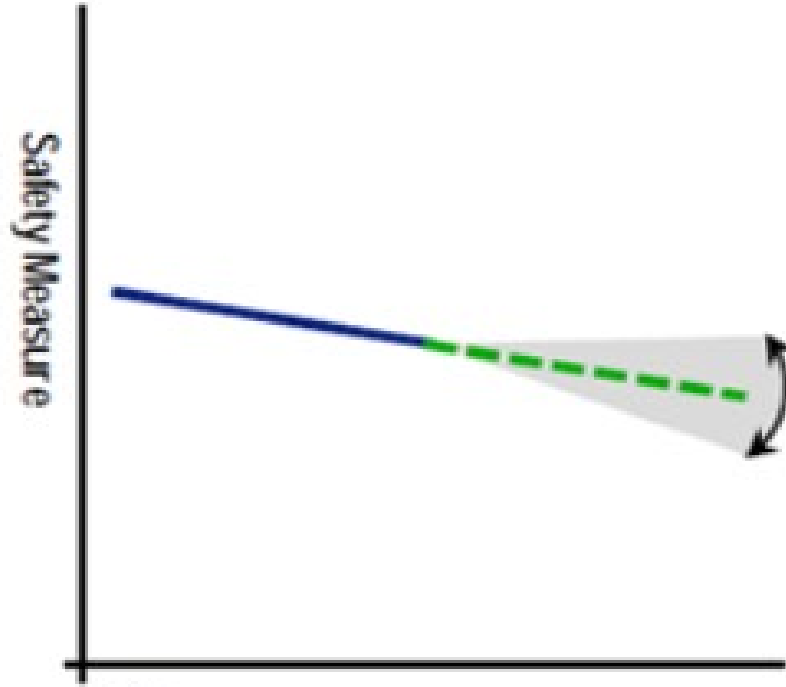


Target Setting Steps



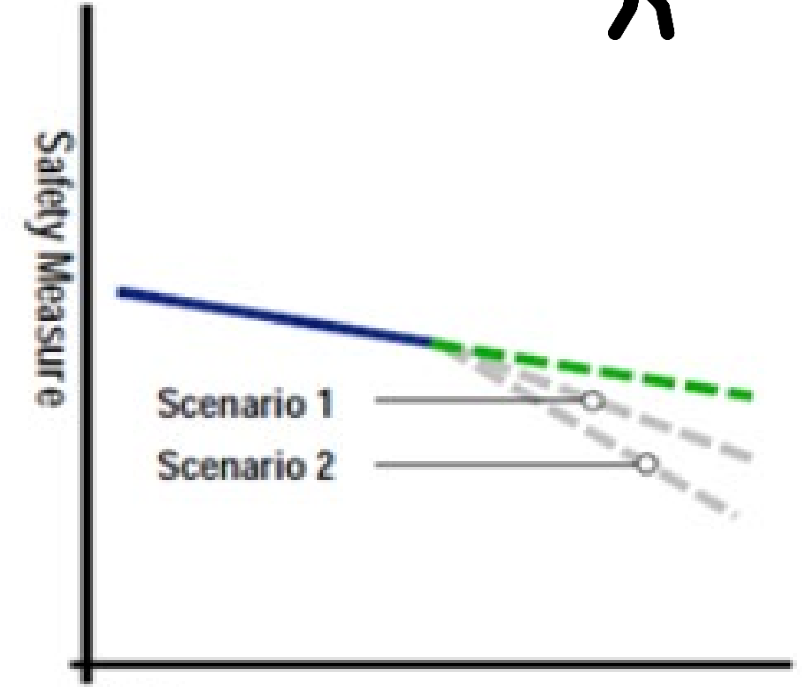
Time

Where are we now?
Estimate existing trend



Time

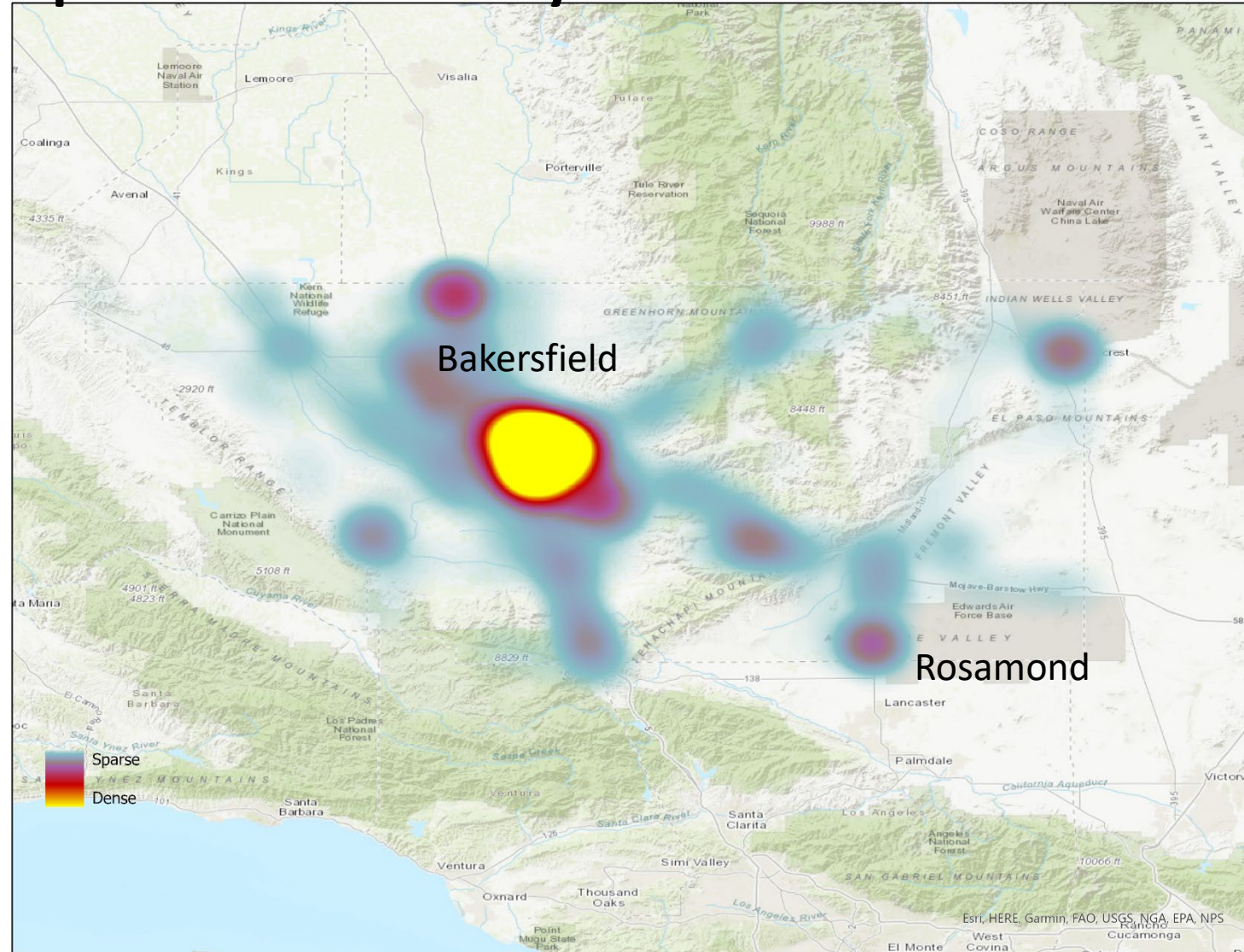
What external factors will impact our target?
Adjust trend for expected demographic and socioeconomic changes



Time

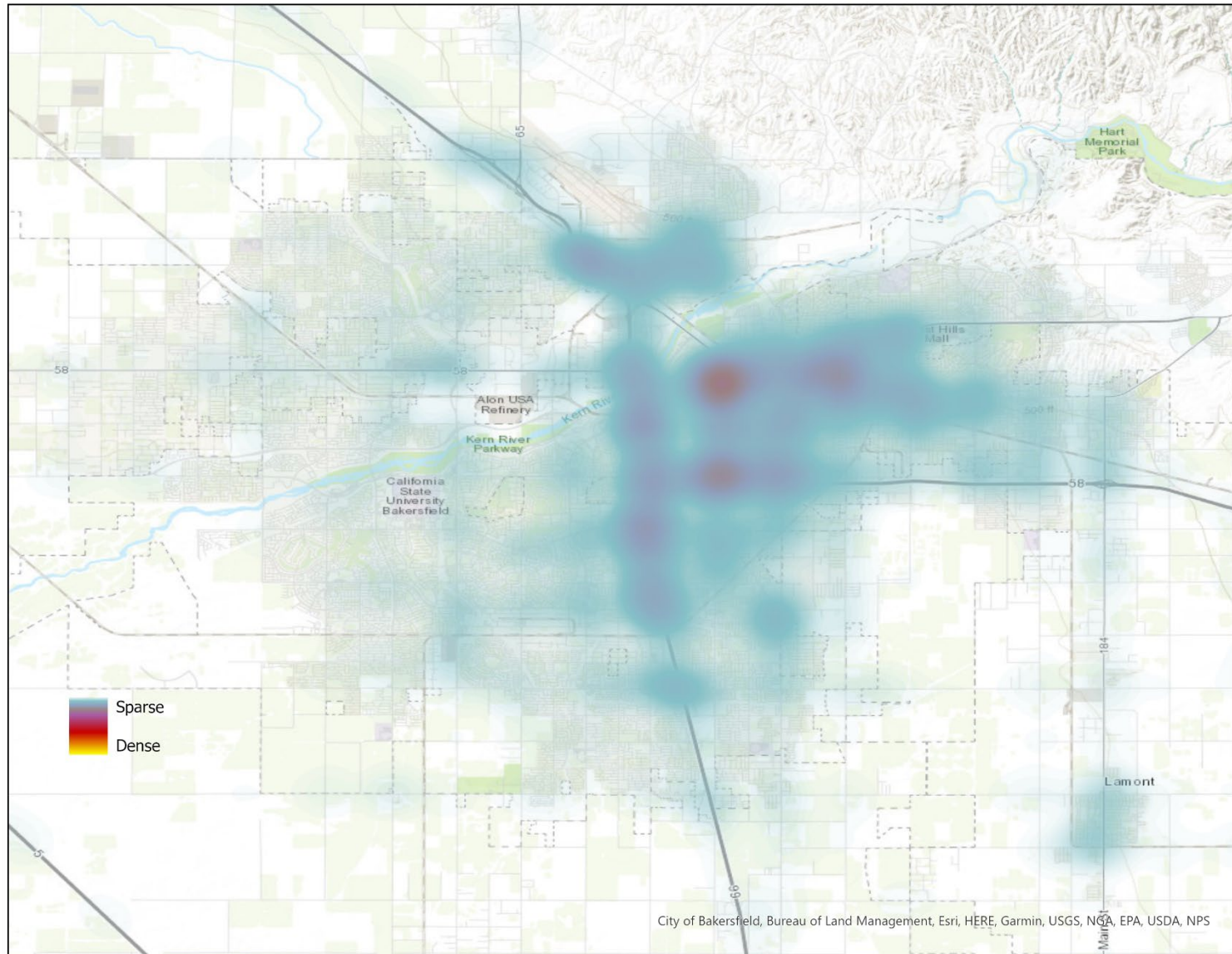
What can we do to make improvements?
Estimate target based on forecasted fatality reduction from safety plans

