

Kern Council of Governments

2026 Regional Transportation Plan and Sustainable Communities Strategy



2025 Outsiders Kindergarten Transportation Parade – Bakersfield CA

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

RESOLUTION NO. 26-33

In the Matter of:

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

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

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

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

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

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

WHEREAS, the 2026 RTP/SCS includes the SCS which sets forth a regional growth forecast to determine the projected increase in population, households, and jobs based on local general plans and known development entitlement agreements, which, when integrated with the transportation network and other transportation measures and policies will reduce the GHG emissions from automobiles and light trucks to achieve the regional GHG targets set by CARB;

WHEREAS, the 2026 RTP/SCS reconfirms the use of the socio-economic assumptions and data forecasted adopted by the Kern COG Board in April 2024 and was developed consistent with the adopted Kern COG oversight procedure; and

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

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

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

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

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

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

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

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

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

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

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

WHEREAS, a 2026 RTP/SCS includes the Congestion Management Program which is consistent with the final rules for the Federal Management and Monitoring System effective Congestion Management Process; and

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

WHEREAS, prior to the adoption of this resolution the Kern COG certified the final PEIR prepared for the 2026 RTP/SCS to be in compliance with CEQA;

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

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

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

BE IT FURTHER RESOLVED, that the Kern COG Board directs the Executive Director to adopt the foregoing resolution on or after the effective date of the 2026 Valley Budget Update final approval by the U.S. EPA.

THE FOREGOING RESOLUTION was passed by Kern COG this 17th day of September 2026.

AYES:

NOES:

ABSTAIN:

ABSENT:

_____
Bob Smith, Chairman
Kern Council of Governments

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

I hereby certify that the U.S. EPA issued final approval of the motor vehicle emission budgets in the 2026 Valley Budget Update on September 14 2026, effective on the October 14, 2026.

As such, THE FOREGOING RESOLUTION IS adopted by the Kern Council of Governments on the 14th day of October, 2026.

Signed: _____

John Schlosser, Executive Director
Kern Council of Governments

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EXECUTIVE SUMMARY

ABSTRACT

This Regional Transportation Plan (RTP) establishes a comprehensive, multimodal vision for a safe, equitable, and sustainable transportation system serving the Kern, one-county region over a 20-plus year planning horizon. Prepared in accordance with the most recent guidelines adopted by the California Transportation Commission, the RTP identifies current and future transportation needs, system deficiencies, and constraints while advancing strategies to improve mobility for people and goods. The plan integrates land use, environmental stewardship, and transportation investment decisions to support regional and statewide goals, including economic vitality, public health, system resilience, and climate change mitigation. This comprehensive document incorporates required sections on Sustainable Communities Strategy (SCS), Congestion Management Program (CMP), growth forecasts, policies, financing, performance measures, public outreach and numerous other requirements. As a long-range policy document, the RTP communicates a grassroots vision providing a foundation for programming and funding decisions.

Consistent with state and federal requirements, the RTP presents a coordinated and balanced approach to transportation planning across all modes, including highways, transit, rail, aviation, goods movement, bicycle, and pedestrian systems. The plan is both action-oriented and fiscally informed, addressing near-term (0–5 year) and long-term (15–20+ year) implementation horizons while maintaining internal consistency between policy priorities and financial constraints. Core elements of the RTP include identification of regional transportation issues, quantification of needs, and development of policies and strategies that guide decision-making and investment. These elements are designed to ensure a continuous, cooperative, and comprehensive planning process that aligns regional priorities with statewide objectives and supports delivery of implementable transportation projects.

The RTP also reflects an inclusive and performance-based planning framework that incorporates stakeholder engagement, environmental considerations, and evolving mobility trends. Emphasis is placed on enhancing system safety, improving accessibility for disadvantaged communities, reducing greenhouse gas emissions, and increasing transportation system efficiency and reliability. Through collaboration with local jurisdictions, state and federal agencies, tribal governments, and direct outreach to the public which has garnered input from over 10,500 residents, the RTP advances a grassroots, shared vision for a resilient and integrated transportation network. This approach ensures that transportation investments are responsive to regional needs while contributing to broader state and federal policy goals and regulatory requirements.

INTRODUCTION

Kern COG was established in 1970 with a joint powers agreement (JPA) between the eleven cities and the county of Kern, creating a governing body made up of elected representatives from each municipality and two of the County Supervisors. It is a federally designated Metropolitan Planning Organization (MPO) and a state designated Regional Transportation Planning Agency (RTPA). The JPA and these designations formally establish Kern COG's role in transportation planning. Preparing the Regional Transportation Plan (RTP) is one of Kern COG's primary federal and state roles.

The Kern region's air monitoring system has demonstrated an 80% improvement in NOx emissions since 1980... In addition, the Kern region has outperformed the 2020 state greenhouse gas (GHG) target, and this plan shows we are on track to achieve the 2035 GHG target... for passenger vehicles and light-duty trucks

The RTP is a 24-year blueprint that establishes a set of regional transportation goals, policies, and actions intended to guide development of the planned multimodal transportation systems in Kern. It has been developed through a federally required continuous, comprehensive, and cooperative planning process, and provides effective coordination between local, regional, state and federal agencies on a 4-year update cycle.

Major Issues

This continuous plan development process greatly advances the goals from prior cycles. For example, adopted concurrently with the RTP is the federal air quality conformity analysis demonstrating attainment of federal Clean Air Act Amendments of 1990. The Kern region's air monitoring system has demonstrated an 80% improvement in NOx emissions since 1980, advancing federal conformity goals. NOx emissions are precursor gases in the formation of Ozone and Particulate Matter, health-based criteria pollutants.

In addition, the Kern region has outperformed the 2020 state greenhouse gas (GHG) target required by Senate Bill

Figure ES-1: 1st in U.S. All Electric Off-Grid Solar Truck Stop on SR 65 in Bakersfield, 50 Spaces – World's Largest Off-Grid EV Solar Charging Facility with 168 Spaces on SR 46 near Lost Hills





(SB) 375, and this plan shows we are on track to achieve the 2035 GHG target set by the California Air Resources Board (ARB) for passenger vehicles/light-duty trucks. The region's targets were set at 9 percent per capita reduction by 2020, and the 15 percent per capita by 2035 as compared to 2005. These targets are discussed in the Sustainable Community Strategy (SCS) found in Chapter 4 of this Plan.

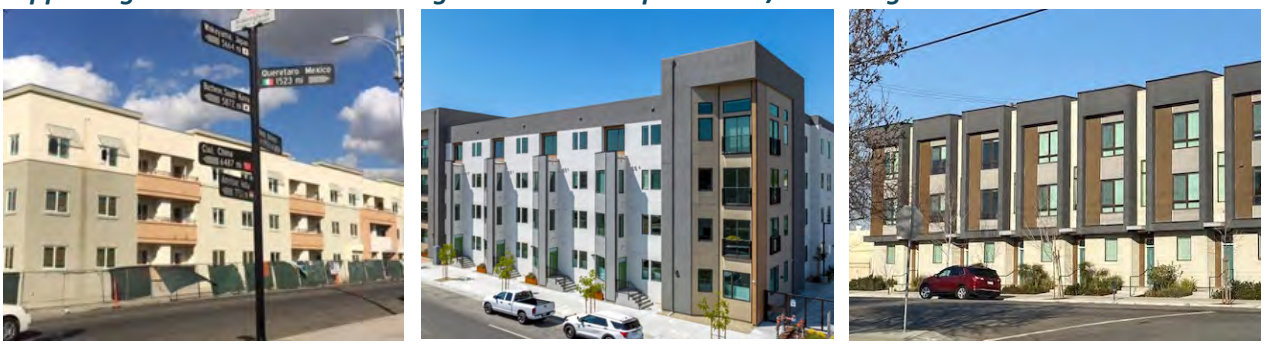
…goals for greater housing choices reflect low-income housing need while supporting directed transit planning and investment

Continued progress toward the state target and federal air conformity budgets will not be easy. For both conformity and the SCS, the simple reductions have been achieved and the region needs to fully implement the remaining strategies and measures identified in this plan such as zero emission charging infrastructure (See **Figure ES-1**) if these air emission goals are to be met.

The SB 375 SCS law also provides for closer integration of the RTP/SCS with the Regional Housing Needs Allocation (RHNA) plan. Developed on an 8-year cycle, RHNA goals for greater housing choices reflect low-income housing need while supporting directed transit planning and investment. Kern COG closely coordinated the RHNA and RTP/SCS development process using the same oversight committee for both. Local jurisdictions use the RHNA goal to identify locations to provide sufficient housing for all economic segments of the population and ensure that the state's housing goals are met. These goals also include efforts to provide more compact/affordable housing choices that support RTP/SCS investment in transit (See **Figure ES-2**).

In addition to coordination with air quality and housing goals, Kern COG addresses environmental issues in a Program Environmental Impact Report (Program EIR), prepared pursuant to the California Environmental Quality Act (CEQA), for the RTP. Individual transportation projects are preliminarily identified in the RTP; however, the Program EIR analyzes potential environmental impacts from a regional perspective, providing opportunities for streamlining the analysis required in project specific environmental documents.

Figure ES-2: Central Bakersfield Core Area Incentives Have Resulted in 1,300 Units in 10 years Supporting Transit Investment Along Planned Bus Rapid transit/Future Light Rail Corridors



PUBLIC PARTICIPATION: Listening to the Citizens and Stakeholders

Our region's continuous public participation process encourages participation at every stage of the planning process, and all meetings are actively promoted and open to the public. Community engagement and outreach are fundamental to the development of this RTP/SCS. By nature, this plan represents the region's mutual vision for its future and was developed using a grassroots, bottom-up approach, garnering input from over 10,500 residents at over 50 events, public meetings and surveys (online/phone/text) with Spanish translation, across the region over the past 4 years. The community engagement process gathered residents' input on their priorities for the region's long-term future, while balancing survey responses with more informed, yet perhaps less representative, responses at public events. The outreach featured four statically valid 1,200-person phone/text surveys with oversampling in dis-advantaged communities. The outreach process extended from January 2023 through June 2026. The program provided numerous opportunities for community members, and local stakeholders, and local agencies to participate, including public workshops, community events, interactive and educational booths at festivals and fairs, online via the project website (www.kerncog.org/2026-rtp), statistically valid phone/text surveys, and presentations to various community groups (See **Figure ES-3**).

By nature, this plan represents the region's mutual vision for its future and was developed using grassroots, bottom -up approach, garnering input from over 10,500 residents at over 50 events, public meetings and surveys (online/ phone/text) with Spanish translation, across the region over the past 4 years

What we heard was that most residents want to maintain, fix and finish what we have. A discussion of Kern COG's extensive public participation activities is found in Chapter 4 of the RTP, and a Summary of Findings is documented in **Appendix C** of the RTP.

Figure ES-3: Over 10,500 Residents Participated in Over 50 Public Outreach Events and Surveys, Such as Events at an Arvin Church, Taft Festival and Wasco Police Activities League



OUR VISION: Maintain, Fix and Finish What We Have

In response to the extensive grassroots public input, the Kern COG RTP process has placed an emphasis on achieving air emission, safety, and economic goals while maintaining, fixing and finishing our transportation system. The intent of the SCS chapter 4 is to achieve the state's emission reduction targets for automobiles and light trucks. The SCS will also provide opportunities for a stronger economy, healthier environment, and safer quality of life for all of Kern's diverse communities.

The safe, secure, and efficient transportation systems will provide improved access to opportunities, such as education, jobs and healthcare.

This RTP/SCS seeks to: improve economic vitality, air quality, community health, mobility and safety, while promoting the conservation of natural resources and undeveloped land, regional access to community services, increase energy independence, and increase opportunities to help shape our community's future.

Kern County is unlike any other region in California. Kern's large size and diverse valley, desert and mountain environs are dominated by agriculture, oil production, renewable energy, aerospace, military, recreation, transportation linkages and other activities that warrant unique and different approaches to address RTP/SCS goals. These economic pursuits are the basis for dispersed rural centers and strategic locations for developments within the county that are unlike other areas of the state. Accordingly, unique strategies are needed to support Kern's equity, economic, and environmental transportation goals. This uniqueness is reflected in the General Plans and programs of Kern County's local governments and the RTP/SCS.

This RTP/SCS supports an improved quality of life for our residents by providing more choices for where they will live, work, and play, and how they will move around. The safe, secure, and efficient transportation systems will provide improved access to opportunities, such as education, jobs and healthcare. Promoting bike and ped safety is one of many strategies being employed to achieve our vision (See **Figures ES-4 & -5**).

Figure ES-4: Active Transportation Program - Portable Mock City Bike Safety Training Kit



CHALLENGES/SOLUTIONS

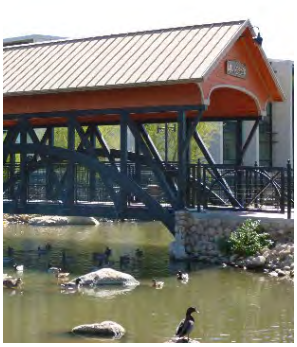
Solutions for the Economy and Air Quality - Kern County continues to suffer from unemployment rates that are nearly double State average. In 2020, Kern County sank to the 2nd worst poverty rate after tiny Del Norte County at the northwest corner of the state, while the rest of the state has been recovering from the great recession and pandemic, state policies to combat climate change have slowed Kern's recovery. Those polices have curtailed groundwater pumping for agriculture, and new investment in oil production, two of Kern's primary economic sectors.

…every $1 billion spent on roadway infrastructure creates 13,000 job years

The Federal Highway Administration estimates that every $1 billion spent on roadway infrastructure creates 13,000 job years while transit creates 40,000 job years of employment. This value is generated by direct construction, indirect construction suppliers and induced jobs in retail, services and other sectors that benefit from more efficient goods movement (https://www.fhwa.dot.gov/policy/otps/pubs/impacts/). The induced jobs make up about 1/3rd of the total jobs. The plan's $14 billion (see Chapter 5, Table 5-1), 24-year investment plan is projected to add 64,740 5-year job positions, increasing Kern's economic base, adding capacity to re-invest in an ever more efficient/cleaner transportation system, triggering an upward economic spiral for future generations.

Since the 1990s, the Kern region has achieved consistent improvements in the number of days exceeding federal standards for ozone and particulate matter, generally defined as "fine dust". In 2012, Kern demonstrated attainment of the 1-hour ozone standard and has made significant progress on the 8-hour ozone and PM2.5 standards. Advancing emission reduction strategies helps our region to make significant progress toward both federal and state air emission goals. Strategies such as improving transit, bike, walk, and housing options. For example, bike and ped projects are fully funded (see **Figure ES-4 & -5**).

Figure ES-5: 90% of Project Mileage in 30-Year Bike & Pedestrian Complete Streets Plan Delivered in Just 15 Years





Financial Challenges - Of all the challenges facing us today, there is none more critical than funding. With the projected growth in population, employment and demand for travel, the costs of our multimodal transportation system surpass projected revenues available from our historic transportation funding source – the gas tax. Maintaining the local transportation infrastructure is of critical importance for the entire region and was ranked as the highest priority based on public outreach. Funding from the federal gas tax has traditionally been used to support the maintenance of these facilities. Over time, however, federal gas tax revenues have failed to keep up with inflation. Additionally, the increase in the number of electric and hybrid vehicles that pay significantly less gas tax per mile traveled only exacerbates the problem.

… federal gas tax revenues have failed to keep up with inflation. Additionally, the increase in the number of electric and hybrid vehicles that pay significantly less gas tax per mile…

In 2005, Former Congressman Bill Thomas secured $720M in federal appropriations which leveraged additional state and federal grant funding totaling over $1B in transportation infrastructure expenditures in Kern. However, these funds are now nearly expended and there are no new funding sources identified to replace these one-time funds (see **Figure ES-6**).

The 2017 state gas tax increase known as SB 1, is a temporary solution to this problem. When adopted in 2017, estimates were that by 2030 the tax on gasoline will diminish to the point that another transportation funding source will be needed because of the number of electric cars on the road. In addition, the tax increase was estimated to only bring in half what was needed to bring our roadways up to good condition and being just enough to keep the road system from getting any worse. Thanks to the gas tax increase and heroic efforts of local jurisdictions and Caltrans, Kern continues to see the road pavement condition index hover between 63 and 65 out of 100. A long-term, funding solution is needed.

Most regions in the state have taken the maintenance and improvement of their transportation systems into their own

Figure ES-6: 2024 Ribbon Cutting - SR 58 Centennial Connector Freeway Shaves-Off an Average of 12 Miles on Trips Between I-40 and the Northern San Joaquin Valley/Bay Area via I-5



hands and have become "Self-Help" counties, by passing a local ½ cent retail sales tax measure protected from state raids during economic downturns. The State has also identified a special fund of state gas tax revenue for regions that are Self-Help. Kern is the largest county in the state without a local sales tax for transportation and misses out on $2 million per year from this special fund, even though our residents pay into it.

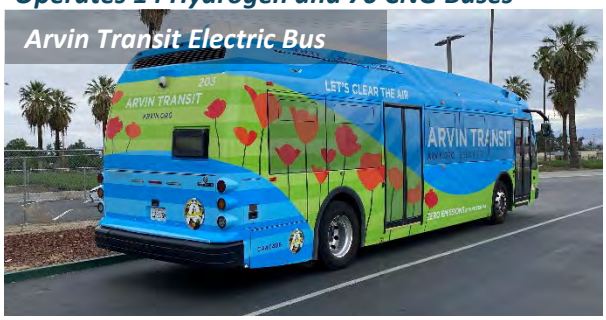
From 2019 to 2024 public transit services in Kern countywide saw a 47% decrease in passengers

Furthermore, with recent declines in transit ridership and fare revenue due to the pandemic, the region's transit operators continue to face major obstacles to providing frequent and convenient transit services. Local and regional public transit is available within and between sixteen Kern County communities and has been experiencing challenges. From 2019 to 2024 public transit services in Kern countywide saw a 47% decrease in passengers from 7.9 million to 4 million. New services such as zero emission bus rapid transit (BRT), combined with Uber/Lyft style, curb-to-curb, on-demand, last-mile, micro-transit are promising but need funds to implement/operate (See **Figure ES-7**).

PLANNING FOR GROWTH

Population, Housing, Employment & Traffic Forecasts - Population in the 8,200 square mile County of Kern was estimated to be over 924,000 in January 2025. Growth since the pandemic has been nearly flat at 1/3rd of one percent per year or about 3,000 people annually according to the California Department of Finance. The Kern COG adopted 2022 RTP forecast, projects 10,460 people per year over the 24-year planning period. This equated to a total growth of 30 percent. The revised population growth estimate shows only 11 percent resulting in a total population of 1,017,200 by 2049. This significant reduction has been driven primarily by out-migration exceeding natural increase (births minus deaths). Recent trends show a large exodus of people leaving the major urban counties and moving to more suburban counties like Riverside, or out of state. The Kern region remains California's eleventh most populated county ahead of San Francisco, but behind Fresno County.

Figure ES-7: Arvin All Electric Fleet – 6 Buses and 1 Dial-a-Ride Vehicle - Golden Empire Transit Now Operates 14 Hydrogen and 70 CNG Buses





According to the California Employment Development Department (EDD), the unemployment rate is close to double the state rate reaching a high of 18.7% during the pandemic and is currently a little over 9% for January 2026. Kern's continued high unemployment rate is partially due to the slowdown in the oil and agriculture sectors.

To help mitigate the increased trucking, a $100M trucking container depot and intermodal rail facility is under construction in Shafter. This is the only "BNSF Certified Site" in California marketed by the class one railroad.

Much of Kern employment is dispersed, such that, the Metropolitan Bakersfield area experiences a "reverse commute" whereby workers commute to outlying areas such as agricultural fields, food processing facilities, distribution/logistic centers, wind farms, oil fields, prisons, power plants, and military installations.

Goods Movement Increase - Kern has noticed a significant increase in trucking since 2018. According to the California Traffic Census, I-5 over the Grapevine has seen truck traffic increase by 25% between 2018 and 2023. Warehousing and manufacturing square footage has doubled since the pandemic, in part due to a moratorium on new warehousing in the Inland Empire counties in Southern California. That warehousing demand has spilled over into the San Joaquin Valley, driving increased truck traffic.

To help mitigate the increased trucking, a $100M trucking container depot and intermodal rail facility is under construction in Shafter (See **Figure ES-8**). This is the only "BNSF Certified Site" in California marketed by a class one railroad (bnsf-premier-one-sheet-shafter-ca.pdf). The facility has a shipping price from BNSF to the ports of L.A./Long Beach and the Midwest that is competitive with trucking. Diverting these truck shipments to rail at Shafter reduces road-wear, emissions, congestion and traffic incidents on I-5 and 58 over the passes. Shipping by rail is 10 times more energy efficient and 7 times less polluting.

Regional Planning efforts such as the Kern Area Regional Goods Movement Operations (KARGO) Community Prosperity and Protection Study are identifying strategies to mitigate the negative effects of

Figure ES-8: April 2026 - 600 Plus Containers at Wonderful Company Shafter Container Depot Demonstrating Market for $100M Intermodal Rail Yard Under Construction on BNSF Main line



goods movement in the region while enabling the economic benefits of high-tech jobs in resource processing, manufacturing, and logistics.

Land Use Development - Land use is one of the most important elements of effective transportation planning. Kern COG does not have jurisdiction over land use planning, but the agency does advise and encourage dialogue among those involved in the decision-making process. The RTP/SCS and Regional RHNA were developed in consultation with local jurisdictions and are consistent with existing adopted general plans and zoning. Kern COG will continue to use the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) to communicate with Kern cities and the county on issues of land use, transportation, and air quality to ensure that land use projects are environmentally sound.

…the equity analysis has demonstrated that funds are being expended in a manner that benefits disadvantage communities better or as well as all communities countywide.

PLANNING SUCCESSES

Updated on a 4-year cycle, here are a few notable sustainable community successes from the implementation of past plans. Over 60 success stories are found in **Appendix E**.

Clean California Highway Murals – Using local artists and themes several major highway bridge ramps and underpasses were decorated with beautiful murals through a grant from the Clean California Local Grant Program provided by Caltrans. (See **Figure ES-9**)

Equity - Every RTP cycle since 1998 has included an Integrated Environmental Justice Performance Measure Analysis (see **Appendix D**). Each cycle the equity analysis has demonstrated that funds are being expended in a manner that benefits disadvantage communities better or as well as all communities countywide. This is in large part because of the grassroot public outreach effort that ensures that the projects in the plan are supported by all communities.

Figure ES-9: Clean California Local Grant Program – SR 204 Garces Circle Overpass Murals





Safety – Although safety has seen some challenges in recent years based on performance measures, the Kern Region has completed a joint update of safety plans for 9 jurisdictions in 2022, ensuring eligibility for Highway Safety Improvement Program (HSIP) funds.

77% of investments in this plan are for operations/maintenance, active transportation, & transit projects.