Reported Vehicle Only Accidents in Kern 2020-24



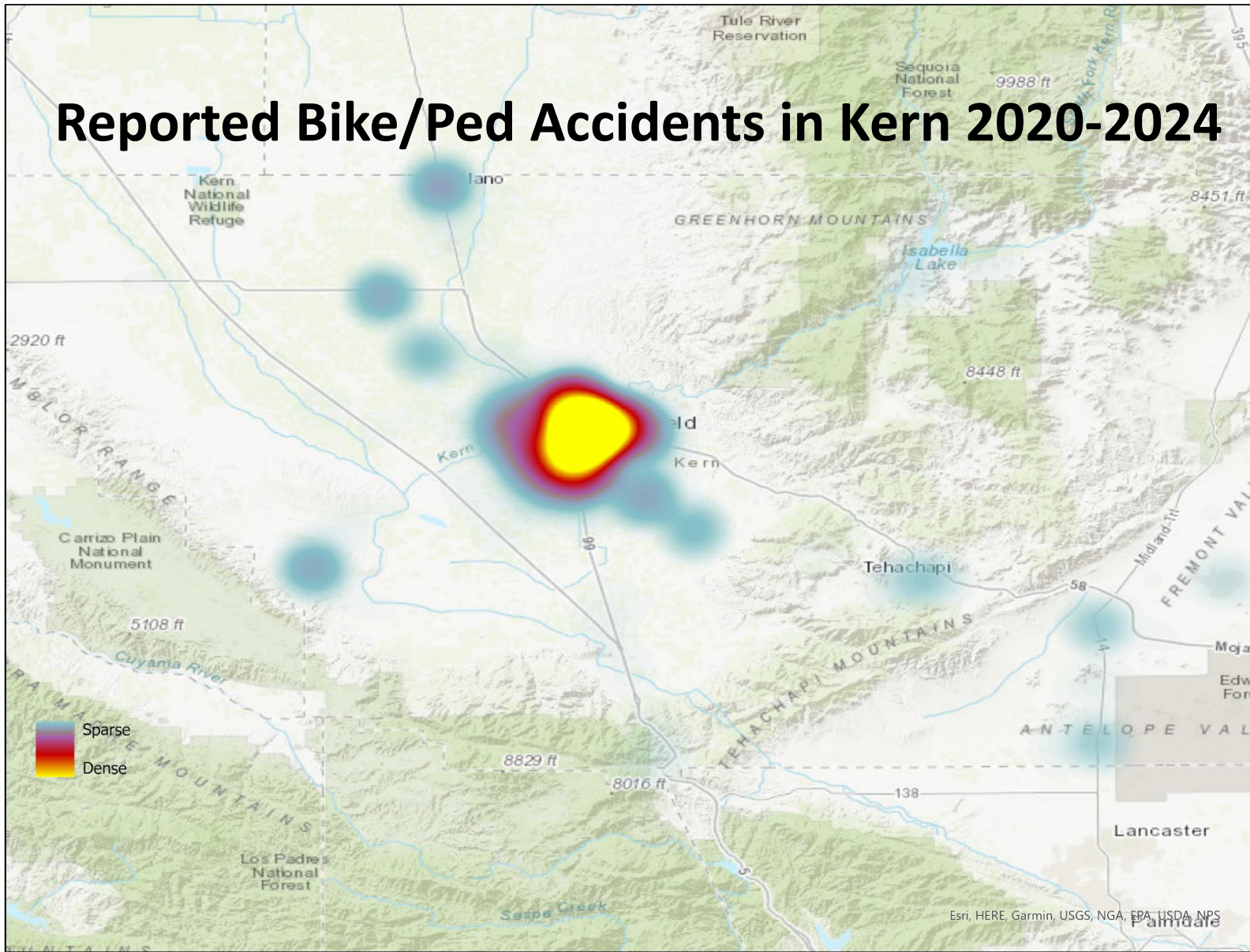
The maps above illustrate a portion of the CHP SWITRS data used in the analysis. The map combines all injury and fatality accidents for reported motor vehicle incidents.

Reported Vehicle Only Accidents in Metro 2020-24



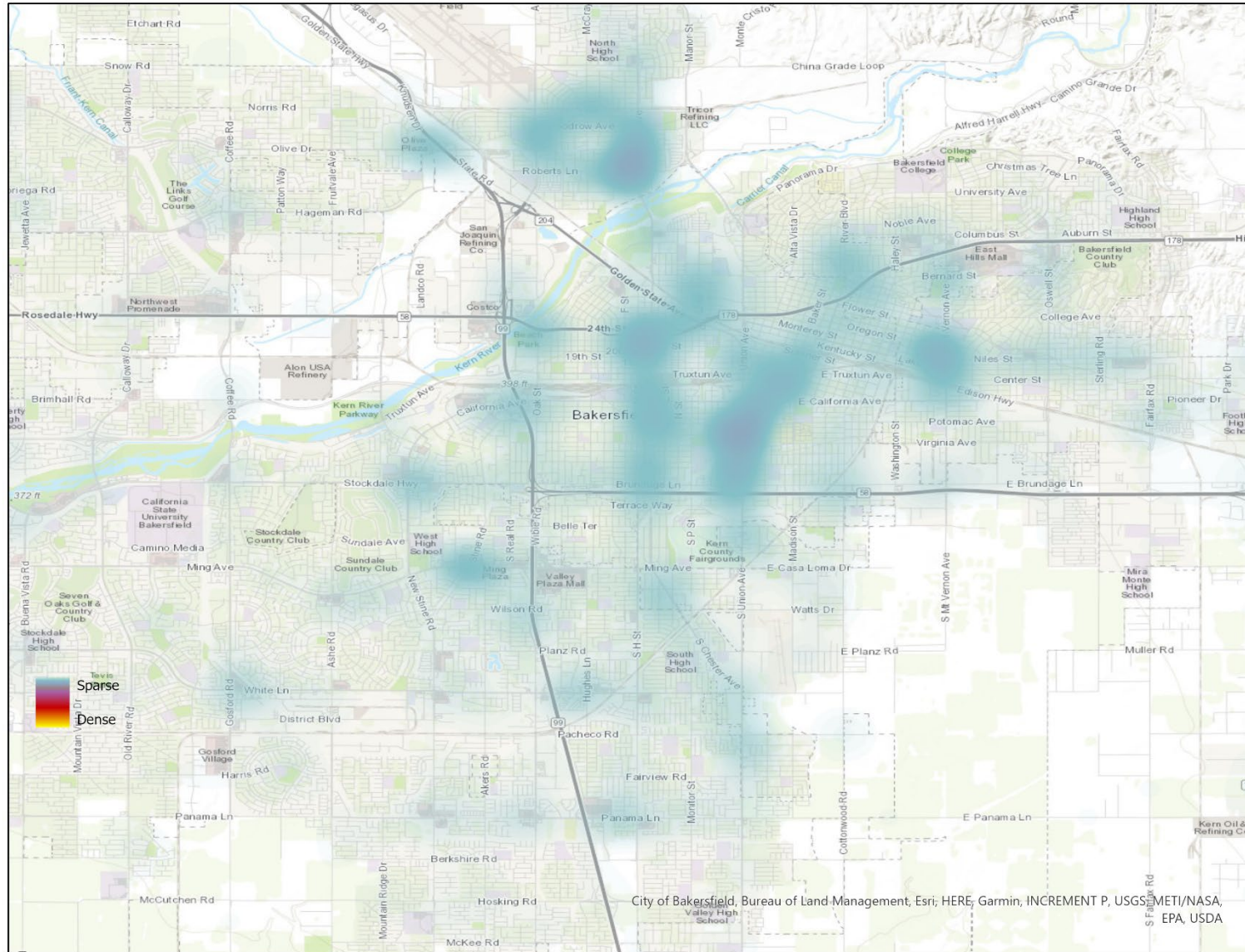
This map illustrates a portion of the CHP SWITRS data used in the analysis. The map combines all injury and fatality accidents reported motor vehicle incidents.

Reported Bike/Ped Accidents in Kern 2020-2024



The maps above illustrate a portion of the CHP SWITRS data used in the analysis. The map combines all injury and fatality accidents for reported bike and pedestrian incidents.

Reported Bike/Ped Accidents in Metro 2020-24

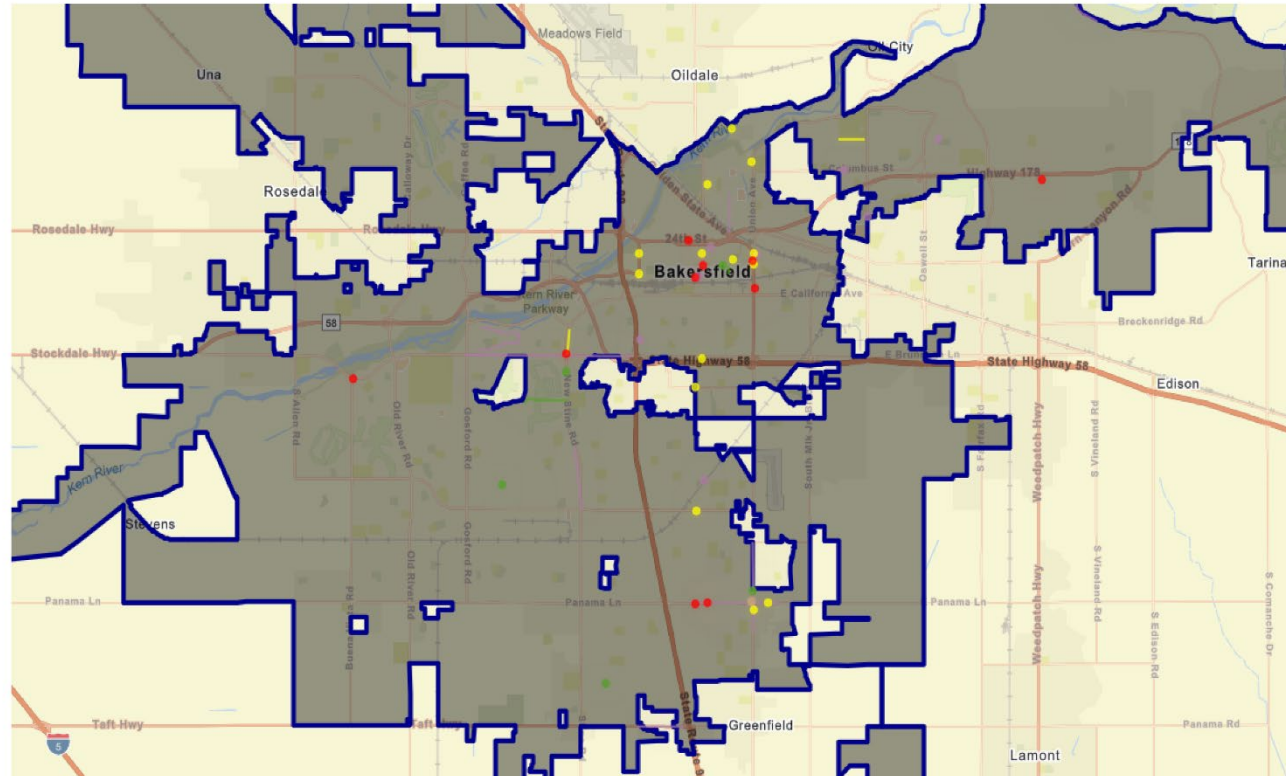


This map illustrates a portion of the CHP SWITRS data used in the analysis. The map combines all injury and fatality accidents for reported bike and pedestrian incidents.

Perceived Bike and Ped Safety Hazards <https://streetstory.berkeley.edu/reports.php>

Crashes / Near-misses

Hazards / Safe places



Legend

Street Story Report - Left

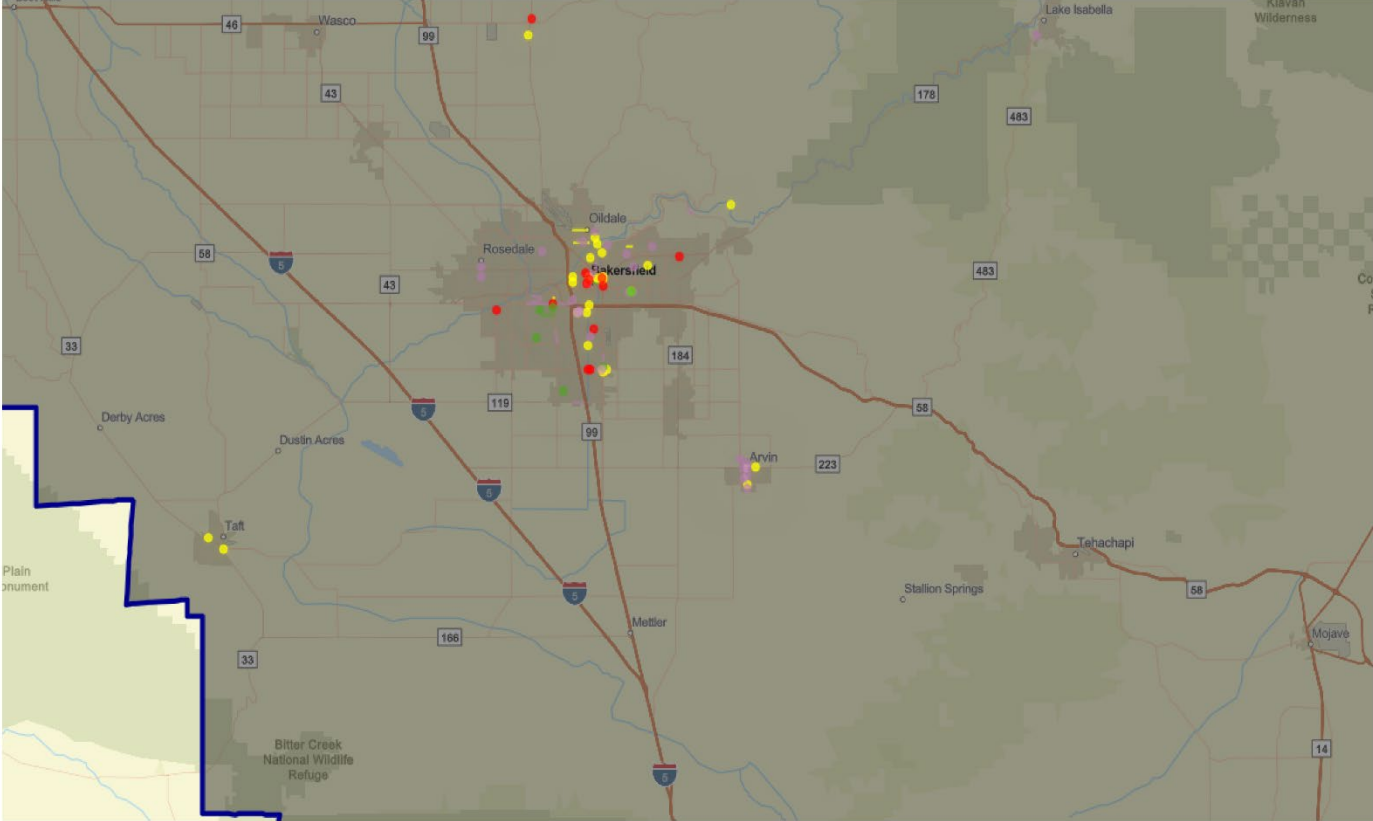
- Crash
- Near-Miss
- Hazard
- Safe

These maps are from a website that allows the public to log collisions/near-misses/hazards and safe places for bike and pedestrians. Kern is a pilot project for this website.

Perceived Bike and Ped Safety Hazards

Crashes / Near-misses

Hazards / Safe places



Legend

Street Story Report - Left

- Crash
- Near-Miss
- Hazard
- Safe

Countywide Accident Rate Monitoring Results

2017-2024 7-Year Change in 5-Year Running Average Accident Rates



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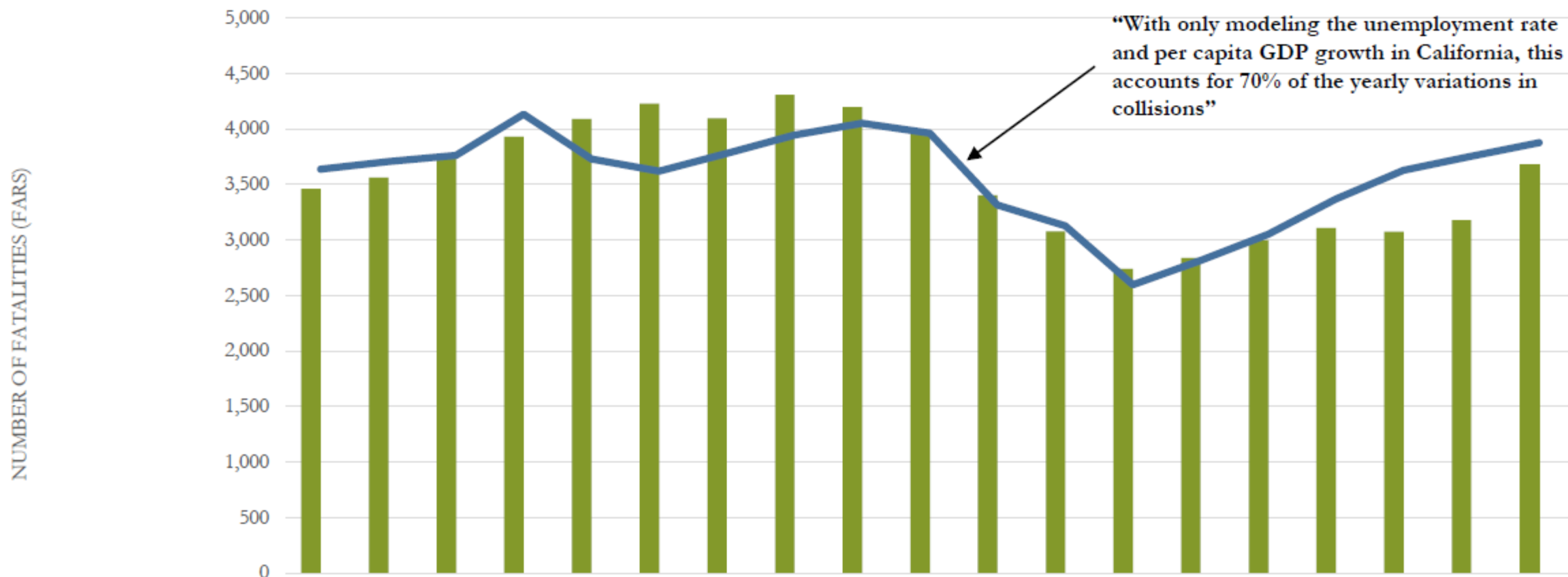


1% increase in combined bike and pedestrian related injury/fatality rates from .000151 to .000152 per 1000 population.