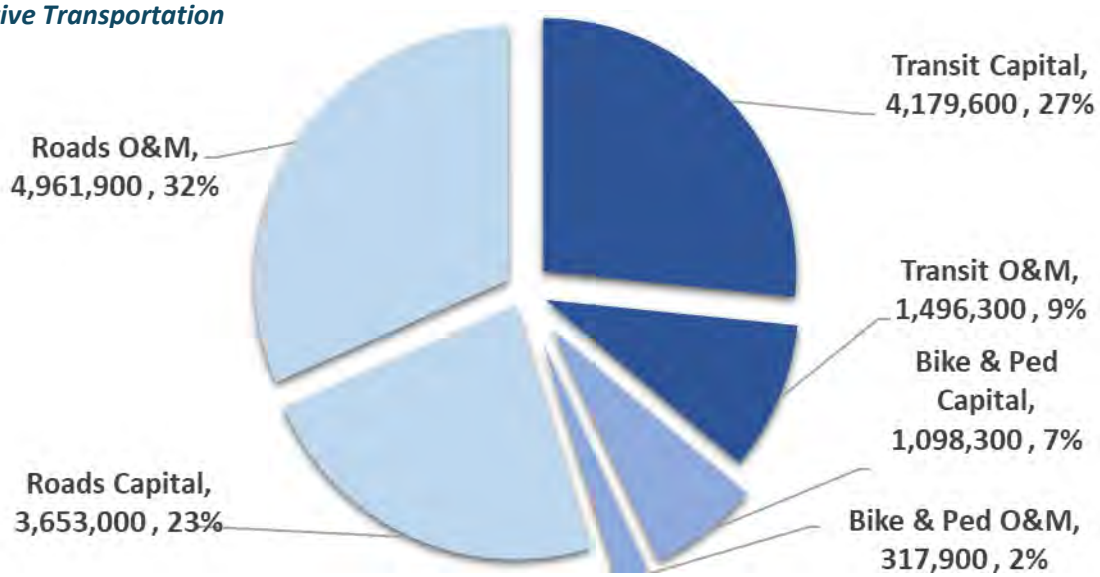
Telecommute Strategy – The Kern region has continued its strong support for telecommuting through its Commute Kern program. As demonstrated during the pandemic, over 35% of workers telecommuted up from 5% in prior years. Local statistically valid surveys indicate that approximately 10% of all workers plan to continue telecommuting after the pandemic, resulting in the single most effective strategy for reduction of commute related traffic and emissions.

Longest Class I Car-Free Bike Trail in California – Started in 1976, Kern County has now completed the longest dedicated paved bike trail in the state extending 36.3 miles from Lake Ming to Lake Webb along the banks of the Kern River. The paved bikeway is used by commuters and recreational riders alike, promoting this plans sustainability and livability goals.

STRATEGIC INVESTMENTS

The RTP/SCS includes a forecast of reasonably available revenue over the next 20-plus years at $15.7 billion (See Chapter 6). This RTP promotes a more efficient transportation system that calls for fully funding alternative transportation modes, while emphasizing transportation demand and transportation system management approaches for new capacity. 77% of investments in this Plan are for operations/

Figure ES-10: Investments by Mode 2026-2049 ($ x 1,000) 77% for Operations/Maintenance, Transit & Active Transportation



maintenance, active transportation, and transit projects (See **Figure ES-10**).

REGULATORY REQUIREMENTS

The RTP fulfills multiple requirements with one document:

- Congestion Management Program
- Sustainable Communities Strategy & Rural Urban Connectivity Strategy
- Regional Housing Need Allocation
- Environmental Justice & Performance Measure Analysis
- Safety-Security Action Element

As the Congestion Management Agency, Kern COG prepares the federally required Congestion Management Program (CMP) which is integrated into Chapter 5 of the RTP. Through the Kern Regional Traffic Count Program, Kern COG monitors compliance with the congestion standards set in the CMP. The Program includes an innovative multi-model deficiency plan policy that looks at ways to improve mobility, such as HOV lanes to keep transit moving during peak congested periods. Note that since 2006, the number of segments on the CMP system that were showing congestion deficiencies has shrunk from 8 down to 1. This is primarily due to the slower population growth discussed above.

The SCS includes a Rural Urban Connectivity Strategy designed to ensure that rural economic sectors—agriculture, energy, tourism, military, and others—are not left out of efforts to provide for a more efficient transportation system.

To ensure consistency with the SCS, Kern COG engaged in the RHNA process concurrently with the development of the RTP. The RHNA is an 8-year document that provides low-income housing goals for each community in the region.

Recognized as a state best practice, the Kern RTP includes an innovative analysis with the Integrated Performance Measures Analysis for System Level, Smart Mobility Framework, Health Equity, Environmental Justice, and Title VI. The analysis includes Safety, and Ch. 5 includes the Safety-Security Action Element.

RTP GOALS

Figure ES-11 lists the 7 publicly vetted goals of the Regional Transportation Plan.

RTP SUMMARY HANDOUTS

The following handouts summarize this RTP/SCS benefits and assumptions.

Figure ES-11: Kern's 7 Long-Range Regional Transportation Planning Goals

1. **Mobility** – Improve the mobility of people and freight;
2. **Accessibility** – Improve 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 equitable distribution of the benefits among various demographic & user groups.

SUMMARY OF BENEFITS

2026 Regional Transportation Plan

The region represented by the Kern Council of Governments is projected to grow by more than 11% by 2049. To protect the quality of life for future generations, the 2026 RTP is presented as an economic development strategy as well as a transportation infrastructure and sustainability investment.

MOBILITY BENEFITS

- ✓ The plan improves overall mobility and provides needed congestion relief by maintaining, fixing and finishing what we have
- ✓ The plan fully funds maintenance of the transportation system while increasing funding for bike, pedestrian, and transit facilities
- ✓ Implementation of the plan will nearly double the number of homes within walking distance to quality transit. By integrating land use and transportation, more than 70% of homes will be near quality transit compared to less than 60% under older plans.

ECONOMIC BENEFITS

- ✓ The Federal Highway Administration estimates that every $1 billion spent on transportation infrastructure creates 13,000 job years of which 1/3rd can persist long after construction, generated by increased labor from better mobility and more efficient goods movement.
- ✓ This 24-year investment plan is projected to add over 64,740 5-year jobs) from construction, maintenance, and better mobility, and saves 21,000 additional existing jobs that would have been lost because of poor road conditions.
- ✓ The plan could ultimately add about 21,600 5-year permanent non-transportation sector jogs to the region, increasing Kern's economic base, adding capacity to re-invest in an ever more efficient transportation system, triggering an upward economic spiral for future generations.

HEALTH BENEFITS

- ✓ Improve air quality and public health by reducing all criteria pollutants, emissions and their precursors to meet national standards – oxides of nitrogen (Nox), reactive organic gasses (ROG), particulate matter (PM10), fine particulate matter (PM2.5) and Carbon Monoxide (CO).
- ✓ 4% or more reduction in health expenditures because of improved air quality.
- ✓ Promotes more active transportation by fully funding the Kern Active Transportation Plan and increasing funding for bike and pedestrian facilities by 700% over the 2011 RTP.

SUSTAINABILITY BENEFITS

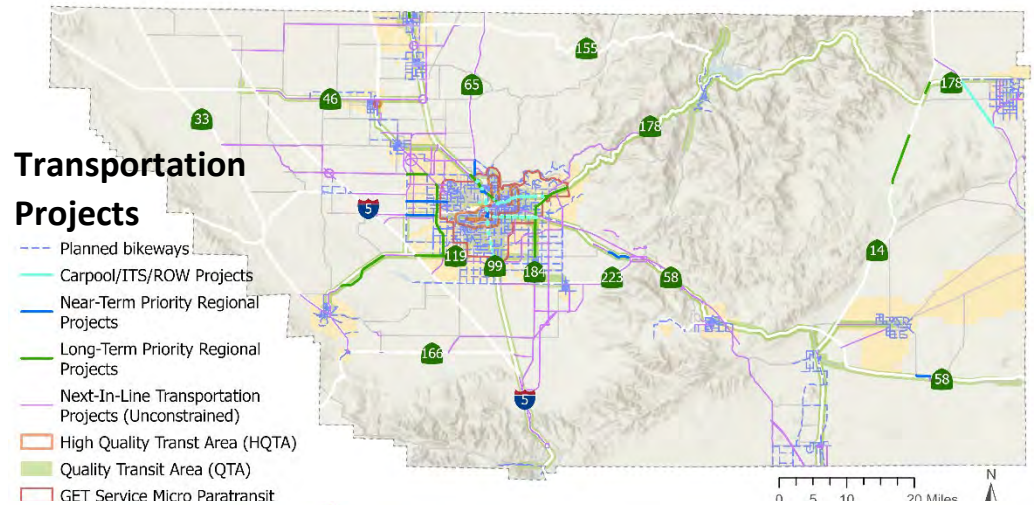
- ✓ 20% reduction in farmland converted to urban/built-up uses outside city spheres of influence.
- ✓ 15% reduction in household water use providing a full range of housing choices
- ✓ 3% reduction in infrastructure costs by revitalizing existing communities compared to past plans

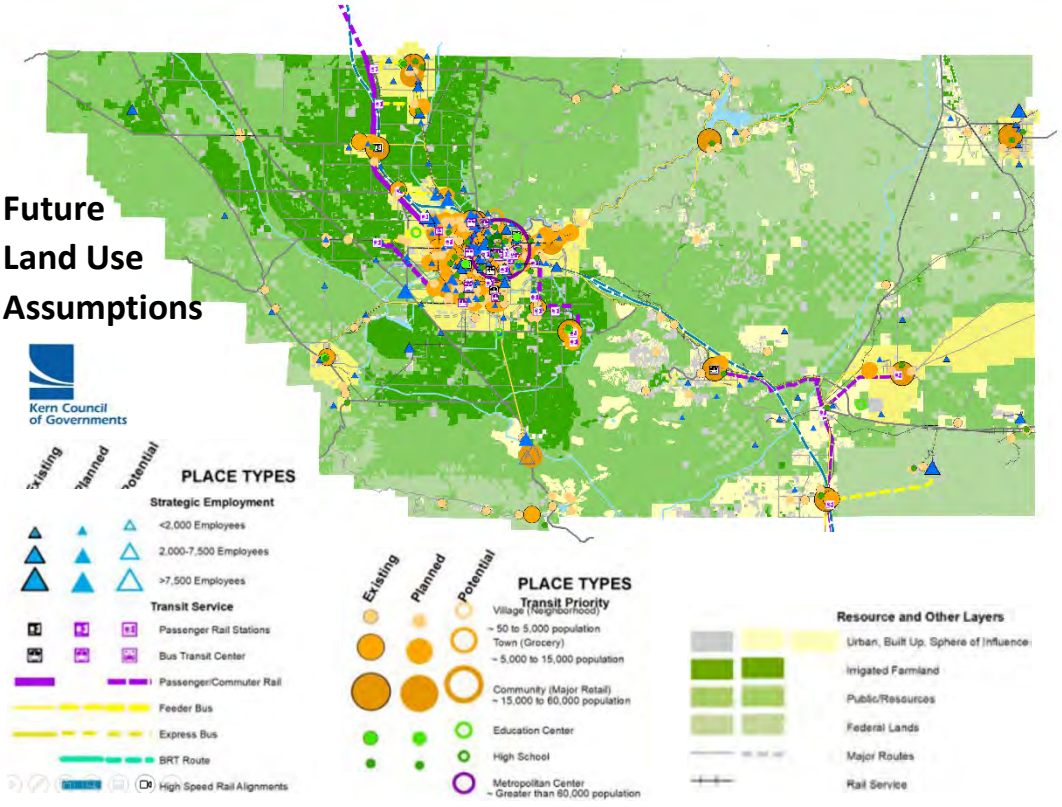
Kern Council of Governments

PLANNING ASSUMPTION MAPS

2026 Regional Transportation Plan

Reflecting diverse public input, the plan assumes projects that reflect a more efficient transportation system that will benefit the mobility, economy, health and sustainability of the region. Consistent with the prior plan, funding from traditional sources continue at historic rates as well as a slight increase in additional funding from potential new sources. Funding assumptions are updated every four years. Land use assumptions are based on local general plans with input from the public and the regional planning advisory committee.





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CHAPTER 1 INTRODUCTION

The 2026 Regional Transportation Plan (RTP) is a 24-year blueprint that establishes a set of regional transportation goals, policies, and actions intended to guide development of the planned multimodal transportation systems in Kern County. It has been developed through a continuing, comprehensive, cooperative and consistent planning process, and provides for effective coordination between local, regional, state, and federal agencies. The Congestion Management Program (CMP) is designed to ensure that a balanced transportation system is developed relating population and traffic growth, land use decisions, environmental/equity performance measures, and air quality improvements.

California's Sustainable Communities and Climate Protection Act, or Senate Bill (SB) 375, calls for the Kern County RTP to include a Sustainable Communities Strategy (SCS) that reduces greenhouse gas (GHG) emissions from passenger vehicles and light-duty trucks. Executive Order B-30-15 approved in 2015, and SB 32 approved in 2016, established a statewide GHG reduction goal of 40 percent below 1990 levels by 2030 from all sources. This is the most aggressive benchmark enacted by any government in North America to reduce carbon emissions. The California Air Resources Board (ARB) sets the SB 375 emissions reduction target for each region. Targets are reflective of conditions in each area of the state and are tailored to address conditions in each area. As will be discussed in more detail below, SB 375 will help meet the state goals included in Assembly Bill 32, the Global Warming Solutions Act of 2006. Meeting these targets will point the County toward overall sustainability and will provide benefits beyond reducing carbon emissions.

This system must reduce GHG emissions to 1990 levels from current levels by 2020, and 80 percent below the 1990 levels by 2050 as described by AB 32 and Executive Order S-03-05. Additionally, Executive Order B-30-15 and SB 32 requires GHG emissions 40 percent below 1990 levels by 2030.

Adopted in February 2021, the California Transportation Plan (CTP) 2050 summarizes the state goal for transportation:

> *This plan demonstrates how advancements in clean fuel technologies; continued shifts toward active travel, transit, and shared mobility; more efficient land use and development practices; and continued shifts to telework, can collectively reduce transportation emissions to support these goals. As it addresses these efforts, the CTP 2050 also reinforces long-held values such as improving system safety,*

improving mobility and accessibility, advancing environmental health and justice, and enhancing quality of life.

This plan is consistent with these state goals while incorporating local priorities based on input from more than 10,000 residents over the past 4-years.

REGIONAL PLANNING PROCESS

The Kern Council of Governments (Kern COG) is a federally designated Metropolitan Planning Organization (MPO) and a state-designated Regional Transportation Planning Agency (RTPA). These designations formally establish Kern COG's role in transportation planning. Kern COG's Board of Directors comprises elected representatives from the eleven incorporated cities within Kern County and two members of the County Board of Supervisors. The organization is governed by a joint powers agreement establishing the organization in 1970.

The committee structure includes a governing board and Transportation Planning Policy Committee, which is the existing Board plus ex officio members from Caltrans, Kern County's military bases, and the Golden Empire Transit District. The Transportation Technical Advisory Committee, comprising technical staff from member agencies, the Consolidated Transportation Services Agency, Caltrans, the Kern County Air Pollution Control District, and the San Joaquin Valley Air Pollution Control District provides support to the Board of Directors. In addition, the Social Services Transportation Advisory Committee also provides support to the Board by focusing on the needs of transit-dependent and transit disadvantaged persons, including the elderly, disabled, and persons of limited means. The Regional Planning Advisory Committee comprises representatives from local jurisdictions, the public transit agency (Golden Empire Transit), Caltrans, Local Agency Formation Commission, Kern Economic Development Corporation, the Tejon Indian Tribe and community members. Kern COG worked with the Regional Planning Advisory Committee to develop a broad structure of SB 375 implementation as well as the community engagement process.

As a regional transportation planning agency, Kern COG is mandated by California Government Code Section 65080 to prepare and periodically update the RTP. Indeed, regional transportation planning is a dynamic process requiring periodic refinement, monitoring, and amendment. The planning program for the next four-year period will continue with extensive evaluation of the RTP and the elements required by the federal surface transportation spending re-authorization. Each component will be studied and modified consistent with RTP priorities as Kern County moves toward a more efficient, integrated and multimodal transportation system.

Public participation is encouraged at every stage of the planning process, and all meetings are open to the public. Kern COG performed extensive public outreach, and a discussion of

Kern COG's public participation activities is provided in Chapter 4, while the Community Engagement Strategy for the 2026 RTP and summary of findings is documented in Appendix C.

The adopted RTP establishes a basis on which funding applications are evaluated. Use of any state or federal transportation funds by local governments must conform to the RTP, the State Implementation Plan (SIP) for air quality improvements, and the Federal Transportation Improvement Program (FTIP).

State transportation planning laws (Cal. Gov't Code § 65080 et seq.) also specify that actions by transportation agencies, such as Caltrans and Golden Empire Transit District, must be consistent with the RTP. Land use decisions should consider and accommodate transportation facilities and programs specified in the RTP whenever possible but are not required to be consistent with the RTP. The facilities listed in the RTP should be incorporated into city and county General Plans. Local transportation projects must be consistent with the RTP in order to obtain state or federal funding.

Kern COG has prepared this RTP to include the SCS within Chapter 4 and the Congestion Management Program and Transportation Security Plan within Chapter 5, Strategic Investments. Kern COG prepared an environmental document, pursuant to the California Environmental Quality Act (CEQA), for the 2026 RTP. The environmental document serves as an informational document to inform decision-makers and the public of the potential environmental consequences of approving the proposed plan. Because Kern COG has no land use authority, it cannot mandate changes to city or county land use policies and regulations, including general plans. The SCS was developed in consultation with local jurisdictions and is consistent with existing adopted General Plans and Zoning.

Based on the 2026 RTP, multimodal facilities will be constructed, and transportation services implemented, on a level consistent with projected funding. Funding projections assume that current levels and sources of funding will continue throughout the planning time frame.

Using projected funding levels, each jurisdiction within Kern County, as well as Caltrans, the Kern County Air Pollution Control District, and the San Joaquin Valley Air Pollution Control District (the Air Districts), and other agencies, will implement transportation projects or transportation demand management strategies consistent with the goals and policies set forth in the 2026 RTP. The RTP supports maintaining the existing multimodal transportation system, improving the safety of the system, and increasing the system's efficiency as appropriate.

The Constrained Program of Projects, a complete list of planned improvements by mode, is provided in Table 5-1 and is consistent with those projects that have been evaluated according to Air Quality Conformity guidelines and have been found to improve air quality in Kern County. Table 5-2 provides the Unconstrained Program of Projects; these projects are important to the development of Kern County's transportation system, but funding is not identified or available, and they are not included in the Air Quality Conformity model.

FEDERAL SURFACE TRANSPORTATION SPENDING REAUTHORIZATIONS

Periodically, Congress enacts long-term transportation spending bills providing funding certainty for surface transportation, meaning states and local governments can move forward with critical transportation projects, like new highways and transit lines, with the confidence that they will have a federal partner over the long term.

Recent reauthorizations have program structures and funding shares for highways and transit. The law makes changes and reforms to many federal transportation programs, including leveraging increased investment by state, local, and private partners, promoting improved project performance and accountability, and providing project sponsors maximum flexibility to propose innovative solutions to address specific, local needs. The law provides support for national or regional economic vitality, leveraging of federal funding, potential for innovation, and performance and accountability.

The RTP must also comply with Section 176 of the federal Clean Air Act which requires that no MPO may give its approval to any project, program, or plan which does not conform to the applicable State Implementation Plan (SIP) for air quality. See 42 U.S.C. § 7506(c).

OVERVIEW OF STATE REQUIREMENTS

MPOs and Regional Transportation Planning Agencies are required to adopt and submit an updated RTP to the California Transportation Commission (Commission) and Caltrans every four or five years depending on air quality attainment within the region. The State of California has adopted extensive RTP guidelines that largely mirror federal requirements. The recently adopted 2024 Regional Transportation Plan guidelines, under the auspices of the California Transportation Commission, have been used to prepare this document.

In 2005, Governor Schwarzenegger's signed Executive Order S-3-05 which established a goal to reduce statewide GHG emissions to 2000 levels by 2010, to 1990 levels by 2020, and to 80% below 1990 levels by 2050.

In 2006, California became the first state in the country to adopt statewide GHG emissions reduction targets through AB 32. This law codifies the Executive Order S-3-05 requirement goal to reduce statewide emissions to 1990 levels by 2020. In 2006, Assembly Bill 32 (AB 32) was signed into law. AB 32 codifies the Executive Order S-3-05 goal to reduce statewide GHG emissions to 1990 levels by 2020. AB 32 resulted in CARB's 2008 adoption of a Climate Change Scoping Plan (Scoping Plan), outlining the state's plan to achieve emissions reductions through a combination of direct regulations, alternative compliance mechanisms, various incentives, voluntary actions, market-based mechanisms, and funding. The Scoping Plan identifies local governments as "essential partners" in the state's efforts to reduce emissions.[1]

Passed in 2008, SB 375 supports the implementation of AB 32 and revises the planning requirements of the RTP. SB 375 targets regional emissions reductions from passenger vehicles and light-duty trucks through changes in land use and transportation development patterns. As a result, MPOs, in partnership with local governments, are now required to develop a SCS to identify land use and transportation measures that will be used to meet regional emissions reduction targets established by the California Air Resources Board (ARB).

Executive Order B-30-15 signed by Governor Brown in April 2015, and SB 32 approved in September 2016, establishes a California GHG target of 40 percent below 1990 levels by 2030 – the most aggressive benchmark enacted by any government in North America to reduce carbon emissions over the next decade and a half. The bill also requires a life-cycle accounting, including climate change considerations, in infrastructure investments made by the state.

The RTP must be an "internally consistent" document, meaning that the contents of the Policy, Action, and Financial elements must be consistent with one another. As a result, transportation investments and the forecast development pattern in the SCS should be complementary. The Regional Transportation Plan Checklist, included in the 2024 RTP Guidelines, was used to ensure internal consistency in this 2026 RTP (refer to Appendix A). SB 375 has also increased the minimum level of public participation required in the regional transportation planning process, requiring collaboration between regional partners during development of the SCS. SB 375 also offers California Environmental Quality Act (CEQA) incentives to encourage projects that are consistent with a regional plan which achieves emissions reductions and coordinates the regional housing needs allocation (RHNA) process with the regional transportation process. To ensure consistency requirements with

[1] Because the Scoping Plan time horizon is limited to 2020, analysis of the Scoping Plan is presented for the year 2020 only, not for 2035 or 2050. While Executive Order S-3-05 sets a goal that statewide GHG emissions be reduced to 80 percent below 1990 levels by 2050, the Executive Order does not constitute a "plan" for GHG reduction, and no state plan has been adopted to achieve the 2050 goal.

the SCS, the draft RHNA is incorporated into this document as an appendix. RHNA provides low-income housing goals for each community in the region.

In addition to SB 375, transportation plans must comply with CEQA, and the 2026 RTP meets this requirement. The first four years of plans must be consistent with the four-year State Transportation Improvement Program (STIP), which includes the Kern COG Regional Transportation Improvement Program (RTIP).[2] State guidelines call for program-level performance measures that include objective criteria to reflect the RTP's goals and policies. State guidelines also require regional plans to contain three specific chapters: a policy element (Chapter 2, Transportation Planning Policies), an action element (Chapter 5, Strategic Investments), and a financial element (Chapter 6, Financing Transportation).

Public Outreach

As the MPO, Kern COG is required to implement a public involvement process to provide complete information, timely public notice, and full public access to key decisions and to support early and continuing public involvement in developing its regional plans.

Kern COG formally adopted a Public Participation Program in May 2001, then updated it in 2005, 2007, 2010, 2011, 2015, 2019, and 2023 (refer to Appendix B for the complete Public Participation Plan). This program, Title VI of the Civil Rights Act of 1964, and associated regulations and policies, including President Clinton's 1994 Executive Order 12898 on Environmental Justice, seeks to assure that minority, senior, and low-income populations are involved in the planning process. Kern COG's Public Participation Program seeks to encourage active participation of a broad range of stakeholder groups in the RTP process.

Kern COG has used a combination of methods to stimulate public involvement. With a planning horizon year for the 2026 RTP is 2049, the community engagement process continues to build on the Kern Regional Blueprint. The community engagement program was designed to provide an opportunity for community members to learn about the RTP project and identify priorities for the region's future.

The community engagement strategy used a multifaceted approach to target all sectors of the community within the Kern region, including traditionally underrepresented groups. The following public outreach methods were used:

- RTP-specific presentations to community-based organizations.

[2] The RTIP is the formal presentation of projects to the state that local agencies wish to implement within the next four years. Once projects are approved and presented in the STIP, the projects are then incorporated into the Federal Transportation Improvement Program (FTIP).

- RTP-specific stakeholder roundtable meetings with representatives from the business, industry, environmental justice advocacy, social services communities, and the Regional Planning Advisory Committee.
- RTP-specific community workshops throughout the Kern region.
- RTP-specific community events throughout the Kern region including community events such as the 2021 Native American Petro Glyph Festival in Ridgecrest. These types of events provided the most successful level of broad public participation.
- Kern COG hosted booths at Farmer's Markets to engage the public about planning transportation projects.
- Kern COG conducted community workshops and walk audits to enhance walking, bicycling and transit access throughout Kern County.
- In February 2020, the Kern COG Board of Directors designated a voting member seat for the federally recognized Tejon Indian Tribe on the Regional Planning Advisory Committee. Kern COG also provided a draft government-to-government agreement to the Tejon Indian Tribe to better facilitate the interaction between the two government organizations.
- RTP-specific interactive project website, which included online activities and a survey, community workshop public meeting notices, and the latest written information on the RTP.
- Social media was used to advertise the online activities, websites and events.
- Posting of all public outreach events on the Kern COG Facebook page.
- Direct outreach to limited-English-proficiency, minority, senior, and low-income populations.
- Written materials (in both English and Spanish), and visual materials to communicate the status and content of the RTP, including fact sheets and presentations. A public comment form was used throughout the outreach program at public meetings as well as online.
- Kern COG's website, featuring a section dedicated to the 2026 RTP.
- Outreach to media, including press releases and interviews.
- Kern COG staff was available to respond to comments via telephone and/or by e-mail.

In addition to these targeted outreach efforts, all regular and special meetings of the Regional Planning Advisory Committee, Transportation Technical Advisory Committee, Congestion Management Agency Technical Advisory Committee, and Social Services Transportation Advisory Committee, as well as the Kern Transportation Planning and Policy Committee and Board of Directors, are publicly noticed and provided the opportunity for public comment. Kern COG coordinated with ARB and the California Department of Housing and Community Development (HCD) in the development of this RTP.

Input provided by elected officials, stakeholders, and community, agency, commission, committee and state agency members were recorded and informed the development of the 2026 RTP (See Appendix C for a summary of the community engagement process and results).

Transportation Planning in the Kern Region

Kern COG is responsible for developing, coordinating, monitoring, and updating the RTP for Kern County. Kern COG develops the RTP in coordination with the eleven cities of Kern County and the County of Kern, transit operators, tribes, and other transportation stakeholders. This section has summarized the planning environment and discussed how Kern COG integrates the planning activities of each of the cities and the County of Kern to ensure a balanced, multimodal plan that meets regional and county-specific goals, as well as emissions reduction targets.

Over the past decade, Kern COG and its member agencies have programmed projects to benefit the traveling public throughout Kern County. Figure 1-1 shows planned projects and 1-2 portray projects that are currently under construction, completed or already existing. Projects ranged from transit projects, bike paths and performance increasing projects that mitigate congestion and enhance public safety.

Figure 1-1: Metro Bakersfield/Kern Bike, Transit, Highway Transportation Projects 2026-2049

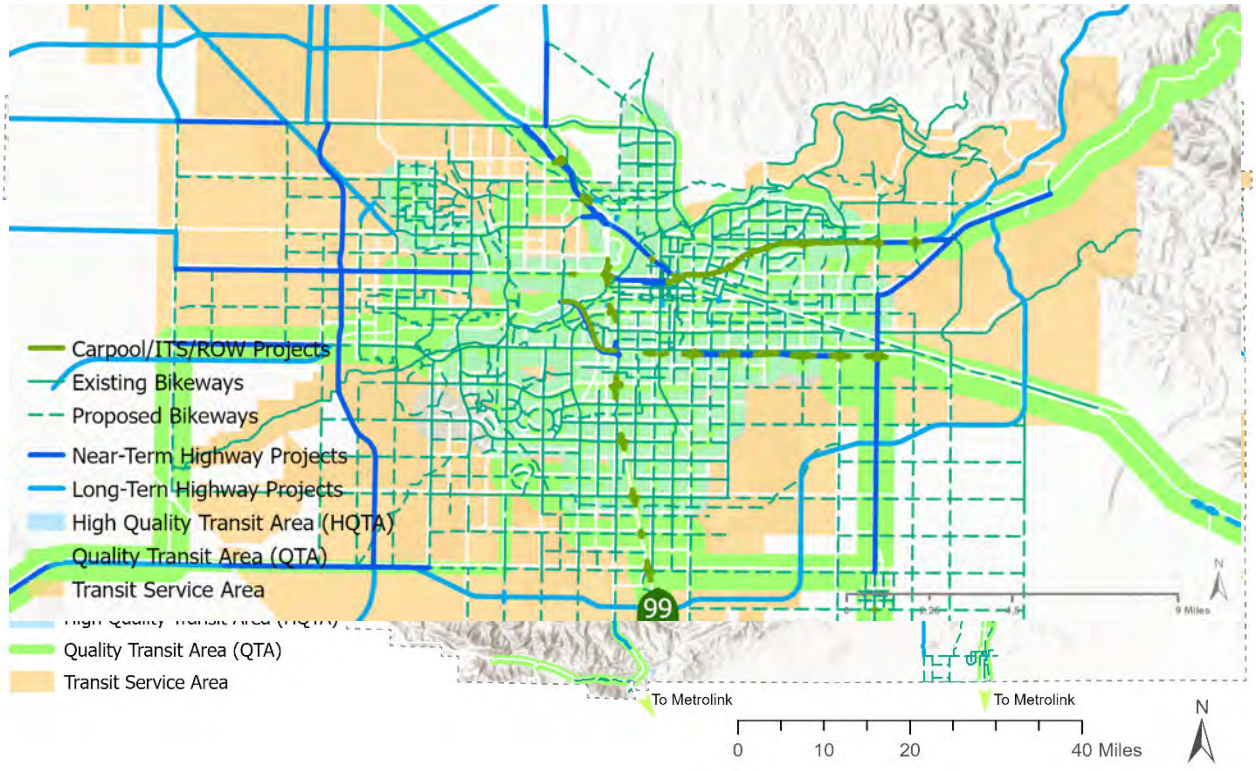
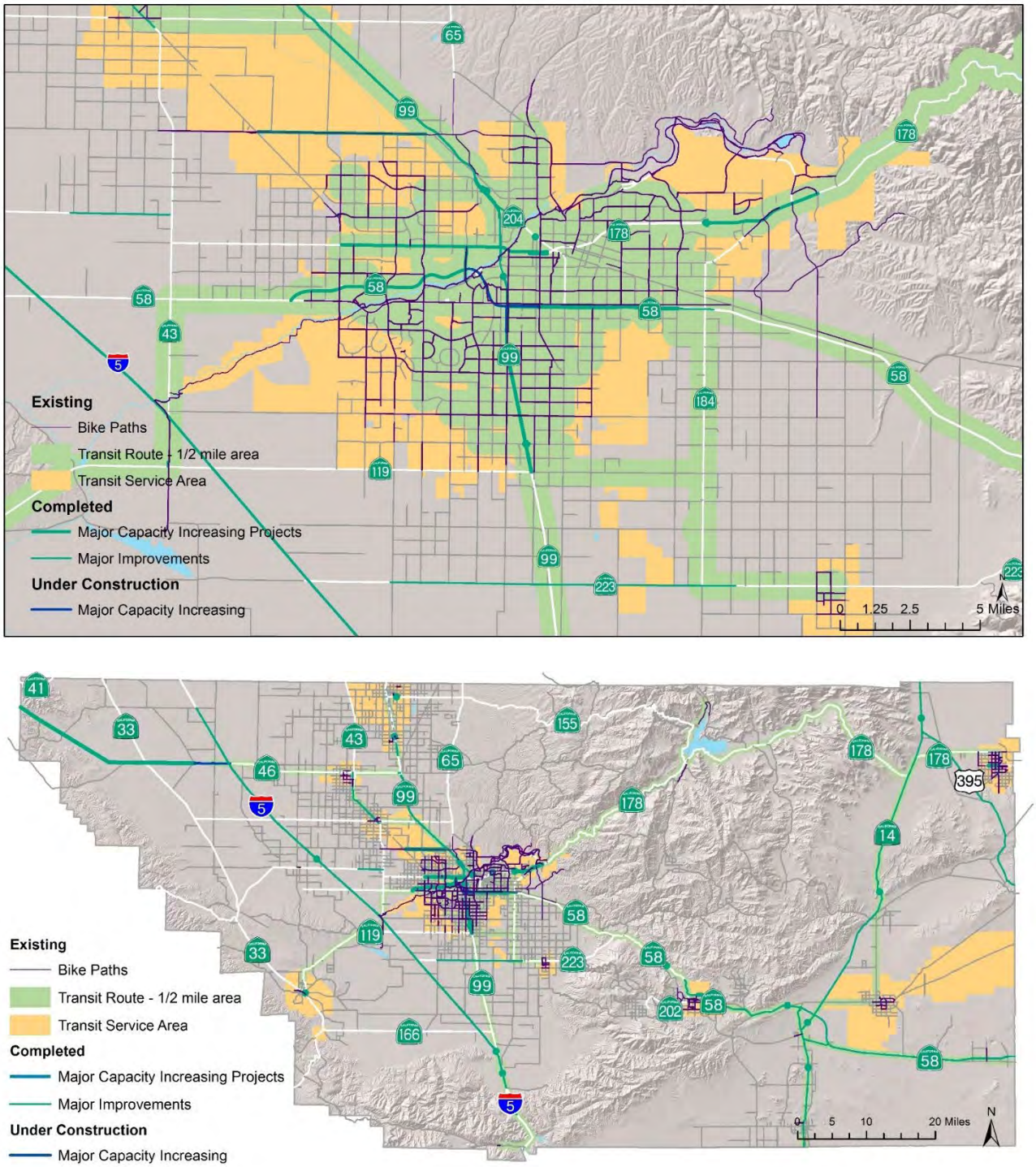


Figure 1-2: Metro Bakersfield*/Kern Transit, Bike and Highway Projects – Completed/Under Construction 2014-202 *Projects Completed Underway Projects



The Kern region comprises two air basins and four air quality nonattainment or maintenance areas. Federal law requires that transportation and air quality planning are coordinated in these nonattainment and maintenance areas. In addition, the Kern region is part of Caltrans Districts 6 and 9.

The Kern region is unique in that it not only contains the San Joaquin Valley, but mountain and desert sub-regions. The region's large area and dispersed centers support agriculture, oil and gas production, renewable energy, military, aerospace, recreation and other activities where abundant lands, unique geographic features and transportation linkages are important in supporting and enhancing the region's economic pursuits.
Given the challenges faced by our region, this RTP recognizes that our approach must be balanced, systematic, multimodal and at the same time focused on yielding the best performance outcomes possible.

CONTENT OF THE 2026 RTP

The substantive portions of the 2026 RTP are structured as follows:
Chapter 1: Introduction
Chapter 2: Policy Element
Chapter 3: Planning Assumptions
Chapter 4: Sustainable Communities Strategy
Chapter 5: Strategic Investment
Chapter 6: Financial Element
Chapter 7: Future Links
Chapter 8: Monitoring Progress
Chapter 9: Glossary & Acronyms
Appendices

Policy Element

In Chapter 2, the Policy Element addresses legislative, planning, financial, and institutional issues and requirements, as well as areas of regional consensus (e.g., forecasted development patterns). This element provides guidance to decision-makers regarding the implications, impacts, opportunities, and forecasted options that will result from implementation of the RTP. In addition, the Policy Element is a resource that provides input and promotes consistency of actions taken by state, regional, and local agencies, such as transit agencies, congestion management agencies, and the California Highway Patrol.

Planning Assumptions

Chapter 3 describes the planning assumptions applied in developing the 2026 RTP. In 2001, the Kern COG Board adopted a policy to revisit the regional growth forecast every 3-5 years. The Board has adopted forecasts six times since that policy was implemented, the most recent being in April 2024. As in all parts of California, housing affordability is linked to job growth and Kern is noted for being the most affordable housing market in the state[3] making Bakersfield a destination for household migration from more expensive markets, like Southern California, that are experiencing a major housing shortage/affordability crisis. State policies for expanding the renewable energy portfolio continues to provide jobs in this industry and a new streamlined, environmentally protective permit system for oil and gas supports continued permit activity.

In addition, the growth assumptions include a planned High Speed Rail station for Bakersfield that would provide 55-minute passenger rail service between Kern and L.A. Union Station. This potential connection could eventually bring greater job diversity and housing to Kern County beyond historic growth trends. The question is not if, but when we will see the forecasted growth in Kern.

Sustainable Communities Strategy

As discussed earlier, the 2026 RTP includes a SCS – Chapter 4. The SCS includes land use planning strategies and policies to reduce air emissions from passenger vehicle and light duty truck travel by better coordinating transportation expenditures with forecasted development patterns in order to meet the GHG emissions reduction targets for the region.

Strategic Investment

Chapter 5, Strategic Investment 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 SCS element and must be financially constrained. These projects are listed in the Constrained Program of Projects (Table 5-1) and are modeled in the Air Quality Conformity Analysis.

Financial Element

RTPs must include a Financial Element – Chapter 6, that identifies monetary resources to implement the plan (23 USC 134(h)(2)(B)). This Chapter serves as the Financial Element to fulfill the federal requirement that the 2026 RTP be financially constrained (i.e., budgeted) and provides a cost analysis for implementing the program of projects included in the Strategic Investments (Action Element). It describes the anticipated financial situation that will exist between FY 2026 and FY 2049, the implementation period for this 2026 RTP.

[3] Smart Asset, https://smartasset.com/mortgage/quicken-loans-review#california/most-affordable, 2017

Future Links

Chapter 7 – Future Links, addresses key future trends that may affect the RTP in future cycles. Forecasting for more than 5 years can be challenging; as such, forecasts should be updated regularly. The Future Links Chapter discusses some major game changers that need to be watched closely with each update of the RTP including corridor preservation, needed unfunded projects and financial mechanisms, adaptive cruise control/autonomous vehicle technology, high speed rail, air quality contingencies, and the San Joaquin Valley Regional Overview chapter.

Monitoring Progress

Chapter 8 deals with monitoring the progress of the transportation system. As the designated MPO for the Kern region, Kern COG monitors transportation plans, projects, and programs for consistency with regional plans. Kern COG also monitors the performance of the transportation system. This performance monitoring is especially important to inform the planning process for future RTPs. Regional transportation problems cannot be solved until they are identified and measured.

Glossary & Acronyms

A list of special terms and abbreviations used in the RTP with accompanying definitions.

Appendices

The following Appendices are included with the 2026 Regional Transportation Plan:

Appendix A	Regional Transportation Plan Checklist
Appendix B	Public Information Policies and Procedures
Appendix C	Outreach Results
Appendix D	Integrated Performance Measures Analysis
Appendix E	A Great Start: Sustainable Community Success Stories
Appendix F	San Joaquin Valley Regional Overview
Appendix G	2026 Regional Transportation Plan Capital Improvement Program/Expenditure Plan by Sub Areas Using Existing Funding Sources (Ready-To-Go Major Projects) Together With Potential New Funding Sources (Next-In-Line Major Projects)
Appendix H	Regional Housing Needs Assessment (RHNA)
Appendix I	Response to Comments (To Be Included with Final RTP)

CHAPTER 2 TRANSPORTATION PLANNING POLICIES

INTRODUCTION

The Policy Element focuses on legislative, planning, financial, and institutional issues, alongside regional consensus areas (e.g., land use policies). It provides decision-makers with guidance on the implications, opportunities, and potential outcomes of RTP implementation. Furthermore, it serves as a resource to promote alignment and consistency among state, regional, and local agencies, including transit providers, congestion management agencies, and the California Highway Patrol.

The RTP's policies and actions are cross-referenced with goals and Strategic Investments (Chapter 5) and are detailed in Table 2-1. These policies are supported by a system-wide performance monitoring framework and an Integrated Environmental Justice (EJ)/Title VI analysis (Appendix D). A more detailed discussion of transportation issues, needs, and actions for each mode is found in Chapter 5, Strategic Investments.

This Policy Element contains an integrated set of goals, policies, actions and performance measures that are consistent with publicly vetted principles to guide and monitor the improvements to Kern's transportation system through 2049.

The policies apply to all jurisdictions within Kern County, including unincorporated areas and disadvantaged communities, and address a range of plans, such as transit and active transportation initiatives.

The RTP defines key terms as follows:

- **Goal**: A broad, timeless objective.
- **Policy**: A guiding statement for decisions that support goal attainment. Policies are combined with objectives for clarity.
- **Action**: Specific activities outlined to implement policies detailed in Chapter 5 action element.
- **Strategic Action Element**: A category action section of Chapter 5.
- **Performance Measure**: Quantitative indicators to assess progress toward goals, found in Appendix D.

In compliance with Government Code 65080(b)(1), all policies are relevant for both short-term (6 years) and long-term (20+ years) planning. Short- and long-range actions to implement these policies are also outlined in Chapter 5.

These RTP goals and policies are drawn from existing Kern COG transportation plans and studies. While this RTP is a standalone document, updates to other plans will not alter its content.

GOALS/POLICIES

At the core of the RTP are seven goals:

1) **Mobility** – Improve the mobility of people and freight.

2) **Accessibility** – Improve accessibility to, and the economic wellbeing of, major employment and other regional activity centers.

3) **Reliability/Safety** – Improve the reliability and safety of the transportation system.

4) **Efficiency** – Maximize the efficiency and cost effectiveness of the existing and future transportation system.

5) **Livability/Quality of Life** – Promote livable communities and satisfaction of consumers with the transportation system.

6) **Sustainability** – Provide for the enhancement and expansion of the system while minimizing effects on the environment.

7) **Equity** – Ensure an equitable distribution of the benefits among various demographic and user groups.

While all goals are considered interrelated and important, mobility is considered the plan's highest goal. Identified in Table 2-1 are policy objectives for Kern COG and its member agencies categorized by the goals they help to advance. The table also references the strategic investment category in Chapter 5, Strategic Investment.

Table 2- 1: Regional Transportation Plan Goals, Policies and Actions

Regional Transportation Plan Goals, Policies and Actions										
		Goals Supported							
Policy/ Action No.	**Policy/**Action	Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity	Sustainability	**Strategic Action Element (Ch. 5)**
1	**Enhance Connectivity to Meadows Field and Inyokern Airport to accommodate future regional growth.**								Aviation
1.1	Work with Meadows Field and Inyokern Airport to obtain funding from the state and federal governments for their respective development programs.								Aviation
1.2	Work with local and regional transit providers to increase alternative mode ground access options at Meadows Field.								Aviation
1.3	Assist Meadows Field with planning related to high-speed rail connections.								Aviation
2	**Assist Kern County airports in expanding facilities to meet growing aviation demands.**								Aviation
2.1	Participate in master plan updates for various Kern County airports.								Aviation
2.2	Implement the Action Plan of the Central California Aviation System.								Aviation

Regional Transportation Plan Goals, Policies and Actions										
		Goals Supported							
Policy/ Action No.	**Policy/**Action	Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity	Sustainability	**Strategic Action Element (Ch. 5)**
2.3	Work with public airports to increase their access to federal and state funding and to reduce air emission in nearby communities, including disadvantaged communities.								Aviation
3	**Work with privately owned airports and local jurisdictions to support their operation and to maintain compatible uses within the airport area of influence.**								Aviation
3.1	Work with the JLUS committee to implement planning activities listed in the JLUS for R-2508 airspace (China Lake Naval Weapons Station and Edwards Air Force Base).								Aviation
3.2	Implement planning actions and strategies listed in the JLUS for R-2508.								Aviation
4	**Enhance and connect existing and future bikeways and pedestrian walkways in the Kern Region including disadvantaged communities.**								Active Trans. (AT), Air Emission
4.1	Seek and assist member agencies to apply for funding for bicycle and pedestrian projects from local, state, and federal sources.								AT
4.2	Seek and assist member agencies to apply for funding to maintain existing bikeways and pedestrian walkways.								AT

Regional Transportation Plan Goals, Policies and Actions										
		Goals Supported							
Policy/ Action No.	**Policy/**Action	Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity	Sustainability	**Strategic Action Element (Ch. 5)**
4.3	Encourage allocating sufficient flexible funding sources to fully fund priority pedestrian/bicycle projects identified in local and/or regional plans.								AT
5	**Encourage and work with Kern COG member jurisdictions to update and implement their adopted local bicycle plans and to incorporate bicycle facilities into local transportation projects.**								AT, Air Emissions
5.1	Fund updated bicycle plans for incorporated cities and unincorporated communities.								AT
5.2	In communities countywide and using appropriate funding sources create and fully fund pedestrian/bicycle facilities identified in local and/or regional plans.								AT
6	**Identify appropriate funding sources, update and fund regional and local plans that promote bicycle/pedestrian travel.**								AT, Air Emissions
6.1	Fund and periodically update the regional Active Transportation plan for bicycle, and pedestrian facilities for the Kern's incorporated and unincorporated communities.								AT
6.2	Periodically update the Kern Active Transportation Plan.								AT

Regional Transportation Plan Goals, Policies and Actions										
		Goals Supported							
Policy/ Action No.	**Policy/**Action	Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity	Sustainability	**Strategic Action Element (Ch. 5)**
7	**Encourage using appropriate funding sources to promote and fund sustainable community design that supports transit use and increases active transportation (AT) while still meeting the mobility needs of residents and employees in all communities and particularly in disadvantaged communities.**								AT, Public Transit, Air Emissions
7.1	Purchase and construct bicycle racks and lockers for Kern county multimodal stations.								AT
7.2	Purchase and construct bike tie-downs and racks on commuter trains and buses.								AT
7.3	Implement bus improvements including enhanced transit service (rapid bus, Bus Rapid Transit) in long range transit plans that promote service throughout the county, especially for disadvantaged communities.								Transit
7.4	Introduce Express bus service along SR 178/24th Street/Rosedale Highway and SR 99.								Transit
7.5	Consider Bus Rapid Transit (BRT) in exclusive lanes with traffic signal priority.								Transit
7.6	Using appropriate funding sources, study additional express/inter-city bus service throughout the county.								Transit
7.7	Consider ramp metering.								Transit