SAFETY PERFORMANCE MANAGEMENT TARGET SETTING

Statewide

Economic Determinism (1998-2016)



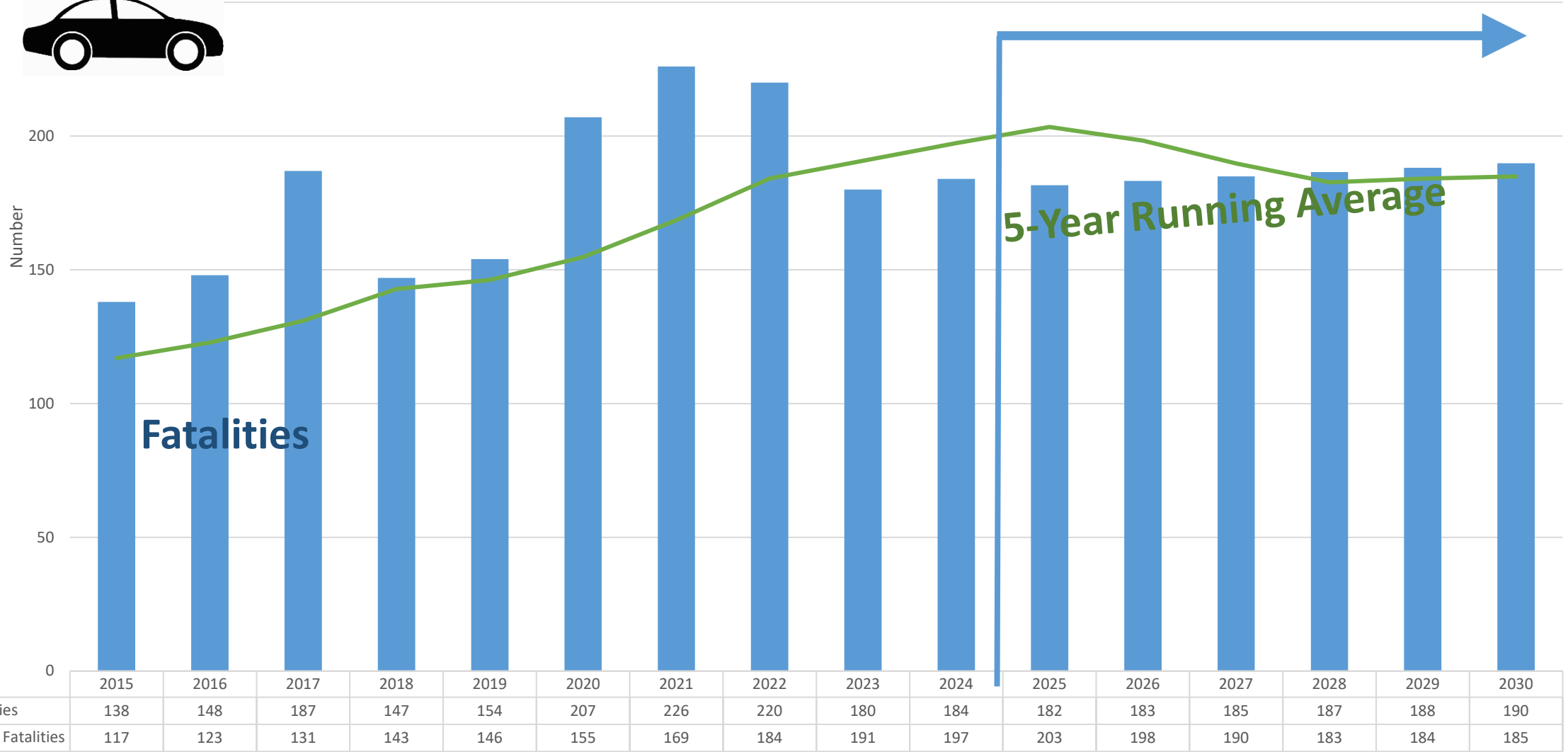
	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Fatalities	3,459	3,559	3,730	3,926	4,089	4,225	4,094	4,304	4,197	3,976	3,401	3,076	2,739	2,835	2,995	3,107	3,074	3,176	3,680
Unemployment Rate (%)	5.70%	5.00%	4.70%	6.40%	6.80%	6.60%	5.80%	5.10%	4.90%	6.00%	9.30%	12.10%	12.10%	11.00%	9.60%	8.20%	6.90%	5.90%	5.20%
Per Capita GDP Growth	4.9%	5.9%	6.0%	-1.7%	1.3%	2.9%	3.2%	3.2%	2.7%	0.9%	-0.5%	-5.4%	-0.1%	0.4%	1.4%	1.6%	2.1%	3.2%	3.7%
Model (R2=0.7)	3636	3705	3761	4132	3728	3619	3777	3944	4050	3961	3315	3127	2597	2813	3049	3367	3627	3754	3874

PRELIMINARY

Vehicle - Total Motorized Fatalities

Forecast 2025-2030

Kern



Fatalities 5 Year Fatalities

Source: CHP SWITRS data, Kern COG Travel Model

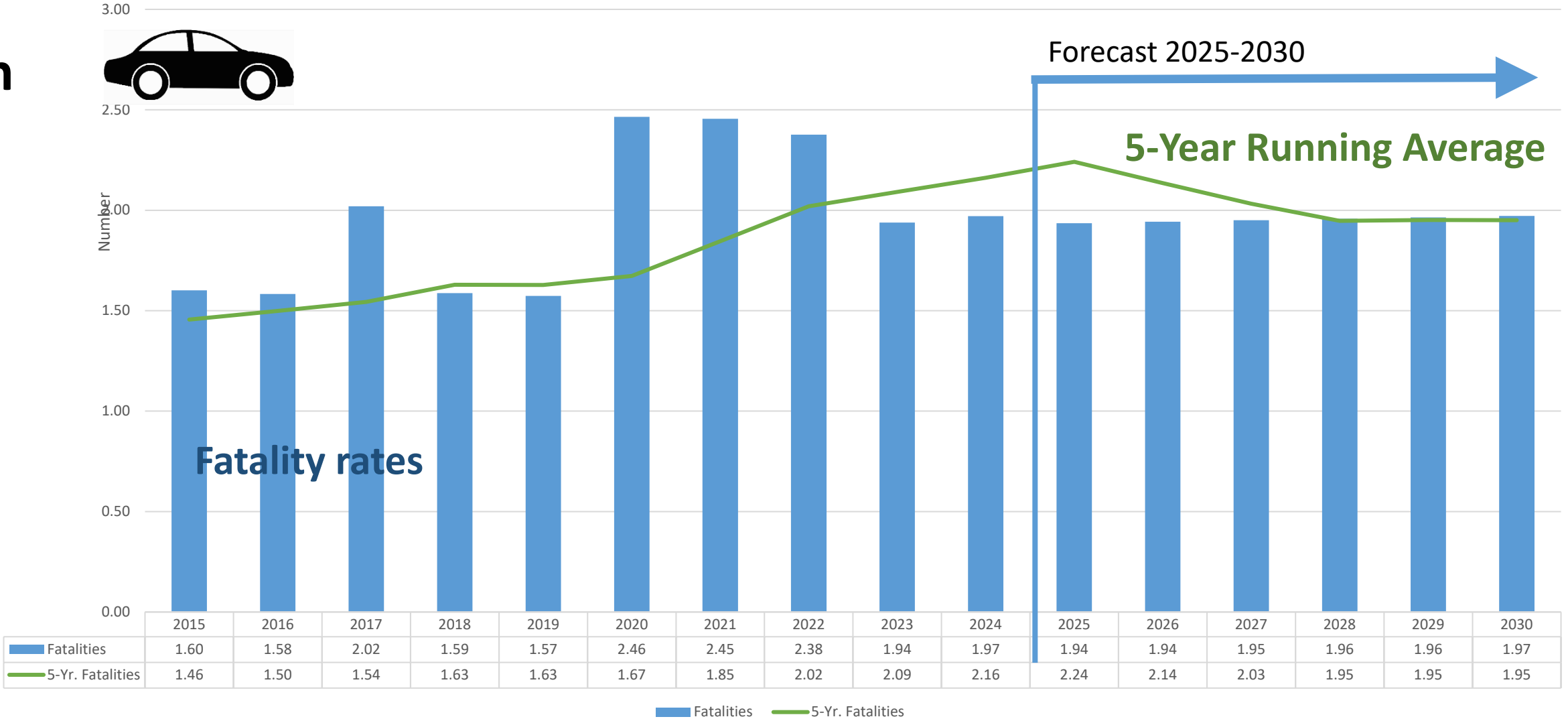
Forecast years assume base year fatality rates per mile of travel (VMT) stay same.

Target assumes we will do better than the base year model rate.

PRELIMINARY

Rate of Motorized Fatalities Rates Per 100M Miles Traveled Annually

Kern



Source: CHP SWITRS data, Kern COG Travel Model

Forecast years assume base year fatality rates per mile of travel (VMT) stay same.

Target assumes we will do better than the base year model rate.

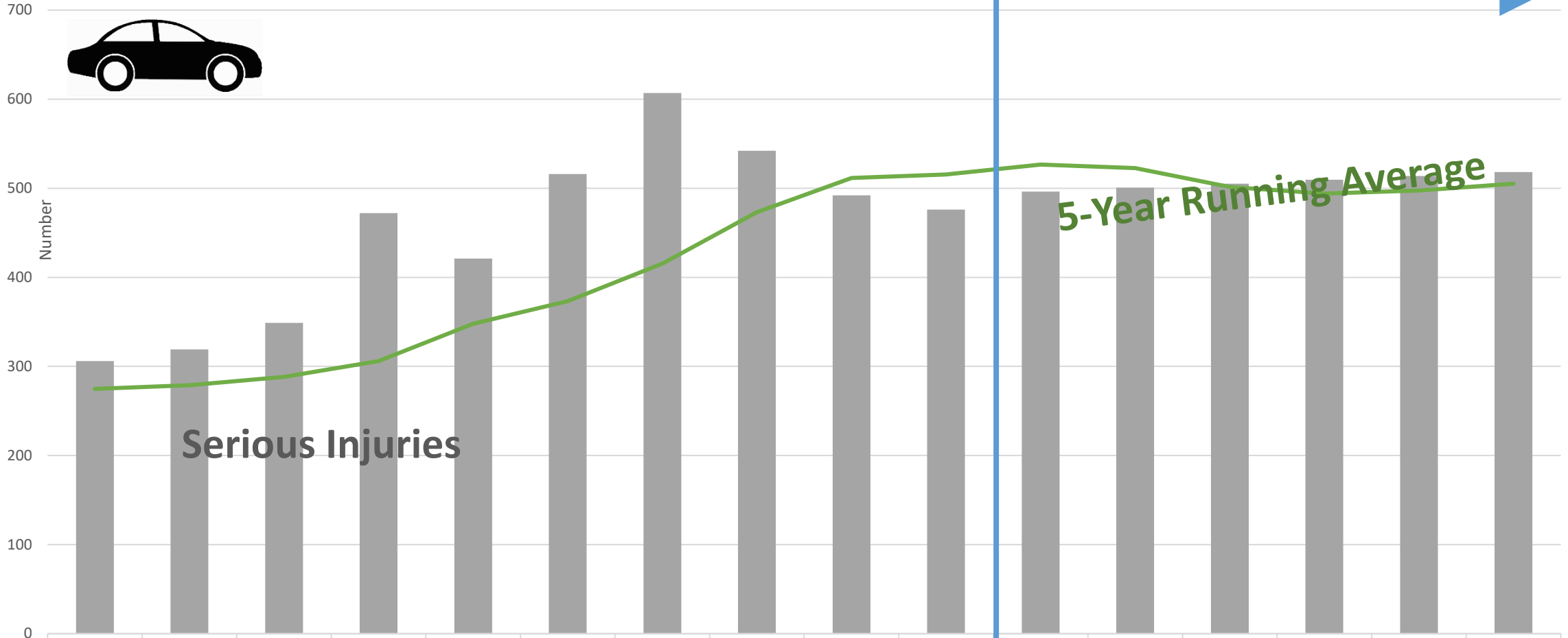
PRELIMINARY

Vehicle - Total Motorized Serious Injuries

Forecast 2025-2030



Kern



	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
SI Total	306	319	349	472	421	516	607	542	492	476	496	501	505	509	514	518
5 Year SI	275	279	288	306	348	373	415	473	512	516	527	523	501	494	498	505