Regional Transportation Plan Goals, Policies and Actions										
		Goals Supported							
Policy/ Action No.	**Policy/**Action	Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity	Sustainability	**Strategic Action Element (Ch. 5)**
7.8	Consider peak period only HOV lanes.								Transit
7.9	Consider converting BRT corridors to light rail transit.								Transit
7.10	Consider additional peak period HOV lanes.								Transit
8	**Identify additions and alternatives that would improve the overall quality of transit service in Kern County.**								Transit, Air Emissions
8.1	Identify additions and alternatives that would improve the overall quality of transit throughout the county, especially for disadvantaged communities.								Transit
8.2	Consider a new GET Transit Center at CSU Bakersfield.								Transit
8.3	Increase GET services to CSU Bakersfield and Bakersfield College.								Transit
8.4	Consider introducing "full" GET BRT.								Transit
8.5	Implement traffic flow improvements/railroad grade separations.								Air Emissions
8.6	Promote park and ride lots.								Air Emissions
8.7	Consider High Occupancy Vehicle (HOV) lane additions: Centennial Corridor provides room to accommodate HOV.								Air Emissions

Regional Transportation Plan Goals, Policies and Actions										
		Goals Supported							
Policy/ Action No.	**Policy/**Action	Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity	Sustainability	**Strategic Action Element (Ch. 5)**
8.8	Encourage transit providers to consider lower transit fares or transit subsidies for low income, disabled and elderly populations.								Air Emissions
8.9	Implement flextime program.								Air Emissions
9	**Identify, explore and assist jurisdictions to apply for funding alternatives to traditional transit that address Kern Transit's (KT) rural mobility needs in all communities.**								Transit, Air Emissions
9.1	Assist KT in refining KT scheduling practices to improve service, including frequency.								Transit
9.2	Consider KT route reconfiguration within Downtown Bakersfield.								Transit
9.3	Assist KT in analyzing stop placements and first/last mile linkages.								Transit
9.4	Continue discussions with the Southern California Regional Rail Authority regarding the extension of Metrolink from Lancaster to Rosamond.								Transit
9.5	Create and promote ridesharing and voluntary employer-based incentives.								Air Emissions
10	**Develop coordination alternatives that would realize improvements over current Golden Empire Transit (GET) and other transit operations.**								Transit, Air Emissions

Regional Transportation Plan Goals, Policies and Actions										
		Goals Supported							
Policy/ Action No.	**Policy/**Action	Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity	Sustainability	**Strategic Action Element (Ch. 5)**
10.1	GET may consider decreasing emphasis on timed connections at transit centers								Transit
10.2	GET may consider faster crosstown trips: New Express routes; New "Rapid" routes; More direct routes								Transit
10.3	GET may consider faster crosstown service connecting one side of Bakersfield to the other including downtown and unincorporated areas.								Transit
10.4	GET may consider circulator and/or demand response services within neighborhoods or adjacent unincorporated areas of Bakersfield.								Transit
10.5	Continuation of GET express routes.								Transit
11	**Review, identify, and discuss alternative administrative and oversight models for transit services in Kern County. Support transit operators' replacement of fossil fueled vehicles to zero emission vehicles.**								Transit
12	**Create strategies to increase the visibility and importance of transit in Kern County.**								Transit, Air Emissions
12.1	Monitor advancement of the California High-Speed Rail (HSR) project.								Transit
12.2	Introduce GET circulator, demand response and express service.								Transit
13	**Create partnerships between transit and social services agencies in addressing Kern County's transit needs.**								Transit, Air Emissions

Regional Transportation Plan Goals, Policies and Actions										
		Goals Supported							
Policy/ Action No.	**Policy/**Action	Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity	Sustainability	**Strategic Action Element (Ch. 5)**
14	**Improve intercity connections and provide new services to expand the transportation alternatives in the Eastern Sierra region.**								Transit, Air Emissions
14.1	Continue discussions with the Southern California Regional Rail Authority regarding the extension of Metrolink from Lancaster to Rosamond.								Transit
14.2	Initiate discussions with the San Joaquin Valley Joint Powers Authority regarding adding stops to Amtrak San Joaquin service between Bakersfield and Wasco.								Transit
14.3	Create ridesharing and voluntary employer-based incentives.								Air Emissions
14.4	Reassess feasibility of commuter rail in various corridors.								Transit
14.5	AS HSR proceeds to construction: Identify preferred corridor to connect Bakersfield and Delano with commuter rail/HSR feeder service; Identify potential funding for commuter rail operations; work with local transit providers to connect riders to commuter rail/HSR.								Transit
15	**Investigate new federal, state, and local funding opportunities to maintain the current transportation system and promote future transportation development.**								Highways
15.1	Pursue ground access improvements to Meadows Field.								Highways

Regional Transportation Plan Goals, Policies and Actions										
		Goals Supported							
Policy/ Action No.	**Policy/**Action	Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity	Sustainability	**Strategic Action Element (Ch. 5)**
15.2	Upgrade the present highways maintenance system whenever feasible.								Highways
15.3	Maintain and enhance existing roadway infrastructure and vehicles with emerging technology to provide for more efficient use and reduce emissions, including electrification and clean fuel technology.								Highways, Air Emissions
16	**Work with Caltrans, COG member agencies, and other interested parties to prepare environmental studies and design engineering plans, reducing impacts to all communities.**								Highways
16.1	Continue to improve safety on State Routes including 14, 43, 46, 58, 65, 99, 119, 178, 184, 202, 204, 223 and other regional connecting routes.,								Highways
17	**Provide input to neighboring counties conducting corridor studies for routes significant to the Kern region.**								Highways
17.1	Participate in San Bernardino County's study for the US Highway 395 corridor.								Highways
17.2	Review and analyze available rest areas, layover lots, and truck stops to determine needs for additional parking related to long-distance travel.								Highways
17.3	Implement the recommendations from completed transportation planning studies when appropriate and feasible.								Highways

Regional Transportation Plan Goals, Policies and Actions										
		Goals Supported							
Policy/ Action No.	**Policy/**Action	Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity	Sustainability	**Strategic Action Element (Ch. 5)**
18	**Review countywide transportation impact fees and encourage member agencies to invest in active transportation, public transit and maintenance of local streets and roads.**								Highways
18.1	Encourage local governments to consider pursuing alternative funding sources such as regional TIFs where justified as a necessary means to address transportation needs.								Highways
19	**Delay the need for future increases in highway capacity and congestion through the implementation of measures that reduce transportation related air emissions.**								Highways, Air Emissions
19.1	Pursuant to Transportation Development Act Statutes, encourage and assist member agencies to improve and explore funding opportunities for public transit in all communities especially for disadvantaged communities.								Air Emissions
19.2	Encourage and assist member agencies to implement transit mobility hubs with multiple transportation mode choices (transit, bike/car share, walk, bike, etc.) at central locations in all communities, and especially for disadvantaged communities.								Air Emissions

Regional Transportation Plan Goals, Policies and Actions										
		Goals Supported							
Policy/ Action No.	**Policy/**Action	Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity	Sustainability	**Strategic Action Element (Ch. 5)**
19.3	Create ridesharing and voluntary employer-based incentives.								Air Emissions
19.4	Facilitate traffic flow improvements/railroad grade separation.								Air Emissions
19.5	Consider High Occupancy Vehicle (HOV) lane additions: Centennial Corridor provides room to accommodate HOV.								Air Emissions
19.6	Consider implementing flextime programs.								Air Emissions
20	**Prepare a systems-level planning analysis of various transportation system alternatives using multimodal performance measures.**								Highways, Air Emissions
20.1	Maintain Regional Traffic Models to aid in traffic and air quality analyses.								Air Emissions
21	**Coordinate planning efforts to ensure efficient, economical, and environmentally sound movement of goods mitigating impacts to all communities.**								Highways, Freight
21.1	Prioritize and program the freight related capital improvements for highways, regional roads, and interchanges for the RTP planning period, consistent with								Highways

Regional Transportation Plan Goals, Policies and Actions										
		Goals Supported							
Policy/ Action No.	**Policy/**Action	Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity	Sustainability	**Strategic Action Element (Ch. 5)**
	adopted goals and policies and the project eligibility requirements for each funding program,								
21.2	Support higher safety level requirements for hazardous material transport on interstates, state highways, and local roads, minimizing impacts to sensitive receptors such as schools and neighborhoods alternative routes and stormwater mitigation.								Highways
21.3	Encourage coordination and consultation between the public and private sectors to explore innovative and efficient goods movement strategies such as shifting goods-movement from road to rail. Convene an annual freight movement event for all stakeholders groups.								Freight
21.4	Identify and explore development of a program to shift goods-movement from road to rail through various incentives, potential tax credits and subsidies.								Freight
21.5	Encourage the use of rail and air for goods movement to reduce impacts to state and inter-county routes and lessen air quality impacts.								Freight
21.6	Oppose higher axle load limits for the trucking industry on general purpose roadways without adequate reinforcement and maintenance.								Freight
21.7	To better protect local communities from goods movement and other transportation impacts, project lead agencies preparing an environmental								Freight

Regional Transportation Plan Goals, Policies and Actions										
		Goals Supported							
Policy/ Action No.	**Policy/**Action	Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity	Sustainability	**Strategic Action Element (Ch. 5)**
	document that tiers off the programmatic EIR for this RTP, are required under CEQA to communicate with local agencies through the project level environmental document review process on how they plan to mitigate localized impacts (CEQA Guidelines §§15063, 15070–15075, 15152, 15168.).								
22	**Advocate programs and projects for the intermodal linkage of all freight transportation.**								Highways, Freight
22.1	Construct truck climbing/passing lanes on the I-5 Grapevine grade. Also on SR 58 Tehachapi grade to improve safety near the Cesar Chavez National Monument.								Highways, Freight
22.2	Program safety related infrastructure improvements such as safety widening of Pond Rd, 7th Standard Rd, Wheeler Ridge Rd, SR 43, SR 46, SR 184 and other high volume truck routes in response to freight movement activities in these areas.								Highways, Freight
22.3	Create truck bypass routes or “greenpass” expressway routes to re-direct trucking activity away from existing and planned communities and sensitive receptors. Greenpass routes provide opportunities for more bike and pedestrian friendly complete street implementation in the core areas of communities.								Highways, Freight
23	**Construct new SR 58 freeway through Metropolitan Bakersfield from existing segments freeway SR 58 continuing west to I-5 and upgrade expressway portions east of SR 395.**								Freight

Regional Transportation Plan Goals, Policies and Actions										
		Goals Supported							
Policy/ Action No.	**Policy/**Action	Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity	Sustainability	**Strategic Action Element (Ch. 5)**
23.1	Encourage communication between short-line rail operators, shippers, and economic development agencies.								Freight
23.2	Explore the potential to retain freight rail service on the southern portion of Arvin Subdivision. Coordinate with SJVR, Tejon Ranch, the Central California Rail Authority and others.								Freight
24	**Explore rail intermodal, transfer facility, and alternative transfer options for the region. Develop the rural trucking network, avoiding populated areas to minimize impacts to both disadvantaged and all communities.**								Freight, Safety, Environ. Justice
24.1	Continue development of the BNSF & UP intermodal freight hubs in/near Shafter as well as the BFL International Airport freight hub, into a TradePort District with a network spoke system of connecting truck access routes. Participate in state planning for a system of inland ports.								Freight
24.2	Continue development of the Delano and McFarland Union Pacific intermodal rail freight shipping facilities, including last-mile truck access infrastructure.								Freight
24.3	Research Targeted Logistics Transportation Fees such as : Logistic Mitigation Fees, and Mobility Fees								Freight

Regional Transportation Plan Goals, Policies and Actions										
		Goals Supported							
Policy/ Action No.	**Policy/**Action	Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity	Sustainability	**Strategic Action Element (Ch. 5)**
25	**Maintain liaison with Southern California Association of Governments and all San Joaquin Valley Councils of Government for efficient coordination of freight movement between regions and counties.**								Freight
25.1	Work with other agencies to create an effective truck model to track regional commodity flows and to identify critical economic trends that will drive truck flows on regionally significant truck routes.								Freight
26	**Provide heavy truck access planning guidance, including a review of the current surface transportation act route system, review of geometric issues, and signaling for all routes identified as major local access routes, as well as the development of performance standards.**								Freight, Air Emissions
26.1	Develop clean trucking technology on highways: provide assistance applying for numerous existing programs; encourage revisions to building codes that require electric charging stations and new warehouse/manufacturing facilities and incentives for electric charging.								Freight, Air Emissions
26.2	Explore development of a Next Generation Industrial TradePort District – provide for phased incremental testing of emerging goods movement technology such as clean tech, autonomous trucks and warehouses/manufacturing & processing, mining and agriculture to foster higher paying jobs in the region.								Freight, Air Emissions

Regional Transportation Plan Goals, Policies and Actions										
		Goals Supported								
Policy/ Action No.	**Policy/**Action	Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity	Sustainability	**Strategic Action Element (Ch. 5)**
27	**As planning funds are available, continue the technical and planning assistance grant program to assist and allow local jurisdictions to receive funding for coordinated land use, air quality and transportation planning.**								Land Use, Air Emissions
27.1	Facilitate the Shafter Intermodal Rail Facility by programming infrastructure to service rail and truck traffic that may be generated by the facility.								Land Use, Air Emissions
27.2	Use the California Environmental Quality Act (CEQA) review process to inform stakeholders and decision makers on the impacts of future sensitive land use developments near vital transportation infrastructure necessary to handle increasing air traffic and international cargo, as well as increasing inland port activity and to handle increasing local, intercity, and interregional transit use.								Land Use, Air Emissions
27.3	Work with the Kern County Department of Airports and local planning departments to preserve existing airports from encroachment by sensitive land uses to strategic global gateways.								Land Use
27.4	Provide a data feedback mechanism on VMT per capita by jurisdictional sub areas to help local communities be able to track, report and assess implementation of the identified sustainable community strategies.								Land Use, Air Emissions

Regional Transportation Plan Goals, Policies and Actions										
		Goals Supported								
Policy/ Action No.	**Policy/**Action	Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity	Sustainability	**Strategic Action Element (Ch. 5)**
27.5	Implement the RTP in partnership with member agencies to preserve near- and long-term transportation infrastructure, thus promoting the gradual intensification of transit use.								Land Use, Air Emissions
27.6	Allow reduced parking requirements near transit centers that have alternative modes of access such as walking and bike paths, circulator buses, etc.								Land Use, Air Emissions
27.7	Monitor progress and allocated funding toward implementing principles developed by the *Directors to 2050* outreach process pursuant to the latest adopted Project Delivery Policies and Procedures.								Land Use, Air Emissions
27.8	Encourage cities and the county to provide parking requirements (and parking provisions) compatible with compact, pedestrian, and transit-supportive design and development. Requirements should account for mixed uses, transit access, and the linking of trips that reduce reliance on automobiles and total parking demand.								Land Use, Air Emissions
27.9	Promote land use along freight corridors that are compatible with goods movement traffic.								Land Use

Regional Transportation Plan Goals, Policies and Actions										
		Goals Supported							
Policy/ Action No.	**Policy/**Action	Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity	Sustainability	**Strategic Action Element (Ch. 5)**
28	**Encourage land use planning by Kern COG local Government member agencies that recognizes Kern's large area, dispersed centers and unique geographic features of the region.**								Land Use, Air Emissions
28.1	Implement the Directions to 2050 Growth Principles vision for economic vitality by planning and programming infrastructure to provide connectivity to air traffic and international cargo facilities.								Land Use
28.2	Monitor progress and as funds are available, allocate funding toward implementing regional principles developed by the *Directions to 2050* visioning process consistent with local general plans and provide funding to support that vision through the technical and planning assistance grant program in all communities including disadvantaged communities.								Land Use
29	**Promote land use patterns that support current and future investments in public transit and active transportation in all communities particularly in disadvantaged communities that score high in many state and federal grant programs.**								Land Use, Air Emissions

Regional Transportation Plan Goals, Policies and Actions										
		Goals Supported							
Policy/ Action No.	**Policy/**Action	Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity	Sustainability	**Strategic Action Element (Ch. 5)**
29.1	Encourage and assist with the adoption of general plan circulation elements that address transit, bike, and pedestrian modes. Consider specific plan lines and form-based codes where appropriate to implement transit improvements along designated transit corridors that connect transit-priority place types and centers and other transit ready areas.								Land Use, Air Emissions
29.2	Work with GET, KT, other local transit providers, and local land use planners to preserve existing and future transit opportunities from the encroachment of low-density land uses within transit-priority place types and centers and other transit ready areas.								Land Use, Air Emissions
29.3	Encourage the expansion of transportation choices and transit usage by providing housing choices that include more compact and mixed land uses within walking distance to transit priority place types and centers and other transit ready areas in all communities including disadvantaged communities.								Land Use, Air Emissions
29.4	Identify and space transit oriented village, town, and suburban/community centers a minimum of 1 to 4 miles apart.								Land Use, Air Emissions
29.5	Provide convenient and safe walking and bike paths to a fixed transit hub at each transit priority place type and other transit ready areas.								Land Use, Air Emissions

Regional Transportation Plan Goals, Policies and Actions										
		Goals Supported							
Policy/ Action No.	**Policy/**Action	Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity	Sustainability	**Strategic Action Element (Ch. 5)**
29.6	Promote more compact and mixed-use centers along transit corridors, where appropriate, to support more intense transit options such as BRT, light rail and active transportation as areas become revitalized and in other transit ready areas.								Land Use, Air Emissions
29.7	Land uses should be mixed both horizontally and vertically where appropriate. Vertical mixed use, with ground-floor retail in developed areas and activity centers as identified through local land use plans, can increase the vitality of the street and provide people with the choice of walking to desired services. More important for Bakersfield, mixing uses horizontally can prevent desolate, single-use areas and encourage increased pedestrian activity; scale of use and distance between uses are important to successful horizontal mixed-use development.								Land Use, Air Emissions
29.8	Support and enhance transit priority and strategic employment place types. These areas have a strong impact on transportation patterns as the major destinations. To make these places more transit-supportive, they should be enhanced by land use decisions that locate new and affordable housing and appropriately scaled retail and employment uses to diversify the mix, creating an environment that maximizes transportation choice in both Metro and outlying communities. Enhancement of these place types in outlying areas to create								Land Use, Air Emissions

Regional Transportation Plan Goals, Policies and Actions										
		Goals Supported							
Policy/ Action No.	**Policy/**Action	Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity	Sustainability	**Strategic Action Element (Ch. 5)**
	vibrant communities provides opportunities for employees to live closer to where they work, reducing overall travel.								
29.9	Encourage cities and the county to provide land use intensities where appropriate at levels that will promote use of transit and support pedestrian and bicycle activity. A general threshold for transit-supportive residential uses is 10 to 15 units per acre within ½ mile of a high-frequency transit stop (15 min. headways or less). This density can be lower, however, if the urban environment supports easy pedestrian/bike access to transit. Nonresidential uses with a floor area ratio (FAR) of 0.5 provide a baseline that can support viable transit ridership levels. Local land use plans should provide flexibility to maximize the intensity of development in transit priority place types to be more responsive to changing market conditions.								Land Use, Air Emissions

Regional Transportation Plan Goals, Policies and Actions										
		Goals Supported							
Policy/ Action No.	**Policy/**Action	Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity	Sustainability	**Strategic Action Element (Ch. 5)**
29.10	Encourage the adoption of general plan circulation elements with specific plan lines as appropriate to preserve goods movement corridors and high frequency transit corridors.								Land Use, Air Emissions
29.11	The transportation and circulation framework should define compact districts and corridors that are characterized by high connectivity of streets to not overly concentrate traffic on major streets and to provide more direct routes for pedestrians, good access to transit, and streets that are designed for pedestrians and bicycles, as well as for vehicles.								Land Use, Air Emissions
29.12	New residential developments should include streets that provide connectivity. New development and revitalized areas should include streets that provide connectivity for pedestrian/bicycle access and public transit.								Land Use, Air Emissions
29.13	Streets should be designed to support use by multiple modes, including transit, bicycles, and pedestrians, through proper scaling and provision of lighting, landscaping, and amenities. Amenities must be designed to provide comfortable walking environments.								Land Use, Air Emissions
29.14	Buildings should be human scaled, with a positive relationship to the street (e.g. entries and windows facing onto public streets, and appropriate articulation and signage).								Land Use, Air Emissions

Regional Transportation Plan Goals, Policies and Actions										
		Goals Supported								
Policy/ Action No.	**Policy/**Action	Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity	Sustainability	**Strategic Action Element (Ch. 5)**
29.15	The impact of parking on the public realm should be minimized by siting parking lots behind buildings or screening elements (walls or landscaping). Buildings should be close to the road so parking can be located on the side or in the rear.								Land Use, Air Emissions
29.16	Encourage shared mobility, vanpools and medically funded vans. Encourage pilot projects such as autonomous electric vehicles in rural communities where applicable to access larger transit operators. Promote partnerships and grant strategies that allow access to grant programs. This is an extension of Policy 9.								Land Use, Air Emissions
30	**Promote increased communication with local governments and other agencies on interregional land use issues, including the coordination of land use and transportation systems for implementing the SCS.**								Land Use, Air Emissions
30.1	Coordinate with the local governments through an SCS oversight committee like the regional planning advisory committee (RPAC) to provide assistance and updates on SCS implementation including AHSC, SALC, HCP, & NCCP, and Regional Housing Needs online mapping tool.								Land Use
30.2	Coordinate with the Southern California Association of Governments, the Metropolitan Transportation Commission, and the ports to minimize impacts of port activity through Kern County.								Land Use, Air Emissions

Regional Transportation Plan Goals, Policies and Actions										
		Goals Supported							
Policy/ Action No.	**Policy/**Action	Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity	Sustainability	**Strategic Action Element (Ch. 5)**
30.3	Coordinate with the Kern County Department of Airports, municipalities and airport districts to expand Meadows Field and establish intermodal connectivity for rail, trucking, transit, and passenger vehicles.								Land Use, Air Emissions
30.4	Coordinate with GET, KT, and the Kern County Department of Airports to improve intermodal connectivity between transit systems and Meadows Field.								Land Use, Air Emissions
30.5	Continue to use the CEQA review process to inform stakeholders and decision-makers on the impacts of sensitive land use developments near vital transportation infrastructure. Kern COG, through its Environmental Review Program/Intergovernmental Review process will facilitate and encourage implementing and local agencies to use CEQA streamlining and/or tiering from the RTP/SCS environmental document as appropriate. The RTP/SCS Program EIR provides identification of environmental conditions and anticipated impacts from development at a programmatic level allowing individual jurisdictions to focus on site-specific impacts as may be needed.								Land Use, Air Emissions
30.6	Work with member agencies to preserve existing and future road and highway rights-of-way from the encroachment of sensitive land uses.								Land Use, Air Emissions