SI Total 5 Year SI

Source: CHP SWITRS data, Kern COG Travel Model

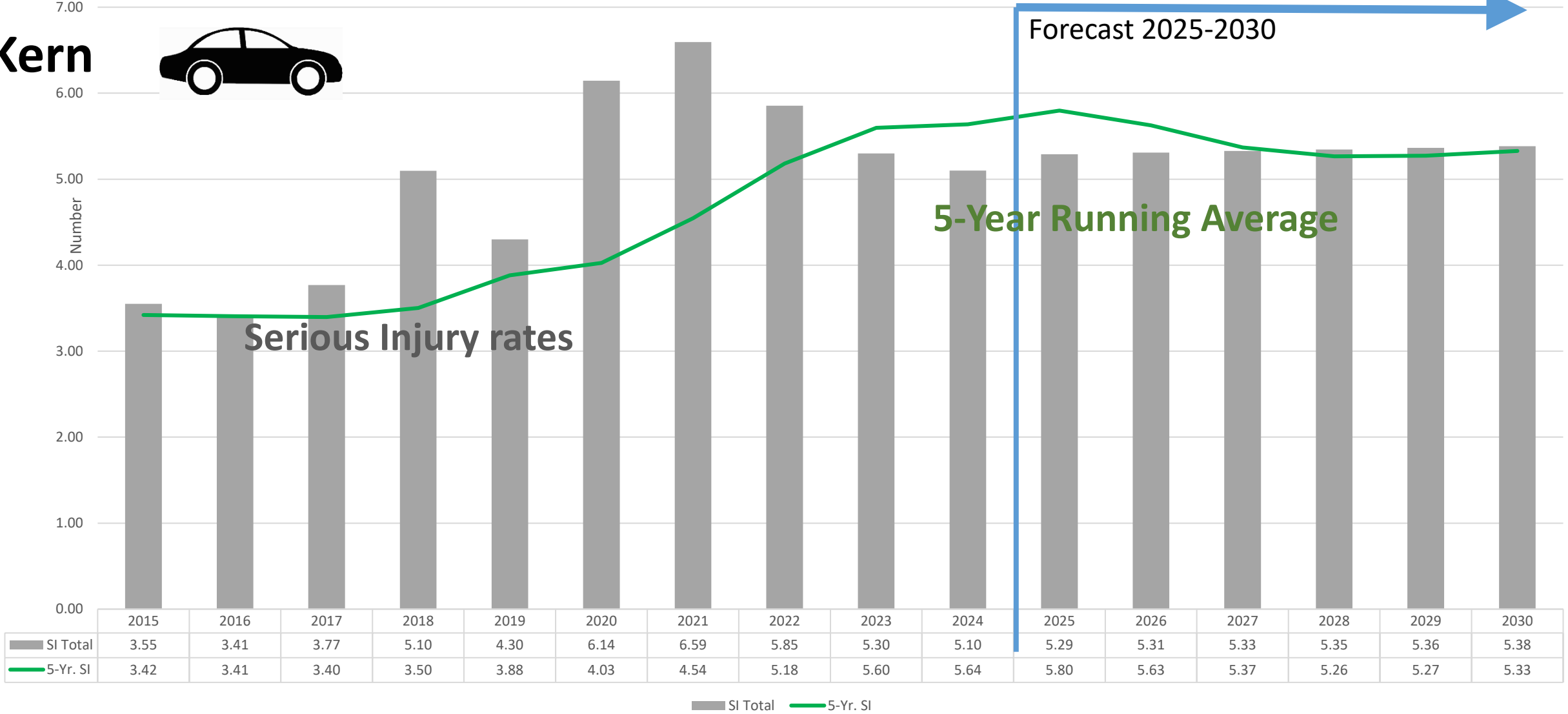
Forecast years assume base year serious Injury rates per mile of travel (VMT) stay same.

Target assumes we will do better than the base year model rate.

PRELIMINARY

Rate of Motorized Serious Injury Rates Per 100M Miles Traveled Annually

Kern



Source: CHP SWITRS data, Kern COG Travel Model

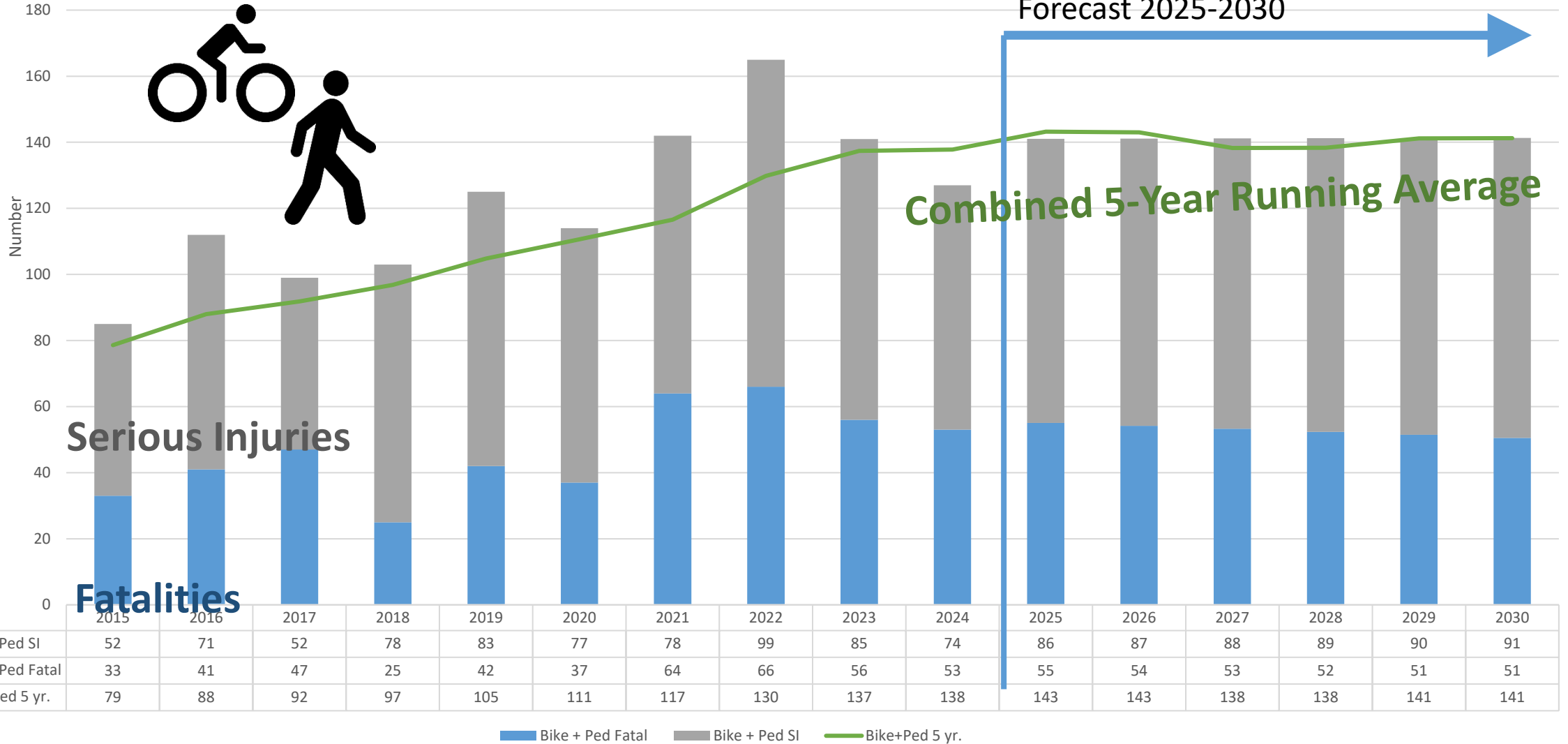
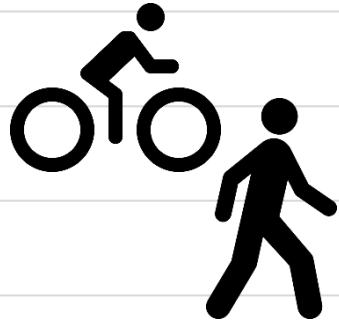
Forecast years assume base year serious Injury rates per mile of travel (VMT) stay same.

Target assumes we will do better than the base year model rate.

PRELIMINARY

Bike + Ped Total Serious Injuries + Fatalities

Kern



Source: CHP SWITRS data, Kern COG Travel Model

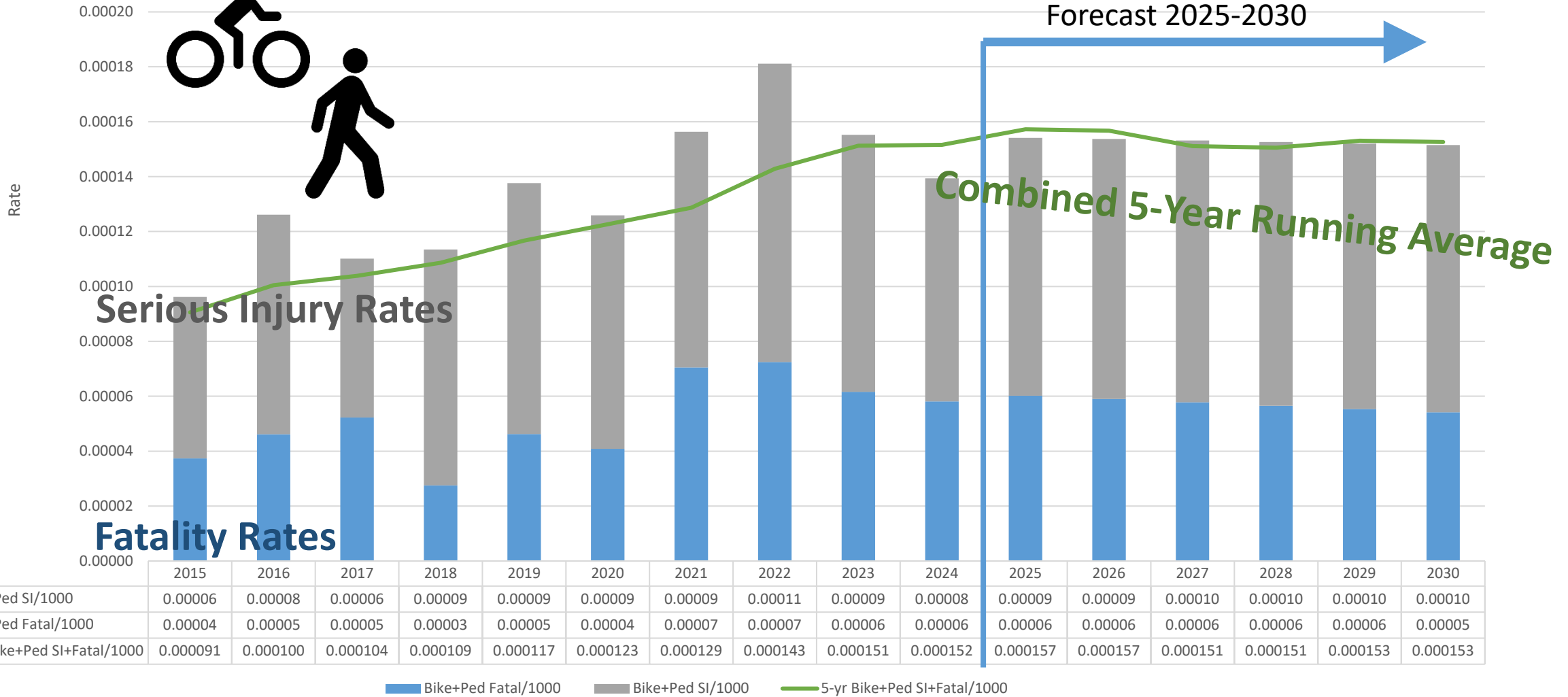
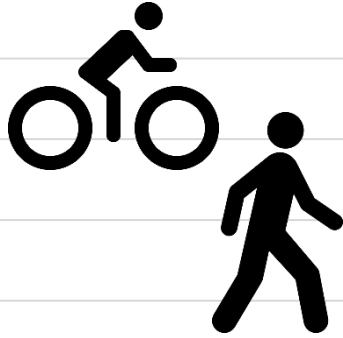
Forecast years assume base year fatality rates per mile of travel (VMT) stay same.

Target assumes we will do better than the base year model rate.

PRELIMINARY – Optional Measure (not federally required)

Ped + Bike Injuries + Fatalities Rate Per 1000 Population

Kern



Source: CHP SWITRS data, Kern COG Travel Model





Forecast years assume base year fatality rates per mile of travel (VMT) stay same.

Target assumes we will do better than the base year model rate.

PRELIMINARY 2025 FEDERAL TARGETS UPDATE – Statewide & Kern






Statewide

Five Performance Targets

	<u>New for 2026 (5-yr)</u>	<u>Old for 2025 (5-yr)</u>
 Number of Fatalities =	3933	4049
 Rate of Fatalities per 100 Million VMT =	1.22	1.26
 Number of Serious Injuries =	16016	16631
 Rate of Serious Injuries per 100 Million VMT =	5.2	4.77
 Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries (Bicycles and Pedestrians) =	4402	4373

Kern

Five Performance Targets

	<u>for 2026 (5-yr)</u>	<u>for 2025 (5-yr)</u>
 Number of Fatalities =	198 (5% of the State*)	203
 Rate of Fatalities per 100 Million VMT =	2.14	2.24
 Number of Serious Injuries =	523 (3.3% of the State*)	527
 Rate of Serious Injuries per 100 Million VMT =	5.63	5.8
 Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries (Bicycles and Pedestrians) =	143 (3.2% of the State**)	143

*Kern accounts for 3% of the state VMT in 2023. **Kern accounts for 2.3% of the state population in Jan. 2025.

PRELIMINARY 2024 Targets revisited– Kern

Kern

Five Performance Targets

Target
for 2024 (5-yr)

Actual
for 2024 (5-yr)



Number of Fatalities =

198

197



Rate of Fatalities per 100 Million VMT =

1.97

2.16



Number of Serious Injuries =

515

516



Rate of Serious Injuries per 100 Million VMT = 5.22

5.64



Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries
(Bicycles and Pedestrians) =

136

138

Toward Zero – What your agency can do:

The Caltrans Strategic Highway Safety Plan proposes four countermeasures to improve safety: engineering, education, enforcement and emergency services. Projects such as: **countdown pedestrian signals, buffered bike lanes, roundabouts, and establishing extra safety corridor enforcement**, where spikes in accident activity occur, should be considered where appropriate. In addition, state and federal **funding programs** as well as Kern COG's project delivery policies give extra points for projects that improve safety, including:

- Highway Safety and Improvement Program (**HSIP**) – local & state road safety projects
- State Highway Operation and Protection Program (**SHOPP**) – state highway safety projects
- Regional Surface Transportation Program (**RSTP**) – local road maintenance & safety projects
- Active Transportation Program (**ATP**) – (58%-78% pts. for safety & need depending on size)
- Regional Transportation Improvement Program (**RTIP**) – (50% of points safety/congestion)
- Congestion Mitigation and Air Quality (**CMAQ**) – (40% of points for safety/congestion)
- Kern Motorist Aid Authority (**KMAA**) – Travel info., safety roadside cleanup, safety corridors

Project List for Highway Safety Improvement Program (HSIP)

Unique Project ID	Cycle	Year	District	Agency	Project Location	Description of Work	Total Cost (\$)	HSIP Funds (\$)
HSIP1-06-009	1	2007	6	Kern County	Intersection Of Flower St. And Haley St.	Upgrade Traffic Signals; Remove Fixed Objects; Construct Curb Ramps.	\$ 136,536	\$ 122,883
HSIP1-06-006	1	2007	6	Wasco	Mid-Block Crosswalk On Poso Drive Between Griffith Ave. And Poplar Ave.; Intersection Of Palm Ave. And 9Th Place.	Install In-Pavement Crosswalk Lights.	\$ 186,615	\$ 167,819
2007 Totals							\$ 323,151	\$ 290,701
HSIP2-06-001	2	2008	6	Bakersfield	Benton Street Between Ming Ave. And Wilson Rd.	Install Flashing Beacons And Curb Ramps.	\$ 31,894	\$ 28,059
HSIP2-06-011	2	2008	6	Delano	Cecil Ave. And Hiatt Ave. Intersection	Install Traffic Signal	\$ 418,107	\$ 366,708
HSIP2-06-014	2	2008	6	Kern County	South Union Avenue And Pacheco Rd.; South Union Avenue And Fairview Rd.	Upgrade Traffic Signals; Construct Curb Ramps	\$ 492,470	\$ 397,800
HSIP2-06-015	2	2008	6	Kern County	Bernard St. And Alta Vista Dr. Intersection	Upgrade Traffic Signals; Construct Curb Ramps	\$ 133,617	\$ 112,749
HSIP2-06-012	2	2008	6	Wasco	7Th Street Between Broadway And Palm Avenues	Bicycle/Pedestrian Improvements	\$ 174,841	\$ 157,357
2008 Totals							\$ 1,250,928	\$ 1,062,673
HSIP3-09-001	3	2010	9	Tehachapi	Adjacent To And Around The Pedestrian Bridge On The Southside Of Valley Blvd. Between Tucker Rd. And Mountain Ave.	Widen Shoulder To Remove Existing Guardrail; Install Curb And Gutter; Extend Culverts	\$ 97,972	\$ 76,050
HSIP3-06-004	3	2010	6	Wasco	Palm Ave. Between Sr 46 And 9Th Place	Construct Ada Compliant Curb, Gutter, Sidewalk, And Curb Ramps	\$ 265,641	\$ 181,090
2010 Totals							\$ 363,613	\$ 257,140
HSIP4-06-007	4	2011	6	Bakersfield	Various locations throughout the city	Install pedestrian countdown heads	\$ 41,149	\$ 36,961
HSIP4-09-002	4	2011	9	California City	Redwood Blvd./Hacienda Blvd.	Reconfigure intersection; construct curb, gutter, and raised median islands; upgrade signs, striping, and pavement markings	\$ 482,154	\$ 431,880
HSIP4-06-013	4	2011	6	Kern County	Mount Vernon Ave. between Kentucky St. and Niles Pt.	Modify raised medians; relocate crosswalk; construct curb ramps	\$ 264,445	\$ 187,200
HSIP4-09-001	4	2011	9	Ridgecrest	China Lake Blvd./Upjohn Ave.; China Lake Blvd. between Rader Ave. and Ridgecrest Blvd.	Install traffic signals and interconnect communications cable; construct curb ramps	\$ 397,529	\$ 357,776
HSIP4-06-006	4	2011	6	Shafter	Lerdo Hwy. between Cherry Ave. and Driver Rd.	Install median guardrail, signs, striping, and pavement markings	\$ 1,369,225	\$ 900,000
2011 Totals							\$ 2,554,501	\$ 1,913,817
HSIP5-06-001	5	2012	6	Bakersfield	Twenty (20) intersections within the city	Install pedestrian countdown heads	\$ 46,319	\$ 37,708
HSIP5-06-014	5	2012	6	Kern County	Patton Way between Hageman Rd. and Snow Rd.	Modify traffic signals; install two-way left-turn lane	\$ 181,267	\$ 135,390
HSIP5-06-015	5	2012	6	Kern County	Roberts Ln./Oildale Dr.	Construct left-turn lanes; modify traffic signals; install pedestrian countdown heads	\$ 239,281	\$ 108,999
HSIP5-09-001	5	2012	9	Ridgecrest	China Lake Blvd./Bowman Rd.	Install traffic signals (interconnect); construct curb ramps, curb and gutter	\$ 440,872	\$ 396,000
HSIP5-09-002	5	2012	9	Ridgecrest	Drummond Ave. between Downs St. and Inyo St.	Widen roadway; improve alignment	\$ 623,831	\$ 263,700
HSIP5-09-003	5	2012	9	Ridgecrest	Seven (7) intersections (Norma St./Ward Ave., Downs St./Drummond Ave., Norma St./Drummond Ave., Norma St./Las Flores Ave., China Lake Blvd./California Ave., French Ave./Drummond Ave., China Lake Blvd./College Heights Blvd.)	Upgrade traffic signals	\$ 214,996	\$ 193,496
HSIP5-09-004	5	2012	9	Ridgecrest	Twelve (12) intersections (on Norma St., Downs St., and Richmond Rd.)	Install signs and pavement markings	\$ 318,701	\$ 285,876
2012 Totals							\$ 2,065,267	\$ 1,421,169
HSIP6-06-001	6	2013	6	Arvin	Bear Mountain Blvd (SR 223)/Derby St	Install traffic signals, railroad crossings, upgrade and install new pavement, striping and pavement markers	\$ 1,951,975	\$ 207,825
HSIP6-06-001b	6	2013	6	Arvin	Bear Mountain Blvd (SR 223)/Derby St	Install traffic signals, railroad crossings, upgrade and install new pavement, striping and pavement markers	\$ 2,016,000	\$ 498,175
HSIP6-06-002	6	2013	6	Bakersfield	60 intersections throughout the City of Bakersfield	Install pedestrian countdown signal heads and timer modules	\$ 81,522	\$ 70,921
HSIP6-09-001	6	2013	9	California City	On California City Blvd between Alona Rd and Mitchell Blvd	Install reflectors, rumble strips, and chip seal; Upgrade striping	\$ 657,962	\$ 627,987
HSIP6-06-004	6	2013	6	Delano	Cecil Ave./Albany St	Upgrade traffic signals; Install protected left-turn phasing	\$ 216,372	\$ 215,036
HSIP6-09-002	6	2013	9	Tehachapi	On Tehachapi between Steuber Rd and Monolith St	Install traffic signals, striping, and signs; Construct sidewalk, gutter, curb, curb ramps; Widen pavement	\$ 1,725,383	\$ 1,707,909