Regional Transportation Plan Goals, Policies and Actions										
		Goals Supported							
Policy/ Action No.	**Policy/**Action	Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity	Sustainability	**Strategic Action Element (Ch. 5)**
30.7	Implement the RTP in partnership with member agencies to preserve near- and long-term transportation infrastructure that promote the preservation of goods movement routes and facilities.								Land Use, Air Emissions
30.8	Transit improvement projects should be targeted in transit priority/strategic employment place types and other transit ready areas with transit-supportive land uses (existing and planned) in and around key destinations and projects that can increase pedestrian activity and safety.								Land Use, Air Emissions
30.9	Relax roadway level of service (LOS) standards in high-priority transit corridors. In high-demand, high-capacity transit corridors.								Land Use, Air Emissions
31	**Support more efficient use of the transportation system through the implementation of Intelligent Transportation Systems (ITS) technology.**								ITS, Air Emissions
31.1	Build upon the momentum and stakeholder coalition generated through the San Joaquin Valley Goods Movement Study to pursue ITS commercial vehicle projects.								ITS, Air Emissions
31.2	Investigate how ITS can support efforts to improve travel between the inland areas and coastal communities.								ITS

Regional Transportation Plan Goals, Policies and Actions										
		Goals Supported							
Policy/ Action No.	**Policy/**Action	Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity	Sustainability	**Strategic Action Element (Ch. 5)**
31.3	Build upon ITS planning efforts in the San Joaquin Valley in conjunction with federal rules (ITS architecture and standards conformity and statewide and metropolitan planning) to expand ITS actions.								ITS
31.4	Build upon the existing Caltrans District 6 Traffic Management Systems to fill gaps and complete coverage on major facilities, including expansion of their highway closures and restrictions database, to include other agencies.								ITS, Air Emissions
31.5	Capitalize on the extensive ITS technology testing and standards development conducted by Caltrans by using, where appropriate, Caltrans approaches for local traffic management systems.								ITS, Air Emissions
31.6	Build upon best practices from past and current transit ITS deployment experiences in the State of California.								ITS, Air Emissions
31.7	Build upon Caltrans District 6 experience with sharing facilities, equipment, and information between traffic management and California Highway Patrol staff.								ITS, Air Emissions
31.8	Provide traveler information for commercial vehicle operators at truck rest stops.								ITS, Air Emissions
31.9	Improve visibility and access to existing Caltrans valley-wide alternate route plans.								ITS, Air Emissions

Regional Transportation Plan Goals, Policies and Actions										
		Goals Supported							
Policy/ Action No.	**Policy/**Action	Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity	Sustainability	**Strategic Action Element (Ch. 5)**
31.10	Coordinate the Bakersfield area Transportation Operations Center with Caltrans District 6 Transportation Management Center via satellite.								ITS, Air Emissions
31.11	Integrate the ITS capabilities being implemented at GET with Bakersfield's traffic management system, including sharing information between the two centers during emergencies.								ITS, Air Emissions
31.12	Facilitate the transfer of lessons learned from GET ITS deployment to other area transit operators, and look for opportunities for those agencies to better coordinate with GET using its ITS capabilities.								ITS, Air Emissions
31.13	Expand the accident reduction campaigns on Kern's rural highways and county roads.								ITS, Air Emissions
32	**Achieve national and state air quality standards for healthy air by the mandated deadlines for all communities and especially disadvantaged communities.**								Air Emissions
32.1	Maintain air quality coordination MOU with the San Joaquin Valley Metropolitan Planning Organizations, San Joaquin Valley and East Kern Air Pollution Control District, and Caltrans Districts 6 and 10.								Air Emissions

Regional Transportation Plan Goals, Policies and Actions										
		Goals Supported							
Policy/ Action No.	**Policy/**Action	Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity	Sustainability	**Strategic Action Element (Ch. 5)**
32.2	Identification of all Reasonably Available Control Measures (RACM) for ozone and all Best Available Control Measures (BACM) for PM10 by Kern COG's member agencies.								Air Emissions
32.3	Coordinate with all necessary responsible agencies to implement feasible transportation control measures that limit harmful air emissions.								Air Emissions
32.4	Seek funding options for Congestion Mitigation Air Quality Program, AB 2766 Motor Vehicle Emissions Reductions Program, and other sources that allow allocations for air emission reduction strategies especially in disadvantaged communities which score high for many funding programs.								Air Emissions
32.5	During the project level environmental process perform local hot spot analysis of air pollution in accordance with the proscribed federal process to identify which communities may be impacted by proposed transportation projects.								Air Emissions
33	**Proactively implement Federal Title VI and Environmental Justice requirements to ensure equity.**								Environ. Justice
33.1	Avoid, minimize, and/or mitigate disproportionately high and adverse human health or environmental effects, including social and economic impacts, on								Environ. Justice

Regional Transportation Plan Goals, Policies and Actions										
		Goals Supported							
Policy/ Action No.	**Policy/**Action	Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity	Sustainability	**Strategic Action Element (Ch. 5)**
	traditionally disadvantaged communities, especially racial minority and low-income communities.								
33.2	Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.								Environ. Justice
33.3	Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.								Environ. Justice
33.4	As part of the regional performance measures, catalogue existing health conditions, access to public transit and opportunities for active transportation. As part of the Regional Housing Needs Assessment, catalog access to basic infrastructure (drinking water, wastewater and storm water), key demographic indicators, and access to safe, quality and affordable housing.								Environ. Justice
33.5	Utilize tools like US EPA EJScreen and CalEnviroScreen to apply for funding for communities and invest in existing communities that demonstrate the highest level of need.								Environ. Justice
33.6	Allocate discretionary funding such as Regional Surface Transportation Program to meet the maintenance needs of existing communities first.								Environ. Justice

Regional Transportation Plan Goals, Policies and Actions										
		Goals Supported							
Policy/ Action No.	**Policy/**Action	Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity	Sustainability	**Strategic Action Element (Ch. 5)**
33.7	Encourage local jurisdictions to enhance their eligibility for new state grants by considering affordable housing support and stabilization programs that help mitigate displacement of disadvantaged populations.								Environ. Justice
34	**Encourage utility companies, California Air Resources Board and other state agencies to select locations within Kern County to site electric charging stations.**								Environ. Justice
35	**Work with the county to explore the development of a countywide vehicle miles traveled (VMT) mitigation bank to retire potential future VMT from rural properties with conservation potential, and transfer that VMT savings as credit to other properties providing an incentive for rural conservation property owners to monetize their land.**								Land Use Air Emissions
36	**In consultation with local tribes, create signage, and/or roadside kiosks to demarcate and educate the public places of culture, historic, spiritual and environmental tribal importance along and within transportation corridors, as cultural mitigation for new projects, and to promote tourism around our regions extensive cultural heritage.**								Environ. Justice

RELATIONSHIP OF RTP GOALS TO PUBLIC PARTICIPATION

In preparation of the RTP, Kern COG undertook a comprehensive community engagement program that solicited input from thousands of stakeholders and community members in the Kern region (see Appendix C – Public Outreach). Building on the momentum of the 2008 Kern Regional Blueprint, the community outreach program revisited the nine adopted Blueprint principles for growth. The community engagement program encouraged participants to think more than 20 years into the future.

Community outreach survey/workshop/event participants throughout the region were invited to prioritize the principles for growth. Community members expressed continuing support for all nine principles for growth, indicating they are still relevant to the Kern region.

Workshop participants identified the following principles as the top three priorities for the region and their community's future:

- Enhance economic vitality
- Provide a variety of housing choices
- Conserve undeveloped land and spaces

Table 2-2 provides a comparison of the community workshops principles for growth and the RTP goals. The RTP is an extension of the community engagement process, providing mobility goals, policies, and actions for the region.

Examples of how the principles for growth interrelate with the RTP goals include the following:

- Improving mobility can include the addition of alternative fuels and modes that would help conserve energy and natural resources;
- Improving accessibility to major employment centers can make it more efficient to access and provide public services to these areas;
- Improving reliability and safety of the transportation system during peak periods can make it more convenient to do business in Kern, enhancing our region's economic vitality;
- Maximizing efficiency of the transportation system can be improved by providing a variety of housing types and densities that are distributed to take optimum advantage of transit and highway infrastructure;
- Promoting livability can be assisted by building on a community's historic assets;

- Promoting sustainability can reduce long-term operating costs, enhancing the economic viability of a region; and
- Ensuring equity can be assisted by providing affordable transportation options such as biking, walking, and transit.

See Chapter 4, Sustainable Communities Strategy, for further information on the community engagement process.

Table 2-2: *Directions to 2050 Principles for Growth/RTP Goals Comparison Matrix*

LINKS BETWEEN *DIRECTIONS TO 2050* PRINCIPLES FOR GROWTH AND RTP GOALS	**RTP Goals**						
	1. Mobility – Improve the mobility of people and freight.	**2. Accessibility – Improve accessibility to, and the economic wellbeing of major employment and other regional activity centers.**	**3. Reliability – Improve the reliability and safety of the transportation system.**	**4. Efficiency – Maximize the efficiency and cost effectiveness of the existing and future transportation system.**	**5. Livability – Promote livable communities and satisfaction of consumers with the transportation system.**	**6. Sustainability – Provide for preservation and expansion of the system while minimizing effects on the environment.**	**7. Equity – Ensure an equitable distribution of the benefits among various demographic and user groups.**
Directions to 2050 Growth Principles							
A. Conserve energy and natural resources, and develop alternatives	♦	♦	♦	♦	♦	♦	♦
B. Provide adequate and equitable public services	♦	♦	♦	♦	♦	♦	♦
C. Enhance economic vitality	♦	♦	♦	♦	♦	♦	♦
D. Provide a variety of housing choices				♦	♦	♦	♦
E. Use and improve existing community assets and infrastructure	♦	♦	♦	♦	♦	♦	♦
F. Use compact, efficient development and/or mixed land uses where appropriate	♦	♦	♦	♦	♦	♦	♦
G. Provide a variety of transportation choices	♦	♦	♦	♦	♦	♦	♦
H. Preserve undeveloped land and spaces				♦	♦	♦	♦
I. Increase civic and public engagement					♦		♦

Integrated Performance Measures and Environmental Justice/Title VI Analysis

Kern COG's RTP has been recognized as a best practice in Environmental Justice (EJ) analysis for small to mid-sized MPOs, as noted in the 2010 California Transportation Commission RTP Guidelines and recognized by the Caltrans Division of Research, Innovation and System Information, Build-a-Better-Mousetrap competition for Smart Transformation in 2022.[4] Continuing that standard, this RTP integrates EJ and federal Title VI non-discrimination considerations into a comprehensive system-level performance analysis aligned with the plan's seven regional goals. This ensures that progress toward RTP goals is also advancing equity outcomes.

Figure 2-1: In 2022 Kern COG Performance Measure Process Recognized as a Best Practice by Caltrans



Appendix D presents the integrated performance analysis, demonstrating that implementation of this RTP benefits EJ and Title VI communities—exceeding average countywide outcomes—across most indicators including health equity, system performance, and Smart Mobility framework place types.

In compliance with Title VI of the Civil Rights Act of 1964, California Government Code Section 11135, and Executive Order 12898, Kern COG has prepared an EJ/Title VI analysis that identifies and evaluates potential disparate impacts on traditionally underserved communities. This analysis is part of a broader proactive planning approach that emphasizes early, inclusive engagement with EJ populations.

Extensive outreach, summarized in Appendix C, was conducted to ensure meaningful participation from all communities, particularly those historically underrepresented in the transportation planning process. Early input from EJ communities helps shape investments that reflect community needs, reduce project delivery risks, and strengthen public trust.

The integrated performance analysis complements this outreach by providing data-driven feedback to policymakers. **The results confirm that—with full implementation—the RTP**

[4] Caltrans DRISI BABM Competition, 2022, Balancing Performance Measures and Public Outreach at a Mid-Sized MPO: View Submission

improves conditions for EJ and Title VI communities across most performance metrics compared to the region as a whole.

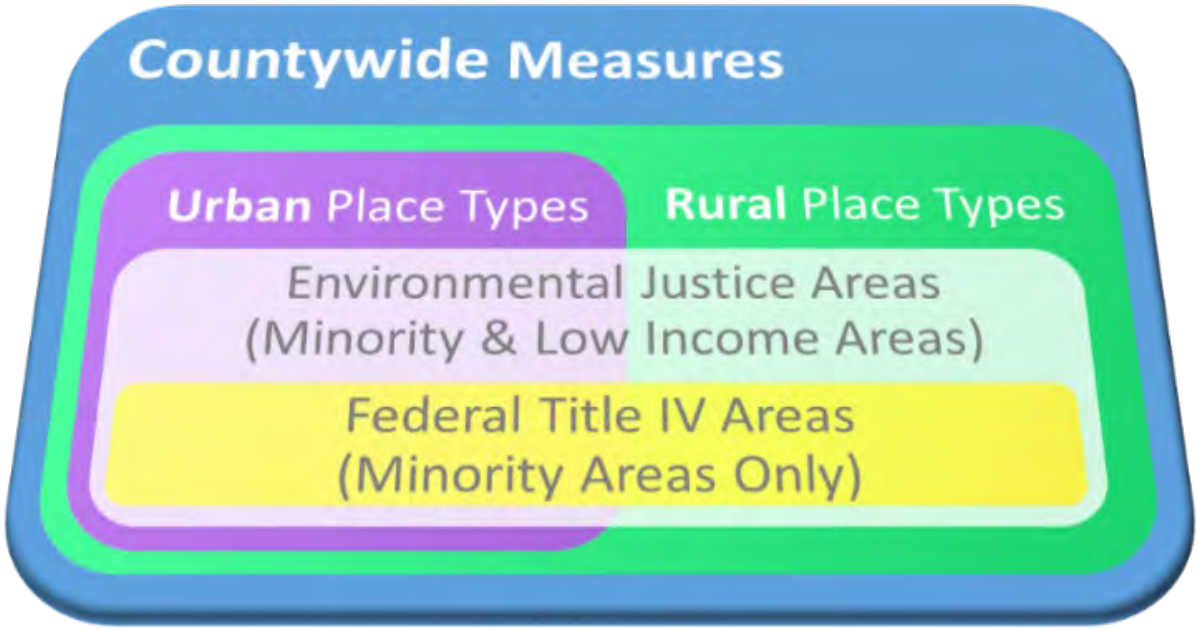
Performance Measures Analysis Framework

Kern COG uses an integrated framework of twelve performance measures to evaluate alignment of the RTP and Sustainable Communities Strategy (SCS) with the region's seven adopted goals. Many measures support multiple goals—some up to five—ensuring a comprehensive and interconnected approach to performance-based planning.

The figure below illustrates how the twelve performance measures intersect across various analysis categories, including:

- Countywide system performance
- Environmental Justice and Title VI areas
- Health equity
- Smart Mobility framework place types (urban and rural)

Figure 2-2: Overlapping Performance Measures Matrix Analysis Diagram



Some performance measures apply across all categories, while others are tailored to specific communities or geographies. The following table summarizes results by goal and performance measure, highlighting how the RTP advances both regional mobility and equity objectives.

Table 2-3: Performance Measures Analysis Summary by RTP Goals for System Level, Smart Mobility Framework, Health Equity and Environmental Justice and Title VI Areas

Table No. (Apdx. D)	RTP Goal/Performance Measure (PM) Category	Smart Mobility Geographic Coverage Place type(PT)	Performance Measure Description	Performance Measure Target/Test	Target Met? (Yes/No/ Partial)
D-4	Mobility / health equity (transit)	Urban, rural, countywide PT	Average Travel Time – Peak **Highway** Trips	Improvement over Countywide Average	Yes
D-5			Average Travel Time – Peak **Transit** Trips	Improvement over Countywide Average	Yes
D-6	Accessibility / economic well-being / health equity (transit)	Urban, rural, countywide PT	Average Travel Time to Job Centers – **Highway** Trips	Improvement over Countywide Average	Partial
D-7			Average Travel Time to Job Centers – **Transit** Trips	Improvement over Countywide Average	Yes
D-8	Efficiency / cost effectiveness / health equity (transit)	Urban, rural, countywide PT	Average Daily Investment per Passenger Mile Traveled – **Highways**	Improvement over Countywide Average	Partial
D-9			Average Daily Investment per Passenger Mile Traveled – **Transit**	Improvement over Countywide Average	Yes
D-10	Livability / customer satisfaction	Urban, rural, countywide PT	Average Trip Delay Time in Hours	Improvement over Countywide Average	Yes
D-11	Environment / health equity	3 Air Basins	% Change NOx/PM by air basin	Improvement over Base Year	Yes
D-12		Urban, rural, countywide PT	% Change in Households within 500 feet of Roadway Volumes > 50,000	Improvement over Base Year	Yes
D-13	Sustainability / preservation	Countywide PT	Percentage Change in Maintenance Dollars Per Lane Mile	Improvement over Base Year	Yes
D-14	Equity / health equity (transit)	Urban, rural, countywide PT	% of Expenditures versus Passenger Miles Traveled in 2049 – **Highways**	Investment % higher than passenger miles traveled	Partial
D-15			% of Expenditures versus Passenger Miles Traveled in 2049 –**Transit**	Investment % higher than passenger miles traveled	Yes
D-16	Land Consumption / health equity	Countywide PT	% change in Farmland consumed outside City Spheres of Influence	Improvement over Historic Baseline	Yes
D-17	Health equity	Countywide PT	Health Cost Savings	Improvement over No Project Baseline	Yes
D-18	Reliability / congestion	Urban, countywide PT	Average Level of Congestion in Hours	Improvement over Base Year	Partial
D-19	Reliability / safety / health equity	Urban, rural, countywide PT	Annualized Accident Statistics for Annual Average Daily Traffic	Improvement over Countywide Average	Partial
D-20	Federal PM-1 Safety/health equity	Countywide PT	Forecast of Accidents for Vehicles, Bicycles and Pedestrians	Improvement over 5 year running base	Partial
D-21	Federal PM-2 Sustainability / preservation	Countywide PT	Observed bridge/pavement condition on locally maintained national highway system routes	Improvement over 2-4 year targets	No

Table No. (Apdx. D)	RTP Goal/Performance Measure (PM) Category	Smart Mobility Geographic Coverage Place type(PT)	Performance Measure Description	Performance Measure Target/Test	Target Met? (Yes/No/ Partial)
D-22	Federal PM-3 mobility/accessibility	Countywide PT	Observed travel time reliability on locally maintained national highway system	Improvement over 4 year targets	Yes

**Note: Due to data limitations Environmental Justice/Title VI areas were not able to be broken out for performance measures D-11, D-13, D-16, D-17, D-20, D-21, D-22 however, they are still included in these analyses.*

CHAPTER 3 PLANNING ASSUMPTIONS

The Kern Council of Governments (Kern COG) serves as the State Census Data Center affiliate for the Kern region (by agreement with the California Department of Finance) and maintains the official repository for census and demographic data for Kern County, its member jurisdictions, and unincorporated areas. Kern COG In its regional planning role, leads and coordinates transportation planning, programming, and project oversight across the county's eleven cities (Arvin, Bakersfield, California City, Delano, Maricopa, McFarland, Ridgecrest, Shafter, Taft, Tehachapi, and Wasco) as well as the unincorporated areas of Kern County.

The Kern COG Board adopted a policy to revisit the regional growth forecast every 3-5 years to ensure projections account for the latest growth trends.

It is critical that growth forecasts remain up to date and responsive to changing trends. Since 2001, the Kern COG Board has maintained a policy to revisit and update the regional growth forecast every 3 to 5 years, providing both responsiveness to changing conditions and stability for environmental and interagency review. This interval balances flexibility to adapt with continuity for project development and impact analyses.

The forecast and related planning assumptions are managed through a collaborative committee structure: the Transportation Technical Advisory Committee (TTAC), the Regional Planning Advisory Committee (RPAC), and the Transportation Modeling Committee (TMC). The TMC was formally established in May 2001 under a Transportation Modeling Policy and Procedure. That policy was reaffirmed via a Memorandum of Understanding (MOU) on Transportation Modeling Coordination among Caltrans, the City of Bakersfield, Kern County, and Kern COG representing the rest of the member agencies (originally executed January 15, 2004). The TMC comprises technical staff from Kern COG member agencies (primarily planning and public works divisions) and is responsible for sub-area allocation of the growth forecast, oversight of modeling practices, scenario testing, and other regional modeling tasks. During preparation of the Sustainable Communities Strategy (SCS), the TMC meets jointly with RPAC to facilitate integration of land-use, demographic, and transportation assumptions.

GROWTH TRENDS

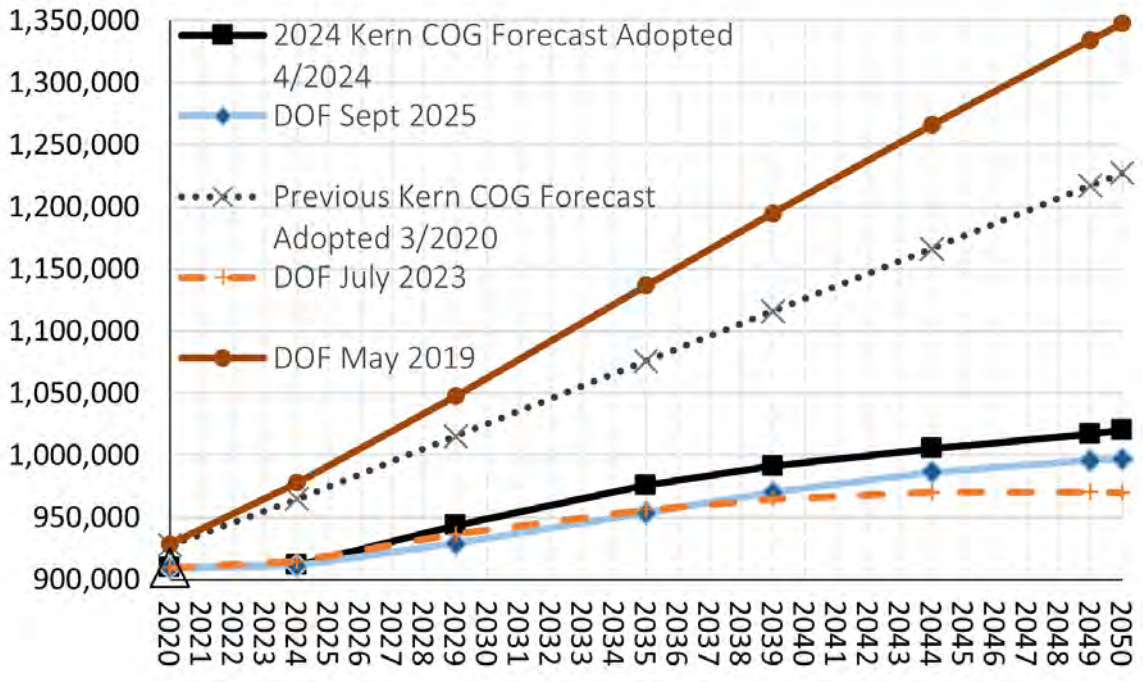
Kern County spans approximately 8,200 square miles. As of the April 2020 Census, the county population stood at 909,000. (U.S. Census Bureau) Over the 2010–2020 decade, the county's annual population increase 60% lower than the prior decade, which included some of the rebound years following the Great Recession in 2006.