Unique Project ID	Cycle	Year	District	Agency	Project Location	Description of Work	Total Cost (\$)	HSIP Funds (\$)
2013 Totals							\$ 6,649,214	\$ 3,327,853
HSIP7-06-004	7	2015	6	Bakersfield	Various Locations - 62 signalized intersections within the north east portion of the City of Bakersfield	Install pedestrian countdown head at each signalized intersection	\$ 113,000	\$ 101,700
HSIP7-06-005	7	2015	6	Bakersfield	Various Locations - 50 signalized intersections within the south east portion of the City of Bakersfield	Install pedestrian countdown head at each signalized intersection	\$ 99,456	\$ 89,511
HSIP7-06-006	7	2015	6	Delano	32 non-signalized crosswalk locations throughout the City of Delano.	Install pedestrian actuated warning systems; Install Advanced Yield Markings, and Install Pedestrian Crossing Signs	\$ 511,289	\$ 510,593
HSIP7-06-007	7	2015	6	Kern County	South Union Ave between Taft Highway and Ming Avenue.	Construct left turn channelization	\$ 2,143,711	\$ 1,020,870
HSIP7-06-008	7	2015	6	Shafter	Gerdo Highway between Cherry Ave. and Zerker Rd.	Install guardrail	\$ 806,826	\$ 806,826
HSIP7-06-009	7	2015	6	Wasco	Various locations within the Wasco city limits	Roadway Safety Sign Audit and sign upgrade/installation project	\$ 132,777	\$ 126,631
2015 Totals							\$ 3,807,059	\$ 2,656,131
H8-06-001	8	2016	6	Bakersfield	Fifty-seven (57) signalized intersections within the north west portion of the City of Bakersfield.	Remove existing pedestrian walk/don't walk signal heads and install new pedestrian countdown timer modules for all pedestrian crossings.	\$ 65,429	\$ 58,835
H8-06-002	8	2016	6	Bakersfield	Eighty-eight (88) signalized intersections within the south west portion of the City of Bakersfield.	Remove existing pedestrian walk/don't walk signal heads and install new pedestrian countdown timer modules for all pedestrian crossings.	\$ 150,206	\$ 135,134
H8-06-007	8	2016	6	Kern County	Intersection of Mount Vernon Ave at Quincy St	Convert signal to mast arm for east/west bound traffic on Quincy St and install pedestrian countdown signal heads	\$ 544,328	\$ 334,016
H8-06-008	8	2016	6	Kern County	Intersection of Airport Dr at Norris Rd	install additional signal heads at north, west and east bound directions on the near side of the intersection.	\$ 295,173	\$ 219,100
H8-06-009	8	2016	6	Kern County	Various locations in unincorporated Bakersfield and Rosamond areas.	Installation of pedestrian countdown signal heads.	\$ 135,084	\$ 135,084
H8-06-010	8	2016	6	Kern County	Various locations throughout the County of Kern.	Upgrade existing guardrails.	\$ 1,480,636	\$ 1,200,000
H8-06-012	8	2016	6	Mcfarland	Various stop controlled intersections along Garzoli Avenue, and Perkins Ave and 5th Street.	Upgrade signing with new Solar flashing LED Stop signs, traffic striping and markings, solar Speed Limit warning flashing beacon signs with radar speed feedback, crosswalk with In Roadway warning lights and upgrade ADA curb ramps.	\$ 193,610	\$ 193,610
H8-09-001	8	2016	9	Ridgecrest	Intersection of Downs Street at Bowman Road.	Convert to all-way Stop control, modify Southbound left turn lane to meet standards, and stripe crosswalk with ADA ramps on north leg.	\$ 145,046	\$ 145,046
H8-09-002	8	2016	9	Ridgecrest	Thirteen (13) uncontrolled Crosswalk locations throughout the City of Ridgecrest.	Installing Rapid Reflective Flashing Beacons (RRFB's), update signing and striping, and update the crosswalks to ladder style.	\$ 232,990	\$ 232,990
H8-06-013	8	2016	6	Taft	Kern Street between 1st Street and Hillard Street.	Install twelve (12) Pedestrian Crossing flashing LED solar-powered signs; Install two (2) School Crossing flashing LED solar-powered signs; Install two (2) solar Radar Speed Feed Back Signs, re-paint existing pedestrian crosswalks and pavement markings.	\$ 390,936	\$ 386,663
H8-06-015	8	2016	6	Wasco	Various locations around Barker Park	Install Rectangular Rapid Flashing Beacons (RRFBs), high visibility crosswalks, infill sidewalk, and ADA curb ramps.	\$ 195,850	\$ 160,920
2016 Totals							\$ 3,829,289	\$ 3,201,398
H9-06-002	9	2018	6	Bakersfield	Calloway Drive in front of Norris Middle School at existing crosswalk near Manhattan Drive; Monitor Street in front of Palla Elementary School at existing crosswalk near Kyner Avenue.	Install flashing yellow beacons near crosswalks.	\$ 300,000	\$ 300,000
H9-06-004	9	2018	6	Delano	Twenty-two (22) uncontrolled pedestrian crossing locations throughout the City of Delano.	Install pedestrian crossings at uncontrolled locations; Install/upgrade larger intersections warning/regulatory signs.	\$ 386,421	\$ 261,173

Unique Project ID	Cycle	Year	District	Agency	Project Location	Description of Work	Total Cost (\$)	HSIP Funds (\$)
H9-06-010	9	2018	6	Kern County	Eighty-two (82) crosswalk locations at 79 intersections throughout Kern County.	Install continental crosswalks, intersection warning signs, reflective signs, pedestrian crossing signs, ADA curb ramps, street lighting, cross drains, and AC tie-ins.	\$ 5,196,300	\$ 5,120,300
H9-06-010&013	9	2018	6	Kern County	Eighty-two (82) crosswalk locations at 79 intersections throughout Kern County (H9-06-010); San Diego Street between Hall Road and Burgundy Avenue, in the unincorporated community of Lamont, Kern County(H9-06-013).	Install continental crosswalks, intersection warning signs, reflective signs, pedestrian crossing signs, ADA curb ramps, street lighting, cross drains, and AC tie-ins (H9-06-010); Install continental crosswalks and lighting at four existing uncontrolled pedestrian crossing areas (H9-06-013).	\$ 5,446,300	\$ 5,348,000
H9-06-011	9	2018	6	Kern County	The intersections of Roberts Lane at Sequoia Drive, Norris at Manor, and Manor at China Grade Loop.	Upgrade signals from pedestal to overhead mast arms.	\$ 1,469,812	\$ 1,272,600
H9-06-012	9	2018	6	Kern County	Various signalized intersections throughout the unincorporated Bakersfield, Oildale, Wheeler Ridge, Lake Isabella, and Rosamond communities of Kern County.	Intersection improvements, including replacing signal hardware at 30 intersections, intersection striping at 22 locations, and upgrading existing ADA-accessible curb ramps.	\$ 2,758,914	\$ 2,694,470
H9-06-013	9	2018	6	Kern County	San Diego Street between Hall Road and Burgundy Avenue, in the unincorporated community of Lamont, Kern County.	Install continental crosswalks and lighting at four existing uncontrolled pedestrian crossing areas.	\$ 250,000	\$ 227,700
H9-09-004	9	2018	9	Tehachapi	Two uncontrolled locations including the midblock crossing of Curry Street in front of Tompkins Elementary School and the intersection Valley Blvd and Mill Street.	Install enhanced pedestrian crossings including solar powered pedestrian activated perimeter lit pedestrian crossing signs, accessible curb ramps, signing, and striping.	\$ 229,289	\$ 219,800
H9-06-021	9	2018	6	Wasco	Various locations on local roadways throughout Wasco.	Upgrade roadway signs and various intersections as recommended in 2017 City of Wasco Roadway Safety Signs Audit Project Report.	\$ 56,794	\$ 56,794
2018 Totals							\$ 16,093,830	\$ 15,500,837
H10-06-001	10	2021	6	Bakersfield	Old Farm Road in front of existing Veterans Elementary School at existing crosswalk near Cherry Valley Avenue, and Mountain Vista Drive in front of existing Earl Warren Junior High School at existing crosswalk near Mount Snow Lane.	Install flashing yellow beacons near existing crosswalks to enhance visibility and slow down vehicular traffic.	\$ 246,100	\$ 246,100
H10-06-002	10	2021	6	Bakersfield	Intersection of Beale Avenue and Monterey Street and intersection of Beale Avenue and Niles Street.	Install signal poles/controller equipment.	\$ 586,000	\$ 586,000
H10-09-001	10	2021	9	California City	California City Blvd. between Yerba Blvd and Neuralia Road.	Install speed radar, high visibility crosswalks markings, crosswalk flashing beacons, sidewalk repairs with ADA ramps, flashing LED Stop Sign, restriping and signage.	\$ 587,000	\$ 512,000
H10-06-007	10	2021	6	Kern County	6 uncontrolled multi-lane pedestrian crossings on arterial and collector roads in unincorporated areas of east Bakersfield, Mojave, Rosamond, & Wofford Heights.	Install lighting.	\$ 24,100	\$ 22,172
H10-06-007n008	10	2021	6	Kern County	Various multi-lane arterial and collector roads in unincorporated areas of Oildale, east Bakersfield & Mojave. Upgrade 6 existing uncontrolled pedestrian crossings in unincorporated areas.	Install lighting at 6 existing uncontrolled multi-lane pedestrian crossings, five of which include raised medians on the approaches, and ped-activated Rectangular Rapid Flashing Beacons (RRFBs) at all intersections.	\$ 1,563,800	\$ 1,087,741
H10-06-008	10	2021	6	Kern County	Intersection approaches of 5 multi-lane arterial and collector roads in unincorporated areas of Oildale, east Bakersfield, & Mojave.	Install raised medians on the approaches.	\$ 16,100	\$ 13,685
H10-06-009n010	10	2021	6	Kern County	All Kern County-maintained multi-lane roads and Wheeler Ridge Road (single lane).	Upgrade striping of centerlines/edgelines, left or right turns, & lane drops. Improve safety of curve on Wheeler Ridge Rd with chevron signs. Add new raised pavement markers on all roads. 80 miles of roadway; 226 miles of striping.	\$ 3,472,600	\$ 2,355,087
H10-06-011	10	2021	6	Kern County	Various locations throughout the County of Kern.	Upgrade guardrail.	\$ 653,700	\$ 626,450