The region's growth is supported by a diversified economic base including value added agriculture processing, aerospace/defense, energy/natural resources, logistics/manufacturing, health care and prisons. In earlier years, growth was strongly influenced by oil sector employment and expansion of renewable energy (solar/wind developments). The San Joaquin Valley area of Kern sees over 75 % of in state oil production and 58 % of California's natural gas production. The county also contributes significantly to the state's electricity generation, via both utility-scale wind and solar, and distributed generation systems, cumulatively exceeding 12,000 megawatts in installed capacity. Kern has leveraged its agricultural strength along with alternative fuel initiatives (e.g. renewable natural gas, biodiesel) to support its standing as a leading agricultural county in the U.S.

By 2011, Kern was among the first California counties to recover all jobs lost during the Great Recession, and by 2013 had achieved one of the faster growth rates in the state (~1.25 %). Oil remains a high-wage sector, representing roughly 4 % of all employment. However, the dramatic drop in oil prices in 2014 (to ~$27 per barrel) triggered a localized downturn not experienced broadly elsewhere in the state. While oil prices recovered by 2018, ongoing state policy proposals to limit or phase out fossil fuel production have introduced uncertainty into future production investment. Although sectors like logistics, renewable energy construction, and value added agriculture remain solid employment bases, growth has not matched the intensity seen in prior decades.

The 2020 forecast (adopted in the previous RTP) had assumed much stronger growth—on the order of ~21,900 persons per year—projected over the 2020–2046 period. The newly adopted 2024–2050 forecast reflects a substantial correction, projecting about a 51 % reduction in cumulative growth relative to the prior forecast baseline (see **Figure 3-1**). The forecast update places greater weight on

Figure 3-1: Recent Population Forecast Comparison



recent demographic, economic, and housing trends, and is more closely aligned with state Department of Finance projections.

Statewide, housing affordability is strongly tied to employment growth, and Kern has one of the most affordable housing markets in California. This relative affordability continues to attract net migration from higher-cost areas (e.g. Southern California), especially for households seeking lower-cost housing options. As remote work gains traction and employers consider satellite or regional offices, Kern is well-positioned to capture new population and employment growth. Simultaneously, the county remains responsive to state policies expanding renewable energy deployment (with associated jobs) and re-opened permitting frameworks for oil/gas operations.

The forecasted assumptions continue to incorporate the planned development of a High Speed Rail (HSR) station in Bakersfield, with the funded first phase shaving 1 hour off of passenger current rail travel in the San Joaquin Valley to the Bay Area and Sacramento by as early as 2032.5 That connection could influence future land-use, housing, and job patterns across Kern, beyond what historical growth alone might predict. However, continued delays have caused infill assumptions to be delayed compared to prior RTP forecasts. In short, growth in Kern is not a question of "if," but rather "when," and continued adjustment through future RTPs (scheduled in four-year cycles per the 2024 RTP Guidelines) will be essential.

PRIMARY FORECASTS

The 2024–2050 Growth Forecast Update,6 prepared by Chief Economist Steve Gunnells for the California based Planning Center consulting firm was adopted by the Kern COG Board in April 2024. The underlying methodology has been updated to reflect new data, revised assumptions, and scenario testing to better reflect post-pandemic dynamics.

KERN COUNTY REGIONAL GROWTH FORECASTS TO 2050

The following is a summary of the updated planning-assumptions and socioeconomic forecasts underpinning the 2024–2050 RTP for Kern County. The forecasts are designed to align with the requirements in the 2024 RTP Guidelines (for MPOs) and to provide a coherent, internally consistent basis for transportation modeling, scenario testing, and policy evaluation.

Key elements of the forecast methodology and approach include:

- Consistency and transparency — The forecast aligns with state and regional guidance, documenting assumptions for demographics, land use, migration, and economic sectors in a clear, auditable way, consistent with the RTP Guidelines' emphasis on transparency and reproducibility. Forecast documentation demonstrating transparency and reproducibility is available online.[7]

[5] CHSRA, 2024 https://hsr.ca.gov/about/project-update-reports/2025-project-update-report/
[6] Regional Growth Forecast and Demographic Forecast, 2024 to 2050 Growth Forecast Update, April 2024, https://www.kerncog.org/estimates-and-projections/
[7] https://www.kerncog.org/estimates-and-projections/

- Reconciliation with state projections and peer review — The forecast is calibrated in relation to Department of Finance projections for the Regional Housing Needs Assessment process, and modeling assumptions are subject to consulting peer review, agency consultation, and local jurisdictional input. Agency consultation and input is documented through the Regional Planning Advisory Committee/Transportation Modeling Committee agendas and minutes published online.[8] Note that the forecast includes built-in monitoring and adjustment triggers, requiring an update every 3-5 years by a consulting economist.

Below is a summary of the key forecast values for 2024, 2035, and 2049:

Table 3-1: *Regional Growth Forecast 2024-2049*

Year	Population	Households	Employment	Enrollment*
2024	912,600	289,900	351,600	188,500
2035	975,900	328,200	384,400	179,500
2049	1,017,200	357.300	430,000	185,800

** "Enrollment" refers to K 12 + higher education combined; this is an estimated projection.*

Highlights & Implications

1. Moderated growth rates - The adopted forecast projects slower growth compared to prior RTP assumptions, reflecting lower birth rates, changing migration dynamics, and moderated expansion in core economic sectors. The time-period from 2024 to 2049 sees roughly a 12% growth in population, households, and employment, less than half the growth forecasted in the prior RTP.

2. Shifts in household formation and employment structure - Household formation is projected to rise less rapidly than population (reflecting falling average household sizes). Employment growth remains a key driver of in-migration and commuting patterns, with freight, logistics, renewable energy, and health care among the more dynamic sectors.

3. Transportation and land-use alignment = The updated forecasts inform scenario testing of land-use patterns, mode shifts (transit, active travel), and induced demand. They also support compliance with RTP Guidelines' requirement for consistency between land-use and transportation forecasts.

4. Education & workforce alignment - Employment growth and K-12/higher education are reconciled with the housing forecasts. The forecasted increases in school-age population and college enrollment reinforce the need for multimodal access to educational centers and balanced growth near schools and campuses.

SUB REGIONAL FORECAST DISTRIBUTIONS

Over the past decade, growth in Kern County has been concentrated in Metropolitan Bakersfield and in key regional centers including Delano, Wasco, Ridgecrest, California City, Arvin, Shafter,

[8] https://www.kerncog.org/rpac-meetings/

Tehachapi, McFarland, and the unincorporated communities surrounding Tehachapi, Rosamond, and Frazier Park. Strategic growth has also occurred at Kern's southern gateway to Los Angeles County, particularly through the Tejon Ranch Commerce Center and associated development that supports regional transportation, logistics, tourism, commercial activity, and other sustainable industries critical to Kern's economy.

In Metropolitan Bakersfield, over 75% of new housing construction has occurred on the west side: roughly 35% in the northern areas north of the Kern River, and another 40% in the southwest. Recent infrastructure investment—including the completion of a new water delivery system—has supported a resumption of development in the eastern portion of greater Bakersfield as well.

Looking ahead to the post-2035 period, significant growth is anticipated in Kern's southern gateway region, particularly through large-scale, master-planned development projects tied to the Tejon Ranch. The Tejon Mountain Village Specific Plan, located along I-5 between Frazier Park and Fort Tejon, will introduce a mixed-use community with 3,450 residential units and related commercial development. The Grapevine project, a smart growth master-planned community with approximately 12,000 residential units and commercial infrastructure, is expected to begin construction during the planning period. These developments are designed with a strong jobs-housing balance, supported by employment opportunities at the nearby Tejon Ranch Commerce Center. This balance aims to reduce long-distance commutes, diversify housing options, and support sustainable growth patterns.

Despite regional connectivity, Kern County maintains a largely self-contained labor market. Over the past 20 years, outbound commuting to Los Angeles County has remained relatively stable—approximately 3% of the workforce—mirroring overall population growth. Most outbound commuters reside in southern Kern communities such as Rosamond, Tehachapi, and Frazier Park. However, a greater number of inbound commuters travel from Los Angeles County to jobs in Kern County, particularly at Edwards Air Force Base (AFB)—Kern's single largest employer, supporting over 10,000 jobs.

Employment in Kern County is geographically dispersed across sectors such as agriculture, energy, manufacturing, defense, logistics, and corrections. This decentralization creates a "reverse commute" dynamic for residents of Metropolitan Bakersfield, with many commuting to peripheral areas including farm fields, food processing plants, wind farms, oil fields, correctional facilities, and military or government installations. This trend has historically influenced housing development on the urban fringe, allowing some commuters to shorten work trips—although such patterns can increase travel for non-work purposes such as retail, services, or education.

Residential growth in suburban areas is also driven by demand for newer housing stock and perceived quality-of-life benefits, including access to newer schools. These preferences continue to shape development patterns in Bakersfield and surrounding communities.

Table 3-2: Growth Trends for Kern County and Selected Communities 1980-2049

									1980-2020		2024-2049	
									Historic Growth		Forecast Growth	
Community	Census	Census	Census	Census	Census	Estimate	Forecast	Forecast	Avg. Annual		Avg. Annual	
Year	1980	1990	2000	2010	2020	2024	2035	2049	Rate	Increase	Rate	Increase
Kern County												
Population	403,089	543,477	661,653	839,600	909,235	910,300	975,900	1,017,200	2.0%	12,421	0.4%	4,276
Group Quarters	8,385	15,148	29,970	36,575	28,704	20,366	21,700	22,000	3.0%	499	0.3%	65
Households	139,881	181,480	208,655	254,610	281,498	290,847	328,200	351,900	1.7%	3,475	0.8%	2,442
Employment	166,901	214,668	232,461	274,900	334,800	345,400	384,400	426,900	1.7%	4,120	0.8%	3,260
Metro Bakersfield												
Population	228,000	329,100	409,800	578,300	598,428	604,289	642,100	658,500	2.3%	9,090	0.3%	2,168
Group Quarters	2,000	3,100	4,400	3,900	5,240	4,818	5,300	6,040	2.3%	80	0.9%	49
Households	89,500	120,000	134,100	176,600	187,362	192,281	214,100	227,700	1.8%	2,402	0.7%	1,417
Employment	99,200	136,700	158,500	183,700	211,235	227,922	249,100	271,400	1.8%	2,749	0.7%	1,739
Arvin												
Population	6,863	9,286	12,956	19,304	19,495	19,651	20,400	21,000	2.5%	310	0.3%	54
Group Quarters	19	107	71	349	91	356	340	360	3.8%	2	0.0%	0
Households	1,946	2,385	3,010	4,228	4,753	4,836	5,100	5,300	2.2%	69	0.4%	19
Employment	2,338	3,190	3,800	3,600	4,348	4,128	4,300	4,500	1.5%	49	0.3%	15
Bakersfield												
Population	105,611	174,820	247,057	347,483	403,455	411,109	459,400	462,100	3.2%	7,309	0.5%	2,040
Group Quarters	1,709	2,669	3,813	3,395	4,093	3,562	4,040	4,780	2.1%	59	1.2%	49
Households	39,602	62,516	83,441	111,132	127,864	133,484	154,600	165,500	2.8%	2,166	0.9%	1,281
Employment	49,249	77,610	118,100	137,700	143,449	149,292	168,700	186,500	2.6%	2,312	0.9%	1,488
California City												
Population	2,743	5,955	8,385	14,120	14,973	13,079	13,500	13,700	4.1%	300	0.2%	25
Group Quarters	0	0	58	2,614	2,065	44	100	140	n.a.	51	4.5%	4
Households	990	2,119	3,067	4,102	4,628	4,781	5,000	5,200	3.7%	89	0.3%	17
Employment	1,395	2,750	3,700	4,400	4,719	4,512	4,700	5,000	3.8%	82	0.4%	20
Delano												
Population	16,491	22,762	38,824	53,041	51,428	52,484	53,400	54,500	2.8%	857	0.2%	81
Group Quarters	147	77	5,057	10,897	8,359	7,348	7,060	7,080	9.4%	202	-0.1%	-11
Households	4,912	6,236	8,409	10,260	11,113	11,915	13,100	14,000	2.0%	152	0.6%	83
Employment	5,756	7,640	10,800	12,600	13,474	14,446	14,900	15,500	2.1%	189	0.3%	42
Maricopa												
Population	946	1,193	1,111	1,154	1,026	1,004	1,080	1,130	0.2%	2	0.5%	5
Group Quarters	4	0	0	0	0	0	0	0	0.0%	0	n.a.	0
Households	338	416	404	414	372	372	390	400	0.2%	1	0.3%	1
Employment	447	469	476	500	580	542	600	680	0.6%	3	0.9%	6
McFarland												
Population	5,151	7,005	9,618	12,707	14,161	13,965	15,500	15,900	2.5%	221	0.5%	77

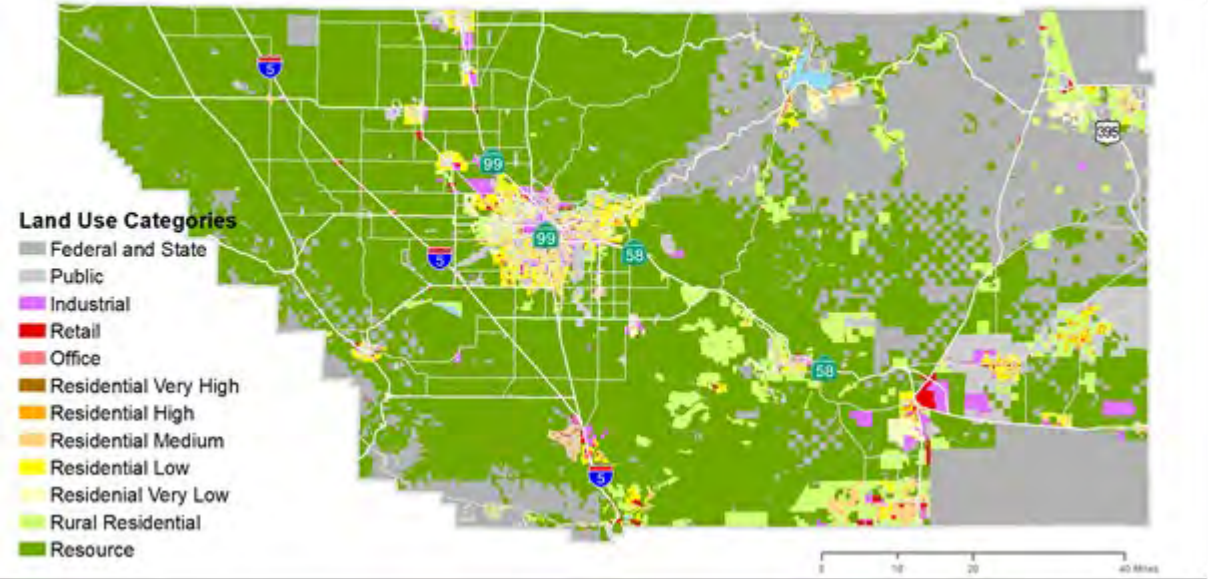
									1980-2020		2024-2049	
									Historic Growth		Forecast Growth	
Community	Census	Census	Census	Census	Census	Estimate	Forecast	Forecast	Avg. Annual		Avg. Annual	
Year	**1980**	**1990**	**2000**	**2010**	**2020**	**2024**	**2035**	**2049**	**Rate**	**Increase**	**Rate**	**Increase**
Group Quarters	4	66	1,069	1,221	396	36	340	340	n.a.	10	8.6%	12
Households	1,399	1,685	1,990	2,599	3,345	3,463	4,000	4,100	2.1%	48	0.7%	25
Employment	1,623	1,950	2,800	3,300	5,521	5,270	6,100	7,200	3.0%	96	1.2%	77
Ridgecrest												
Population	15,929	28,295	24,927	27,616	27,959	27,940	28,800	29,300	1.4%	295	0.2%	54
Group Quarters	0	694	309	196	290	206	210	220	n.a.	7	0.3%	1
Households	5,762	10,349	9,826	10,781	11,186	11,487	12,100	12,500	1.6%	133	0.3%	41
Employment	7,622	13,710	12,300	13,300	10,674	10,541	11,500	12,700	0.8%	75	0.7%	86
Shafter												
Population	7,010	8,409	12,731	16,988	19,953	22,226	25,400	28,000	2.5%	318	0.9%	231
Group Quarters	117	28	647	665	785	206	220	210	4.6%	16	0.1%	0
Households	2,284	2,558	3,292	4,230	5,204	6,116	8,900	10,900	2.0%	72	2.3%	191
Employment	2,707	3,010	4,000	4,700	16,121	18,946	24,600	32,000	4.3%	329	2.1%	522
Taft												
Population	5,316	5,902	6,400	9,327	8,546	6,953	7,700	7,900	1.2%	79	0.5%	38
Group Quarters	123	139	559	2,955	1,620	149	360	360	6.1%	37	3.5%	8
Households	2,096	2,209	2,233	2,254	2,379	2,391	2,600	2,700	0.3%	7	0.5%	12
Employment	2,401	2,590	2,600	3,000	3,453	3,438	3,600	3,800	0.9%	26	0.4%	14
Tehachapi												
Population	4,126	5,791	10,957	14,414	12,939	11,092	11,400	11,400	2.8%	216	0.1%	12
Group Quarters	0	25	4,399	5,927	3,640	1,852	1,920	1,830	n.a.	89	0.0%	-1
Households	1,534	2,335	2,533	3,121	3,526	3,584	4,400	4,900	2.0%	49	1.2%	53
Employment	1,773	2,390	2,600	3,000	3,026	3,584	3,400	3,800	1.3%	31	0.8%	29
Wasco												
Population	9,613	12,412	21,263	25,545	27,047	27,028	27,500	27,600	2.5%	428	0.1%	23
Group Quarters	0	18	6,219	5,720	4,379	3,876	3,840	3,640	n.a.	107	-0.3%	-9
Households	3,001	3,471	3,971	5,131	6,109	6,382	7,400	8,000	1.7%	76	0.9%	65
Employment	3,498	4,130	5,400	6,300	7,236	7,271	7,500	7,800	1.8%	92	0.3%	21
Unincorporated												
Population	223,290	261,647	264,111	297,901	308,253	303,769	311,800	344,600	0.8%	2,085	0.5%	1,633
Group Quarters	6,262	11,025	7,769	2,636	2,986	2,731	3,200	3,000	-1.8%	-80	0.4%	11
Households	75,947	85,201	86,474	96,358	101,019	102,036	110,600	118,400	0.7%	615	0.6%	655
Employment	88,092	95,229	66,361	119,900	122,200	123,939	134,500	147,400	0.8%	837	0.7%	938
Population of Major Unincorporated Communities												
Bear Valley Springs	n.a.	1,593	4,232	5,172	5,592	5,660	6,060	6,270	4.6%	149	0.4%	27
Benton Park	n.a.	n.a.	n.a.	n.a.	5,333	5,390	5,780	5,980	n.a.	n.a.	0.4%	25
East Bakersfield	n.a.	n.a.	n.a.	n.a.	9,749	9,860	10,560	10,930	n.a.	n.a.	0.4%	46
East Niles	n.a.	n.a.	n.a.	n.a.	28,390	28,710	30,770	31,830	n.a.	n.a.	0.4%	135

									1980-2020		2024-2049	
									Historic Growth		Forecast Growth	
Community	Census	Census	Census	Census	Census	Estimate	Forecast	Forecast	Avg. Annual		Avg. Annual	
Year	1980	1990	2000	2010	2020	2024	2035	2049	Rate	Increase	Rate	Increase
Golden Hills	n.a.	5,423	7,434	8,656	9,578	9,690	10,380	10,740	2.1%	155	0.4%	46
Greenacres	5,381	7,379	n.a.	5,566	5,496	5,560	5,960	6,160	0.1%	3	0.4%	26
Hillcrest	n.a.	n.a.	n.a.	n.a.	10,528	10,650	11,410	11,800	n.a.	n.a.	0.4%	50
La Cresta	n.a.	n.a.	n.a.	n.a.	8,787	8,890	9,520	9,850	n.a.	n.a.	0.4%	42
Lamont	9,616	11,517	13,296	15,120	14,049	14,210	15,220	15,750	1.0%	121	0.4%	67
Oildale	23,382	26,553	27,885	32,684	36,135	36,540	39,160	40,510	1.2%	347	0.4%	172
Potomac Park	n.a.	n.a.	n.a.	n.a.	9,164	9,270	9,930	10,270	n.a.	n.a.	0.4%	43
Rosamond	2,869	7,430	14,349	18,150	20,961	21,200	22,710	23,500	5.3%	492	0.4%	100
Rosedale	n.a.	4,673	8,445	14,058	18,639	18,850	20,200	20,900	5.0%	522	0.4%	89

Sources:
1980-2020 (April) data from U.S. Bureau of the Census; "n.a." = data not available. 2010-2024 Employment (January) Employment Data from CA Economic Development Dept.; 2024 Estimates -CA Department of Finance (DOF), E-5 Report — released May 2024.; Major unincorporated communities are Census designated places with population over 5,000;
Forecasts based on growth rates from the 2024-2049 (July) Kern COG growth forecast by Regional Statistical Areas (RSA), presented to the Kern COG Regional Planning Advisory Committee May 2024; includes adjustments based on latest DOF E-5 reports.
Incorporated cities include assumptions for period annexations. Unincorporated communities uses the growth rate for the RSA assuming no annexations.
Note: Community trends are subject to periodic annexation and detachment activity, population includes prisons. Population projections in 2035 and 2049 have been rounded to the nearest hundreds place so that false accuracy is not implied.

Table 3-2 provides projected population and housing distribution by jurisdiction through 2049, based on the 2024–2050 Kern Regional Growth Forecast. Employment forecasts are derived from a combination of EDD data, InfoUSA, and U.S. Census Longitudinal Employer-Household Dynamics (LEHD) datasets. Both household and employment distribution forecasts incorporate the most recent land use assumptions adopted by local jurisdictions, including general plan land use designations, as illustrated in **Figure 3-2**.

Figure 3-2: Combined Land Use Map 2024



Changing Ethnic Makeup

As of 2024, the Kern region has a Hispanic/Latino ethnic majority, comprising approximately 58% of the total population. Conversely, 42% of the county's population does not identify as Hispanic. It is important to note that Hispanic individuals may identify with any racial group according to Census classifications. Non-Hispanic Whites account for 28% of the population, a decrease from 50% in 2000. This demographic shift is primarily driven by births and immigration, particularly from Mexico and Central America. Black, Asian, American Indian, and other populations represent 5.2%, 5.9%, 1.4%, and 0.2%, respectively.

Kern's population growth mirrors broader trends across California, which remains one of the most ethnically diverse states in the nation. The region is experiencing significant increases in three key demographic groups: aging baby boomers, their younger "echo-boomer" children, and immigrants. Migration from other areas of California with higher housing costs is indicated. Additionally, 2.8% of those who do not identify as Hispanic now report being of two or more races, up from 1.5% in 2000. If current trends persist, this multi-racial group could become the third-largest ethnic category by 2050.

Land Use Nexus

The Metropolitan Bakersfield General Plan's Land Use Element prioritizes infill development and identifies key transportation corridors to support land use intensification, enabling transit-oriented growth. The Plan's "Livable Communities" component promotes flexible land use mixes and incentives that reduce vehicle trips and trip lengths. This plan also establishes clear service area boundaries for Golden Empire Transit within the metropolitan area.

Conversely, legacy, low-density sprawl, characterized by widely separated land uses, generates additional vehicle trips and longer travel distances, leading to worsened air quality and reduced livability. In these areas, residents often rely on automobiles for basic needs such as shopping, recreation, and entertainment, further exacerbating traffic congestion and reducing quality of life.

The Kern County General Plan (covering areas outside the 409-square-mile Metropolitan Bakersfield boundary) supports the development of residential projects within existing cities and unincorporated communities, as well as the establishment of smart growth communities. While Bakersfield remains the county's primary population center, industries that require proximity to major highways—such as oil, renewable energy, food processing, and logistics—are strategically located in rural areas, per the General Plan.

Since 2009, the county has prioritized renewable energy projects, oil development, and industrial growth, with few new low-density, isolated residential developments. The notable exception is the Tejon Ranch project, which integrates smart growth principles, balancing job creation with residential development. Infill development in unincorporated areas is focused on locations near schools, parks, and areas served by public sewer and water systems.

Local governments within Kern COG's member agencies have incorporated policies that promote land use patterns which maximize land efficiency and reduce vehicle trips. These policies include balanced jobs-housing strategies, walkable spaces, mixed-use developments, and infill development along transit corridors.

Impact of Groundwater Sustainability

Post-2035, constraints in groundwater availability, driven by the Sustainable Groundwater Management Act (SGMA), will likely slow population growth and foster more compact development. SGMA-required Sustainability Plans will limit new residential and commercial uses in areas traditionally converted from agricultural land. Instead, growth will be accommodated through infill development and existing approved projects. These changes will require careful management of water resources, particularly in areas that are typically irrigated for agricultural uses.

Sustainable Communities Strategy

The Kern Region's Sustainable Communities Strategy (SCS) outlines a development pattern and transportation network designed to reduce regional passenger vehicle travel, lower emissions, and support affordable housing development. This strategy seeks to shift away from traditional low-density sprawl by fostering community centers with integrated housing and employment opportunities.

Kern's economic base, which includes oil production, agriculture, renewable energy, aerospace, and military sectors, necessitates a tailored approach to development. Unlike other regions in California, Kern County's unique economic and geographic characteristics demand specific

strategies for balancing housing, job growth, and environmental sustainability. The SCS aims to preserve Kern's agricultural economy and sensitive habitats, while accommodating growth in ways that are compatible with these distinctive local conditions. For more details, see Chapter 4, Sustainable Communities Strategy

CHAPTER 4 SUSTAINABLE COMMUNITIES STRATEGY

A SUSTAINABLE COMMUNITIES STRATEGY FOR THE KERN REGION

This 2026 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) seeks to guide the Kern region toward a stronger economy, healthier environment and improved quality of future. This Chapter outlines the required Sustainable Communities Strategy (SCS) component of the 2026 RTP. The following section describes what an SCS is, how the Kern region is unique in comparison to any other in California, and strategies that are addressed by the Kern region SCS from lessons learned by other California metropolitan planning organizations (MPOs) which have developed sustainable communities strategies.

> The SCS seeks to guide the Kern region toward a stronger economy, healthier environment and improved quality of life for everyone, while ensuring each community's independence to determine the best path to that future.

What is the Sustainable Communities Strategy?

The Sustainable Communities Strategy (SCS) is a core component of the 2026 Regional Transportation Plan (RTP), developed in accordance with California Senate Bill 375 (SB 375) and Government Code Section 65080. The SCS is designed to reduce greenhouse gas (GHG) emissions from passenger vehicles and light-duty trucks by aligning transportation investments with land use, housing, and environmental planning.

To meet the California Air Resources Board (CARB) regional GHG reduction targets, the SCS integrates a regional development pattern with a multimodal transportation network and complementary policies and strategies. It reflects the most current data and planning assumptions and builds on local general plans, regional growth forecasts, and demographic trends.

As required by California law, the SCS must:

- Identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to GC Section 65584 (GC Section 65080(b)(2)(B)(iii)).
- Identify a transportation network to service the transportation needs for the region (GC Section 65080(b)(2)(B)(iv)).
- Gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (a) and (b) of GC Section 65080.01 (GC Section 65080(b)(2)(B)(v)).
- Consider the state housing goals specified in GC Section 65580 and 65581 (GC Section 65080(b)(2)(B)(vi)).
- Set forth a forecast development pattern for the region which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas (GHG) emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the GHG emissions reduction targets approved by the state board (GC Section 65080(b)(2)(B)(vii)).

- Allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (GC Section 65080(b)(2)(B)(viii)).
- Consider spheres of influence that have been adopted by the Local Agency Formation Commission (LAFCo) within its region (GC Section 65080(b)(2)(G)).
- Quantify the reduction in GHG emissions projected to be achieved by the SCS and set forth the difference, if any, between the amount of that reduction and the target for the region established by CARB (GC Section 65080(b)(2)(H)).
- Consider any adopted multiregional goals and policies, such as the Directions to 2050 Principles for Growth, in the development of an SCS (GC Section 65080(b)(2)(N)).

California law (GC Section 65080(b)(2)(K)) specifically, states that neither a sustainable communities strategy nor an alternative planning strategy regulates the use of land, nor is it subject to any state approval. Nothing in an SCS supersedes the exercise of the land use authority of cities and counties within the region, and a city's or county's land use policies and regulations, including its general plan, are not required to be consistent with the RTP.

Importantly, the SCS does not regulate land use. Cities and counties maintain full local land use authority, and neither the SCS nor any alternative planning strategy can supersede local general plans or zoning.

This chapter outlines how Kern COG's 2026 SCS integrates regional transportation planning with forecasted land use patterns to reduce GHG emissions, improve air quality, and support housing and mobility needs — while preserving the character, autonomy, and economic vitality of Kern County communities.

The Kern SCS includes:

- A forecasted development pattern that accommodates future housing, employment, and transportation needs while conserving open space and agricultural lands.
- A comprehensive transportation network including highways, local roads, public transit, bikeways, and pedestrian infrastructure.
- Transportation Demand Management (TDM) strategies to reduce vehicle trips and congestion, especially during peak hours.
- Transportation System Management (TSM) strategies to increase system efficiency and optimize operations across all modes.

The SCS is updated every four years alongside the RTP, incorporating new data, regional trends, and local land use changes.

Kern Region: Unlike Any Other in California

Kern County stands out in California. Kern's large size and diverse valley, desert and mountain environs are dominated by agriculture, oil production, renewable energy, aerospace, military, recreation, transportation linkages and other activities that warrant unique and different approaches to address the SCS goals. Kern's economic pursuits are the basis for dispersed rural centers and strategic locations for developments within the County that are unlike other areas of the State. Accordingly, unique strategies are needed to support Kern's economic, transportation and other needs. This uniqueness is reflected in the general plans and programs of Kern County's local governments.

Kern's economic pursuits are the basis for dispersed rural centers and strategic locations for developments within the County that are unlike other areas of the State.

LOCAL AND REGULATORY FRAMEWORK FOR THE KERN REGION SUSTAINABLE COMMUNITIES STRATEGY

The framework for the Kern region SCS is established by two key California laws: Assembly Bill (AB) 32 and Senate Bill (SB) 375, described later in this section. The SCS is now a required component of RTPs and must identify how the region will meet GHG emissions reduction targets. One of the factors leading to adoption of AB 32 and SB 375 was the success of numerous grassroots "blueprint" planning efforts throughout the state, including in Kern County. Blueprints bring regional land use and transportation planning efforts together to accommodate future growth in California communities in ways that reflect the grassroots values of local communities. The 2026 RTP presents goals and policies to achieve the region's mutual vision of a stronger economy, healthier environment and improved quality of life for everyone, while ensuring each community's independence to determine the best path to that future.

This SCS Chapter of the 2026 RTP includes a strong commitment to reduce emissions from transportation sources to comply with California state regulations, improve public health, and meet national air quality standards.

The following section describes:

- Planning efforts that preceded the SCS.
- Kern COG's SB 375 Framework.
- The legal and regulatory authority for the SCS.
- Regional emissions and affordable housing targets for the SCS.

Laying the Groundwork for the Sustainable Communities Strategy

The Kern Regional Blueprint (2008), San Joaquin Valley Regional Blueprint (2009), Kern SB 375 Framework (2012), and the 2014, 2018, & 2022 RTP/SCS have laid the groundwork for the Kern COG 2026 RTP.

Kern Regional Blueprint

Adopted in November 2008, the Kern Regional Blueprint, based on the local general plans of the cities and the county, established a grassroots vision, guiding principles, and an alternative growth scenario for the region as it progresses towards the year 2050. The Blueprint provides the foundation for advancing decision-making for growth management at the local and regional levels. It was developed to shape the region's future and as a tool for each community to inform how they shape their local community's future in the coming decades. Approximately 3,500 community members of all interests and backgrounds participated in the 2-year Blueprint development process.

The mutual vision for the future of the Kern region includes:

- Economic development opportunities linked to the education system and current and future industries to build strong local economies and diverse employment opportunities.
- Livable and safe communities for everyone.
- Unique natural resources and open spaces—a healthy environment in which to explore and recreate.

Blueprint participants crafted a set of principles for growth in the Kern region that will help inform decision-making in local communities. These principles for growth are listed in **Figure 4-1**. They were reconfirmed as part of the outreach process and are supported by the goals of this RTP (see Chapter 2, Transportation Planning Policies, **Table 2-2**). During the community engagement process, participants expressed continuing support for all the principles for growth, indicating they are still relevant to the Kern region. The community engagement program is described in detail later in this Chapter.

Figure 4-1: SCS Principles for Growth

KERN GROWTH PRINCIPLES The SCS employs the vision, guiding principles, and growth scenario developed at the grassroots level as part of the 2008 Kern Regional Blueprint and revisited as part of the RTP outreach process every 4-years. These guiding principles are more like broad categories of principles supporting the RTP vision, goals and policies expressed in Chapter 2, Transportation Planning Policies.

- *Enhance economic vitality*
- *Conserve energy and natural resources, and develop alternatives*
- *Provide adequate and equitable services*
- *Provide a variety of transportation choices*
- *Provide a variety of housing choices*
- *Use and improve existing community assets and infrastructure*
- *Use compact, efficient development and/or mixed land uses where appropriate*
- *Conserve undeveloped land and spaces*
- *Increase civic and public engagement*

San Joaquin Valley Regional Blueprint

The San Joaquin Valley Regional Blueprint stitched together the Kern Blueprint with the seven other county grassroots blueprint efforts, developed by the eight regional planning agencies (RPAs). The RPAs collaborated to develop a long-term strategy for the future of the eight-county region.

Adopted in 2009 by the San Joaquin Valley Regional Policy Council, the San Joaquin Valley Regional Blueprint effort included Kern Council of Governments, Fresno Council of Governments, Kings County Association of Governments, Madera County Association of Governments, Merced County Association of Governments, San Joaquin Council of Governments, Stanislaus Council of Governments, and Tulare County Association of Governments to develop voluntary, long-term regional growth principles for the future of the eight-county region.

The valley-wide Blueprint identified 12 voluntary growth principles that were consistent with the nine Kern Regional Blueprint principles for growth:

- Create a range of housing opportunities and choices
- Create walkable neighborhoods
- Encourage community and stakeholder collaboration
- Foster distinctive, attractive communities with a strong sense of place
- Make development decisions predictable, fair, and cost-effective
- Mix land uses
- Preserve open space, farmland, natural beauty, and critical environmental areas
- Provide a variety of transportation choices
- Strengthen and direct development toward existing communities
- Take advantage of compact building design
- Enhance the economic vitality of the region
- Support actions that encourage environmental resource management

Kern COG Grassroots SB 375 Framework

In February 2012, the Kern COG Board adopted an SB 375 Framework for development of the SCS. Kern COG's Regional Planning Advisory Committee (RPAC), a committee comprised of local government, agency and stakeholder representatives worked together to develop the framework at a grass roots level. The framework's purpose is to guide the development and implementation of the SCS with agreed-upon core values and core actions.

The SB 375 Framework Core Values are:

1) The Sustainable Communities Strategy relies on the existing and planned circulation networks and land use designations for Kern County and its eleven (11) incorporated cities.
2) The Sustainable Communities Strategy shall not hinder the local land use authority of Kern County and its eleven (11) incorporated cities,
3) The Sustainable Communities Strategy shall allow Kern County and its eleven (11) incorporated cities to continue the pursuit and promotion of a diversified economic base.
4) Kern County shall continue to discuss cooperation and coordination with the seven (7) other counties located in the Central San Joaquin Valley, while recognizing the Kern region's unique qualities and developing appropriate strategies for Kern County.

The SB 375 Framework Core Actions are:

1) Identify Kern County's existing and planned transportation and circulation network as the Sustainable Communities Strategy (SCS) network.

2) Identify and model transportation measures with the purpose of reducing vehicle trips and vehicle miles travelled for Kern County's existing and planned transportation and circulation network to determine anticipated effectiveness.

3) Include clean fuel and clean technology (Pavley) regulations when evaluating any measures that may reduce vehicle trips and vehicle miles traveled.

4) Use the adopted land uses, that may be amended from time to time, of Kern County and its eleven (11) incorporated cities as the forecasted development patterns.

5) Base all models utilized by Kern COG on locally adopted general plans and identified regional economic centers. Any request to change the baseline model will require approval of the local city and/or county whichever has the appropriate authority.

6) Consistent with adopted general plans, model strategic locations for new retail and employment uses to determine whether they reduce vehicle trips and vehicle miles traveled.

7) Allow for the flexibility to amend the adopted land use elements of Kern County and its eleven (11) incorporated cities based on market demands and market responses.

8) Identify local, community oriented, alternative feasible transportation strategies such as enhancing biking and walking within established communities.

9) Respect the uniqueness of Kern County when the California Air Resources Board considers revising the targets.

10) Strive to achieve an acceptable SCS to allow for the use of CEQA streamlining by the development community.

11) Identify regional modeling baseline information and provide updates for the eight (8) sub-regions of Kern County to provide feedback on progress towards achieving the state targets.

12) Develop two types of strategies within the plan: (1) strategies that reduce emissions county-wide; and (2) strategies that reduce emissions sub-regionally.

13) Explore the potential of establishing modeling budgets for each sub-region of the county.

Regulatory Framework

California Greenhouse Gas Emissions Legislation

Kern COG's SCS must be set within the context of the eight-county Central Valley and the state, where much of the momentum for climate change legislation in the United States originates. Kern

COG's SCS must also recognize the significant portion of Kern County that is not in the Central Valley i.e. the desert of eastern Kern and the mountain portions of Kern County.

California has long been a sustainability leader, as illustrated by Governor Schwarzenegger's signing Executive Order (EO) S-3-05 in 2005. EO S-3-05 recognized California's vulnerability to reduced snowpack, exacerbation of air quality problems, and other issues that may require adaptive strategies. To address these concerns, the Executive Order set a goal to reduce statewide emissions to 2000 levels by 2010, to 1990 levels by 2020, and to 80% below 1990 levels by 2050.

In 2006, California became the first state in the country to adopt a statewide reduction target through AB 32. This law codifies the EO S-3-05 goal to reduce statewide emissions to 1990 levels by 2020. AB 32 resulted in CARB's adoption of a Climate Change Scoping Plan (Scoping Plan) every 5-years, outlining the State's plan to achieve emissions reductions through a combination of direct regulations, alternative compliance mechanisms, various incentives, voluntary actions, market-based mechanisms, and funding[9]. The Scoping Plan identifies local governments as "essential partners" in the State's efforts to reduce emissions. The Scoping Plan is updated by CARB every 5 years. The update identified opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments.

AB 32 engendered several companion laws that can assist the Kern region in reducing transportation-related emissions, including, but not limited to, AB 1493 emissions performance standards for motor vehicles and EO S-1-07 performance standards for the carbon intensity of transportation fuels.

California Executive Order B-30-15 signed by Governor Brown in 2015, added the intermediate target of 40 % below 1990 levels by 2030. This intermediate target was codified into law by SB 32, which was signed into law by Governor Brown on September 8, 2016. On July 17, 2017, the legislature passed a law that authorized the Air Resources Board to operate a cap-and-trade system to achieve these emissions reductions.

In 2022, CARB approved the most recent 5-year update to their Scoping Plan with a new goal of achieving carbon neutrality. The Plan outlines a comprehensive roadmap for the state to achieve carbon neutrality by 2045 or sooner. This ambitious plan focuses on decarbonizing all sectors of the economy, including transitioning to zero-emission transportation. Equity is a key principle, with the plan aiming to protect vulnerable communities most impacted by pollution and climate change. The plan builds on California's previous climate achievements.

Senate Bill 375 Requirements

SB 375, adopted in 2008, represents the latest in a series of actions at the state level to address California's contributions to global climate change. Building on AB 32, SB 375 seeks to coordinate land use decisions made at the local (city and county) level with regional transportation planning. By coordinating these efforts, it is envisioned that vehicle congestion and travel can be reduced,

[9] While EO-S-3-05 sets a goal that Statewide GHG emissions be reduced to 80 percent below 1990 levels by 2050, the EO does not constitute a "plan" for GHG reduction, and no State plan has been adopted to achieve the 2050 goal.

resulting in a corresponding reduction in emissions. SB 375 directed CARB to set regional targets to reduce emissions; regional plans are required to identify how they will meet these targets.

SB 375 has three major components:

- Using the regional transportation planning process to achieve reductions in emissions consistent with AB 32's goals.
- Offering California Environmental Quality Act (CEQA) incentives to encourage projects that are consistent with a regional plan that achieves emissions reductions.
- Coordinating the Regional Housing Needs Allocation (RHNA) process with the regional transportation process while maintaining local authority over land use decisions.

An SCS is a required component of the RTP. The SCS is an emissions reduction strategy for the region which, in combination with transportation policies and programs, strives to reduce emissions and, if feasible, helps meet CARB's targets for the region. See the discussion above on page 4-1 under "What Is the Sustainable Communities Strategy?"

An alternative planning strategy (APS) must be prepared if the SCS is unable to reduce emissions and achieve the emissions reduction targets established by CARB. The APS is separate from the RTP, but it may be adopted concurrently with the RTP.

The following is a further discussion of the mandated requirements for the RTP and SCS.

Meeting Federal Air Quality and Transportation Requirements

The SCS must allow the RTP to comply with Section 176 of the federal Clean Air Act (42 USC 7506) requiring that the RTP demonstrate that it conforms with the state implementation plan, and that it will not cause or contribute to any new violation of any standard, increase the frequency or severity of any existing violation of any standard, or delay timely attainment of any standard or any required interim emission reductions or other milestones in each air basin. In addition, GC Section 65584.01(i)(1) states that it is the intent of the legislature that planning for housing be coordinated and integrated with the RTP. To achieve this goal, the Regional Housing Needs Allocation plan shall allocate housing units within the region consistent with the development pattern included in the SCS.

Kern COG prepares and adopts concurrently with the RTP an air quality conformity analysis to ensure that the RTP/SCS meets the federal conformity requirements.

Greenhouse Gas Emissions Inventory, Projections, Targets

The purpose of SB 375 is to implement the state's emissions reduction goals for cars and light-duty trucks. This mandate requires CARB to determine per capita emissions reduction targets for each MPO in the state at two points: 2020 and 2035. The current RTP must achieve emissions reductions of 9% per capita in 2020 and 15% per capita in 2035. Because emissions in the transportation sector are closely related to passenger vehicle travel, a mandated reduction essentially requires Kern COG to devise a regional plan and a series of strategies that will produce a per capita reduction in passenger vehicle travel. New targets may be adopted by CARB every 4-8 years.

Regional Housing Needs Allocation

SB 375 combined transportation and housing planning by integrating the RHNA process with the 2022 RTP. Specifically, GC Section 65080(b)(2)(B), subparagraphs (iii) and (vi), requires that the SCS identify areas within the region sufficient to accommodate an eight-year projection of the regional housing need and consider the state housing goals specified in GC Sections 65580 and 65581. Kern COG engaged in the RHNA process concurrently with the development of the 2022 RTP. This process required Kern COG to work with its member agencies to identify areas within the region that can provide sufficient housing for all economic segments of the population and ensure that the state's housing goals are met. The RHNA was last updated with the 2022 RTP.

COMMUNITY ENGAGEMENT

State and federal regulations require comprehensive public participation as part of the Global Warming Solutions Act of 2006 (AB 32) and the Sustainable Communities and Climate Protection Act of 2008 (SB 375). The Code of Federal Regulations–Title 23: Highways requires metropolitan planning agencies, such as Kern COG, to enable public participation in the RTP planning process, as well as to facilitate interagency coordination during SCS development. A complete summary of the public outreach process can be found in Appendix C.

SB 375 Public Participation/Agency Consultation Requirements and Actions

The public participation requirements for development of the SCS, pursuant to the requirements of SB 375, can be incorporated into an existing plan. Kern COG currently has a public participation plan that meets federal and state requirements.

Public Participation Requirements and Actions

SB 375 increased the minimum level of public participation required in the regional transportation planning process, including collaboration between partners in the region during the development of an SCS. Pursuant to GC Section 65080(b)(2)(F), each MPO shall adopt a public participation plan, which shall include:

- Outreach effort to encourage the active participation of a broad range of stakeholder groups in the planning process, consistent with the agency's adopted Federal Public Participation Plan (GC Section 65080(b)(2)(F)(i)).

- Kern COG's four-year outreach process was successful in receiving input from a broad range of stakeholder groups and the public resulting in **input from over 10,500 participants**.

- Consultation with congestion management agencies, transportation agencies, and transportation commissions (GC Section 65080(b)(2)(F)(ii)).

  Kern COG serves as the congestion management agency for Kern County and includes Caltrans as an ex-officio member of the Board.

- Workshops throughout the region to provide the public with the information and tools necessary to provide a clear understanding of the issues and policy choices. At least one workshop shall be held in each county in the region. For counties with a population greater than 500,000, at least three workshops shall be held. Each workshop to the extent practicable shall include urban simulation computer modeling to create visual representations of the SCS and the APS, if one is prepared (GC Section 65080(b)(2)(F)(iii)).

  Kern COG conducted more than 50 RTP outreach events over the past 4 years including: 4 stakeholder hosted public input workshops, 4 Kern County Fairs (2022-2025), 6 community festivals/outreach events AkaMya Indian Hoop Dance Festival, Oildorado Days, Tehachapi Mtn Festival, etc.), 12 City Council and Board of Supervisors presentations, 1 Stakeholder Roundtable meeting, 13 goods movement planning workshops, 2 online survey activities, 4 - 1,200+ person statistically valid annual quality of life surveys (2021-2025), and numerous other various workshops, well exceeding the statutory requirement.

- Preparation and circulation of a draft SCS (or an APS if one is prepared) not less than 55 days before adoption of a final regional transportation plan (GC Section 65080(b)(2)(F)(iv)).

  The draft SCS public review includes a 55-day review period prior to final adoption.

- At least three public hearings on the draft SCS in the regional transportation plan and APS, if one is prepared. If the MPO consists of a single county, at least two public hearings shall be held. To the maximum extent feasible, the hearings shall be in different parts of the region to maximize the opportunity for participation by members of the public throughout the region (GC Section 65080(b)(2)(F)(v)).

  Public hearings were schedule for June 1, 2026, in the City of Tehachapi, June 18, 2026, at Kern COG in Bakersfield, and presentations were made on the draft plan to all 11 city councils and the County Board of Supervisors.