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H10-06-012	10	2021	6	Kern County	Intersection of Wofford Boulevard & Panorama Drive in the community of Wofford Heights.	Install flashing beacons, radar speed Feedback signs, sidewalk, curb & gutter, ADA ramps, thermoplastic markings and signs at the uncontrolled multi-lane crosswalk.	\$ 712,900	\$ 250,000
H10-06-013	10	2021	6	Kern County	Cuddy Valley Road between Ivins Road and Obrien Drive, near the community of Frazier Park.	Upgrade existing edgelines and install rumble stripes. Install recessed reflective pavement markers on the centerline.	\$ 339,800	\$ 250,000
H10-06-018	10	2021	6	Mcfarland	Uncontrolled crosswalks at the intersections of W Perkins Ave and 3rd Place, E Perkins Ave and San Lucas St, E Perkins Ave and San Pedro St, E Sherwood Ave and Browning Rd, and W Kern Ave and 4th St. NOTE, there is no change in the project location.	Install warning signs and upgrade markings to high-visibility, install one curb ramp, and add enhanced safety features.	\$ 249,900	\$ 249,900
H10-09-007	10	2021	9	Ridgecrest	Signalized Intersections on China Lake Blvd at California Av, Church Av, Upjohn Av, Rader Av, Bowman Rd and College Heights Blvd.	Update the controllers and signal timing for adaptive traffic signals with advanced dilemma zone detection and a leading pedestrian interval.	\$ 26,233	\$ 26,233
H10-09-007n8n9	10	2021	9	Ridgecrest	H10-09-007(PN 5385072), H10-09-008 (PN 5385071) and H10-09-009 (PN 5385070) combined in Construction.	H10-09-007(PN 5385072), H10-09-008 (PN 5385071) and H10-09-009 (PN 5385070) combined in Construction.	\$ 849,927	\$ 849,927
H10-09-008	10	2021	9	Ridgecrest	25 stop controlled arterial intersections in the City of Ridgecrest.	Upgrade arterial intersections with larger flashing stop signs with wind bracing and install advance "stop ahead" pavement markings.	\$ 37,118	\$ 37,118
H10-09-009	10	2021	9	Ridgecrest	Three uncontrolled crosswalks at Ridgecrest Boulevard & Alvord Street, Ridgecrest Boulevard & Sanders Street, and midblock on Downs St between Church Ave & Upjohn Ave.	Upgrade uncontrolled crosswalks with enhanced crosswalk features including Rectangular Rapid Flashing Beacons (RRFBs) and high visibility signing and striping.	\$ 30,822	\$ 30,822
H10-09-010	10	2021	9	Tehachapi	Various locations in the City of Tehachapi.	Install edgelines and centerlines.	\$ 250,000	\$ 250,000
2021 Totals							\$ 9,646,100	\$ 7,393,235
H11-06-001	11	2023	6	Bakersfield	Various Locations at 14 street segments throughout the City of Bakersfield.	Install radar feedback speed signs at the entrances of each street in both directions.	\$ 320,500	\$ 288,450
H11-06-002	11	2023	6	Bakersfield	Jewetta Ave between Hageman Rd and Olive Dr; Camino Media between Gosford Rd and the canal to the west; Hosking Ave between Akers Rd and Hughes Ln; and several sections on Panama Ln.	Install raised street medians.	\$ 1,968,000	\$ 1,771,200
H11-06-003	11	2023	6	Bakersfield	At Norris Elementary School and at Stiern Middle School.	Install flashing yellow beacons near existing crosswalks to enhance visibility and slow down vehicular traffic.	\$ 209,300	\$ 188,370
H11-06-004	11	2023	6	Bakersfield	Various intersections throughout the City.	Replace existing traffic signal backplates with high visibility reflective backplates.	\$ 220,600	\$ 198,540
H11-06-009	11	2023	6	Delano	County Line Road from Browning Road to Veneto Street; Browning Road from Garces Highway to 6th Ave.; Norwalk Street from Weaver Ave. to 18th Ave.	Install centerline and edgeline rumble strips/stripes.	\$ 132,500	\$ 119,250
H11-06-019	11	2023	6	Kern County	Various locations throughout the County of Kern.	Guardrail Upgrades.	\$ 1,067,900	\$ 961,110
H11-06-030	11	2023	6	Wasco	The Intersection of Hwy 43 (known as F Street) and 8th Street.	Install Rectangular Rapid-Flashing Beacon (RRFB), bulb-outs, ADA ramps, Advance STOP or YIELD markings and traffic signs, crosswalk visibility enhancements, stripe and pavement markings at uncontrolled location with enhanced safety.	\$ 317,000	\$ 249,990
H11-06-031	11	2023	6	Wasco	The Intersection of Hwy 46 and Poplar Avenue.	Install High Intensity Activated Crosswalk "HAWK" pedestrian hybrid beacon system, traffic signs, stripe and pavement markings at uncontrolled location with enhanced safety.	\$ 521,200	\$ 469,080
2023 Totals							\$ 4,757,000	\$ 4,245,990
H12-06-004	12	2024	6	Bakersfield	On Ashe Road between Ming Avenue and Stockdale Highway, and on Wible Road between McKee Road and Hosking Avenue.	Install raised medians.	\$ 1,397,200	\$ 1,257,480

Unique Project ID	Cycle	Year	District	Agency	Project Location	Description of Work	Total Cost (\$)	HSIP Funds (\$)
H12-06-014	12	2024	6	Kern County	Niles Street from 360 ft West of Virginia Avenue to Oswell Street, approximately 1.5 miles in unincorporated Bakersfield.	Install new raised median, remove existing medians, restrict left-turns and u-turns, and reduce left-turn conflict intersections.	\$ 9,672,800	\$ 8,705,520
H12-06-015	12	2024	6	Kern County	Various locations in unincorporated Bakersfield and Oildale; 4 signalized intersections at (Olive Drive & Airport Drive), (Eucalyptus Drive & Fairfax Road), (Brundage Lane & Fairfax Road), & (Fairfax Road & Pioneer Drive).	Install raised medians on approaches.	\$ 1,438,000	\$ 1,294,200
H12-06-025	12	2024	6	Taft	Various locations along 6th Street.	Install rectangular rapid flashing beacons (RRFBs), LED flashing stop signs, advanced yield lines/signs, and re-stripe high-visibility crosswalks.	\$ 376,000	\$ 338,400
H12-06-026	12	2024	6	Taft	Various locations throughout the City	Install enhanced safety features including rectangular rapid flashing beacons (RRFBs), LED flashing stop signs, advanced yield lines/signs, and re-stripe high visibility crosswalks.	\$ 348,100	\$ 313,290
H12-09-002	12	2024	9	Kern Council of Governments	A 2 mile segment of SR 58 in Kern County near California City and Edwards AFB North Gate entrance, from the SR 58 Intersection of California City Blvd to existing SR 58 freeway interchange at 140th St.	Reduce left-turn conflict at intersection.	\$ 4,520,000	\$ 2,468,000
H12-09-004	12	2024	9	Ridgecrest	Las Flores Avenue at Sierra View Street.	Upgrade the uncontrolled crosswalk with a HAWK signal.	\$ 388,900	\$ 350,000
H12-09-005	12	2024	9	Ridgecrest	Existing bike lanes along the following roadways: Ward Ave, Drummond Ave, Los Flores Ave, Ridgecrest Blvd, Upjohn Ave, Bowman Rd, Mahan St, Downs St, Norma St, China Lake Blvd, French Ave, Sunland St, Gateway Blvd, Richmond Rd, College Heights Blvd.	Upgrade bike lanes.	\$ 1,754,600	\$ 1,579,140
H12-09-007	12	2024	9	Ridgecrest	14 signalized intersections on Downs Street, Norma Street, Drummond Ave, Bowman Rd, and China Lake Blvd.	Upgrade the signal hardware back-plates with retroreflective border and replace signal heads.	\$ 543,500	\$ 489,150
2024 Totals							\$ 20,439,100	\$ 16,795,180
Grand Totals							\$ 71,779,053	\$ 58,066,125