- A process for enabling members of the public to provide a single request to receive notices, information, and updates (GC Section 65080(b)(2)(F)(vi)).

  The Kern COG 2026 Regional Transportation Plan webpage (www.kerncog.org/2026-rtp/) provides an opportunity for interested persons to sign up for notices related to the RTP/SCS development and the public review process.

Community Consultation with Local Elected Officials Requirements and Actions

The Kern County RTP/SCS outreach effort was expanded beyond SB 375 requirements as follows:

- During the development of the SCS, Kern COG must conduct at least two informational meetings in each county for members of the board of supervisors and city councils. Only one informational meeting is needed in each county if it is attended by representatives of the county board of supervisors and city councils that represent a majority of the cities

representing a majority of the population in the incorporated areas of that county. (GC Section 65080(b)(2)(E))

Kern COG staff conducted 12 informational meetings with all 11 city councils and the Kern County Board of Supervisors in the spring of 2026.

- The meeting (or meetings) shall discuss the SCS, including the key land use and planning assumptions, with the members of the board of supervisors and city council members in that county and to solicit and consider their input and recommendations. Notices of these meetings are to be sent to the clerk of the board of supervisors and city councils and local elected officials as key stakeholders in the regional transportation system. While local elected officials serve on regional agency boards, expanded consultation is required pursuant to GC Section 65080(b)(2)(E) and (F) to provide outreach to all local elected officials and their member jurisdictions affected by the SCS (and APS if applicable).

  The meeting presentation to local elected leaders discussed strategies and land use planning assumptions for the purpose of soliciting their input and recommendations which Kern COG considered in developing the RTP/SCS. The meetings were fully noticed as part of each agenda sent out by the Clerk of the Board and respective City Clerks.

- Pursuant to GC Section 65080(b)(2)(G), in preparing an SCS, Kern COG shall consider spheres of influence that have been adopted by LAFCos within the region. Kern COG should also consult with LAFCos regarding special districts within the region that provide property-related services such as water or wastewater services, and should consult with these regional special districts, as appropriate, during development of an SCS (and APS if applicable).

  The Executive Officer of LAFCo is a member of the RPAC which provides oversight to the development of the RTP/SCS. In addition, the Kern COG land use model includes spheres proximity to existing water and wastewater services. Kern COG consulted with special districts to develop the water and wastewater service areas.

- Based on the 2024 California Regional Transportation Plan Guidelines, Kern COG is encouraged to share data on growth projections and consult with school districts in the development of the SCS (and APS if applicable), especially with respect to land uses and the regional transportation system. Where possible, an SCS should incorporate current and future school needs into the RTP. School-related trips constitute a significant portion of all vehicle trips.

  Kern COG consulted with the Kern County Superintendent of Schools to identify existing and forecasted locations of schools and enrollment.

California Air Resources Board Review

Prior to starting the public participation process, the MPO shall submit a description to the state board of the technical methodology it intends to use to estimate the emissions from its SCS (GC

Section 65080(b)(2)(J)(i)). In June 2024 Kern COG provided a technical methodology on development of the 2026 SCS more than 2 years before scheduled adoption. Throughout the RTP development process, Kern COG has communicated regularly with CARB to obtain their input and CARB has been invited to participate in the Kern COG SB 375 oversight committee meetings. In May 2025 CARB provided a letter commenting on the methodology. In December 2025 Kern COG provided CARB with a response to the comments. Following the Summer 2026 scheduled adoption, Kern COG shall submit the SCS to the state board for review (GC Section 65080(b)(2)(J)(ii)).

Community Engagement Activities Supporting Development of the Kern SCS

Kern COG Public Involvement Procedure

The Kern COG public involvement procedure was updated in 2023 to reflect outreach and review requirements and can be found in **Appendix B**. The procedure provides guidance for Kern COG's elected officials and staff in public participation and interagency consultation throughout the regional planning process. It contains the policies, guidelines, and procedures Kern COG uses in developing the metropolitan planning process. This includes the development and approval of the RTP, Regional Transportation Improvement Plan (RTIP), and environmental review documentation related to growth, transportation, and air quality, and any product prepared by Kern COG staff that statutorily requires public participation or when public participation is directed by the Kern COG Board.

The public involvement process is guided by the following principles:

- It is the right and responsibility of citizens to be involved in the transportation planning process.
- Citizens should be educated about the needs and issues and encouraged to participate in finding solutions.
- Early and timely involvement of citizens is necessary to build community agreement on the needs and solutions before alternatives are proposed.
- Agreement on the final product is a desirable goal, but agreement does not mean 100% unanimity by all parties. Negotiation and compromise are essential ingredients to building agreement.
- The process by which a decision is reached is just as important as the product. Citizens should end the process satisfied that they had the opportunity to be significantly involved and that their voices were heard and reflected in the final document.
- After decisions are made, actions should follow to maintain confidence in the community involvement process.

The public involvement procedure identifies partner agencies with which Kern COG staff maintains regular contact and encourages participation in the development of local, regional, and state plans. The plan provides procedures and responsibilities for informing and engaging community members in various agency plans, programs, declarations, and policy evaluation. The plan also identifies media resources to use and legal display ad requirements to follow when posting public notices.

Community engagement and outreach were fundamental to the development of the 2026 RTP. By nature, this plan represents the region's mutual vision for its future and was developed using a grassroot, bottom-up approach.

Broad Approach:
Kern COG utilized broad community outreach with random sample phone and online surveys and having outreach booths at large community events across Kern County. These surveys and events received thousands of participants from all diversities across the county.

Targeted Outreach:
Kern COG also conducted targeted outreach. For industry sectors Kern COG contacted local chambers of commerce, economic development corporations, builders associations, realtor's associations, goods movement stakeholders (i.e. truckers associations, distribution centers, railroads), agriculture and food processing companies, and many others. Kern COG held a roundtable meeting inviting local industry leaders and community-based organizations and non-governmental organizations to provide input on the RTP development. Some of the community-based organizations and non-governmental organizations Kern COG reached out to directly included Sierra Club, Leadership Counsel for Justice & Accountability, The Center on Race Poverty and the Environment, Dolores Huerta Foundation, CalWalks, the Lung Association, Bike Bakersfield, Senior Citizen Groups, Police Activity Leagues, local religious groups, and many others. Outreach was also targeted at disadvantage areas of Arvin, California City, Delano, Keene, Maricopa, McFarland, Shafter, Wasco, Taft, Ridgecrest, as well as the Tejon Indian Tribe. A complete summary of the outreach process that garnered thousands of participants over 4-years can be found in Appendix C.

SUSTAINABLE DEVELOPMENT PATTERN

One of the key components of the SCS is a sustainable regional forecasted development pattern that when integrated with the transportation network enables the region to accommodate future growth in a manner that reduces passenger vehicle emissions, enhances economic vitality, promotes housing affordability, and encourages resource land conservation while preserving private property rights and local land use decision making authority. This forecasted development pattern is the basis for development of the regional transportation system described throughout the RTP and summarized in this SCS. Kern County has a unique pattern that is dominated by rural, outlying areas. This section describes:

- Current development patterns, urban/rural connectivity, residential densities, and building intensities in the Kern region.
- Anticipated future population, jobs, and housing in the region.
- A forecasted development pattern, regional housing needs, and strategies to promote conservation of resource areas and farmland.

Current Uses, Residential Densities, and Building Intensities

GC Section 65080(b)(2)(B)(i) requires MPOs to identify the general location of uses, residential densities, and building intensities in the region. The assessment of existing conditions, based on local general plans and planning assumptions, provides the foundation for the Kern COG SCS.

See Chapter 3, Planning Assumptions, for further information on current land uses, residential densities, and building intensities.

Existing Conditions: Putting the SCS into Perspective

Kern County is unlike any other region in California. From an overall perspective, Kern County, consisting of 8,200 square miles (the size of New Jersey), is the third largest county in California. Kern County is 159 miles in length from the northwestern boundary to the southeastern boundary. The population is over 900,000 and is expected to grow by 12% over the next 24 years. Although two-thirds of Kern's population lives within 1/20th of the area of the county known as Metropolitan Bakersfield, many of the economic centers require long exurban commutes to areas that may not be conducive to urban development.

There are 11 incorporated cities within Kern County: Arvin, Bakersfield, California City, Delano, Maricopa, McFarland, Ridgecrest, Shafter, Taft, Tehachapi and Wasco. Kern County comprises separate regions based on significant variations in terrain, climate, geographic and environmental factors. The regions are identified as follows:

Valley Region: The southern San Joaquin Valley below an elevation of 1,000 fee mean sea level.

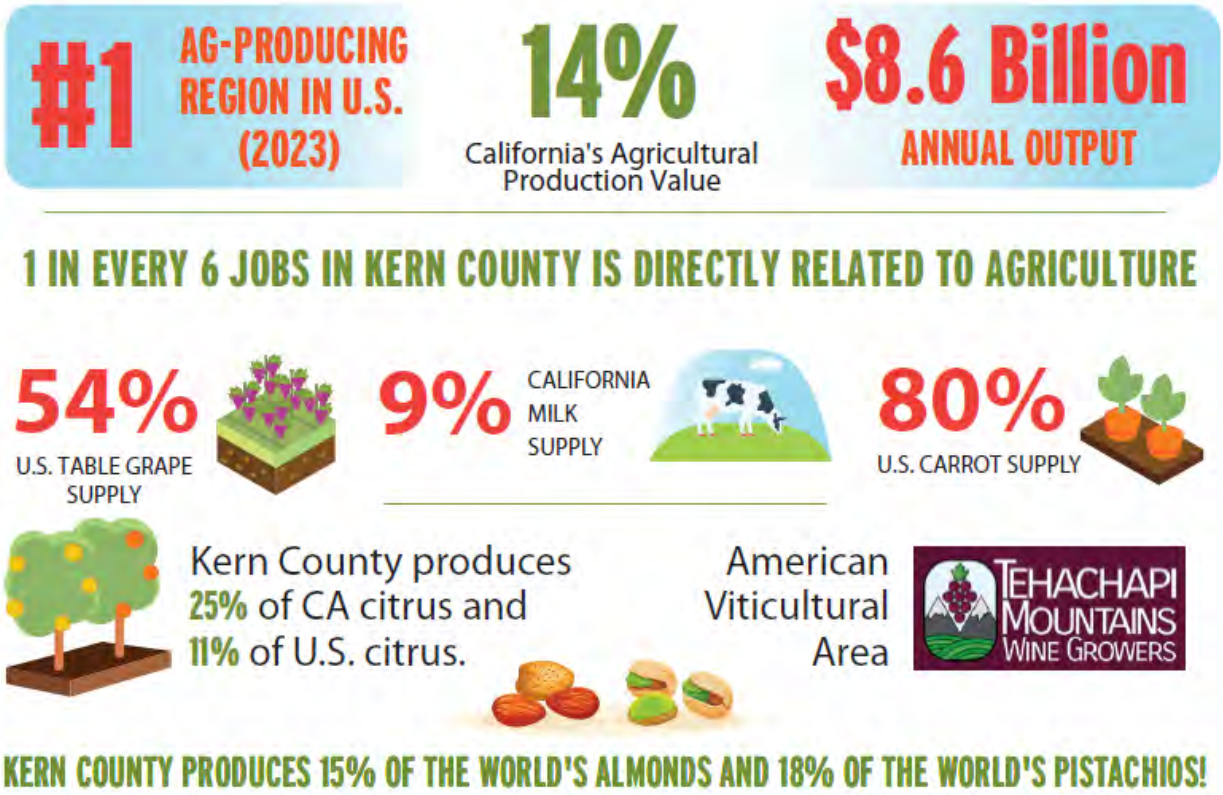
Mountain Region: The westernmost and central portion of the county above the 1,000-foot mean sea level contour in the valley and western region of the county and west of the primary alignment of the Los Angeles Aqueduct in the eastern county, including the southernmost portion of the county.

Desert Region: The eastern section of the county, east of the primary alignment of the Los Angeles Aqueduct.

Kern County has seven significant industry clusters, mostly in rural resource areas:

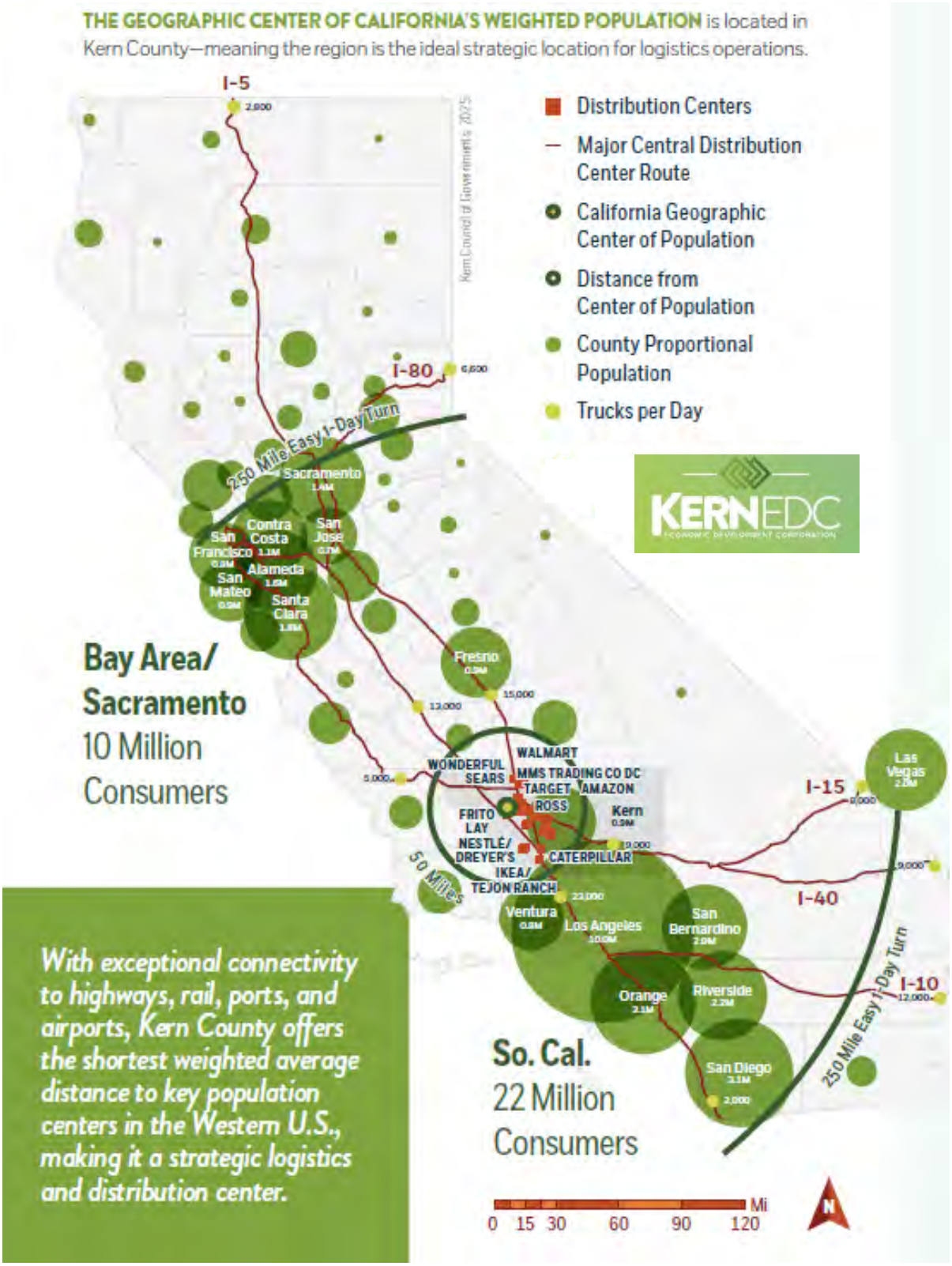
1) Value-Added Agriculture is defined as the transformation of agricultural products to a higher value for the end consumer. Examples can be seen when carrots are processed into smaller, "baby" carrots, or used in the production of vegetable juice. Locally produced products like POM Wonderful Pomegranate Juice, Wonderful Pistachios, Bunny-Luv Baby Carrots, and Halos Mandarins are well-known national brands. According to the Agriculture Issues Center at UC Davis, for every 100 jobs linked directly to the agricultural industry, an additional 106 jobs are created in the local economy. Kern County is the leading ag-producing region in the United States, with 1 in every 6 jobs related to agriculture (see **Figure 4-2**). In addition, every dollar generated by value-added ag leads to an additional $1.27 generated by the region's non-agriculture economy.

Figure 4-2: Economic Impact of Agriculture in Kern County



Source: Kern Economic Development Corp., 2025 Market Overview, p. 53

Figure 4-3: Geographic Center of State Population – Lowest Carbon Footprint for Logistics



2) Transportation and logistics is a fast-growing industry with significant potential in Kern County. With California's two major north–south freeways passing through the county, along with the only year-round pass over the Sierra Nevada in the San Joaquin Valley, Kern is a natural hub for continued growth in transportation and logistics and has become a prominent location for major distribution centers. As a leading economic cluster, it strengthens the competitiveness of the Energy/Natural Resources and Value-Added Agriculture sectors through warehousing, distribution, and related services. Kern's location near the geographic population center of California (see **Figure 4-3**) positions it as one of the most efficient and lowest-carbon footprint locations for centralized distribution statewide. However, distribution facilities are rarely located in urban infill areas, often drawing commuter/heavy truck traffic into rural communities, increasing their exposure to health-based criteria pollutants. Thus, efforts to reduce statewide carbon emissions can unintentionally increase local pollution burdens for vulnerable populations. To address this challenge, the Kern Area Regional Goods-Movement Operations (KARGO) studies[10] have developed strategies to reduce community impacts while supporting growth in living-wage jobs associated with maintaining and operating advanced and autonomous systems in modern distribution and manufacturing facilities.

Kern's location near the geographic population center of California positions it as one of the most efficient and lowest-carbon locations in the state for centralized distribution.

3) Energy, Renewables, and Natural Resources production is the cornerstone and foundation of Kern County. Historically oil production has driven energy development. Kern County is the top oil-producing county in California. This county alone produces 71% of California's oil, Kern County has four giant oil fields (greater than 1 billion barrels of cumulative production) and as a whole produces about 326,000 barrels of oil per day (see **Figure 4-4**). In addition, cogeneration which produces electricity as a by-product from steam used in the oil fields produces much of the electricity used in both Kern and Los Angeles counties.

Kern County led the state in 2011 with over 60,000 employed in the Natural Resource and Mining industry. Of those, nearly 40% are occupations which are directly related to production and extraction. Consequently, heavy commute traffic is experienced both

Figure 4-4: Oil and Gas Resources

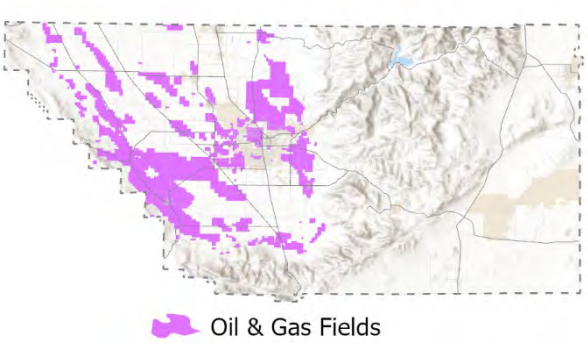
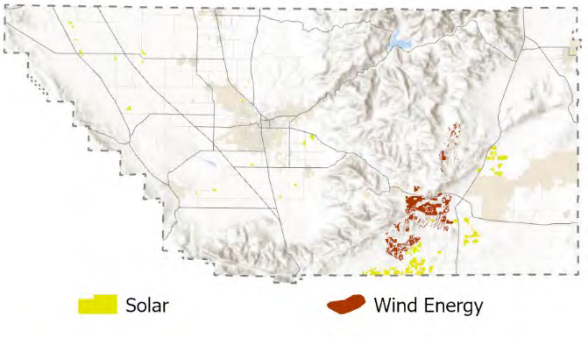


Figure 4-5: Kern County Wind and Solar Farms



[10] https://www.kerncog.org/kargo/

within adjacent rural areas and between urban and rural areas. This commute traffic is the primary consideration as, unlike agricultural products, petroleum products are transported primarily by rail and pipeline. East Kern also includes gold and other mining operations. The largest borax mining operation in the world is located at the eastern edge of the county next to Boron, employing 600 working three shifts per day, seven days per week. An average of 5 trains per week transport the mineral to a bulk transload facility at the Port of Long Beach.

Kern County is the renewable energy center for California producing more renewable energy than any other county in the state and is home to the nation's largest solar plant, wind farm, geothermal facility, and grid level battery storage system[11]. There are approximately 5,000 wind turbines in the Tehachapi-Mojave wind corridor, and combined with the region's solar fields produce 1.7 terawatt hours (1.7 million megawatts) each year (see **Figure 4-5**). Kern also has another 6,500 MWh of battery storage in place for these intermittent renewable sources. The county's dependence on energy and natural resource production as part of our economic structure is reflected in the fact that 8 out of 10 of the county's top taxpayers are either oil-producing and/or processing companies, renewable energy producers or mining operations. New installation-related traffic can be expected to continue into the near future and likely well-beyond.

4) Aerospace and Defense remains a leading industry cluster for the county and particularly for eastern California. California is home to approximately 139,000 aerospace jobs, with over 23,000 of them in Kern County. These high-wage, full-time jobs have staying power thanks to vast open land, lack of development encroachment, proximity to Los Angeles, and higher education levels per capita in East Kern than in most other regions in the county. China Lake is the Navy's largest single landholding in the world. It represents 85% of the Navy's land for research, development, test, and evaluation use, and 40% of the Navy's land holdings worldwide. As weapons development continues, China Lake consistently adds jobs, both military and civilian.

Edwards Air Force Base covers roughly 470 square miles and houses roughly 12,800 jobs at the Air Force Flight Test Center. Among its many military purposes, Edwards historically provided a landing-place for NASA spaceships coming back from space exploration when weather did not permit landings in Florida (see **Figure 4-6**).

Figure 4-6: Kern County Military Installations



Mojave Air and Space Port emerged as the leading aerospace test center for commercial operations in North America. No longer a sleepy high desert general aviation Mojave Airport destination, Mojave Air and Space Port has amassed more first flights and significant newsworthy flight activity than any other airport in the world over the past twenty years. Mojave Air and Space Port and industrial park is currently home to more than 60 companies engaged in flight development to light industrial to highly advanced aerospace design, flight test

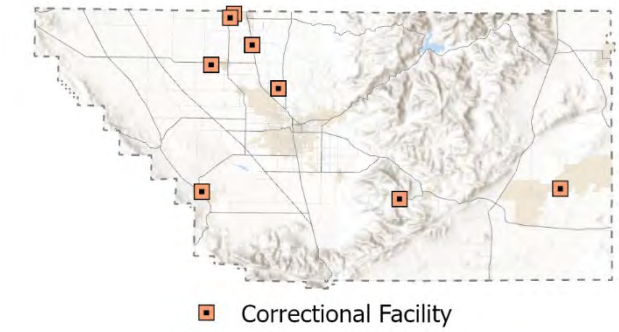
[11] Kern County Renewable Energy Fact Sheet http://www.drecp.org/counties/factsheets/Kern_county.pdf 2021

and research and even heavy rail industrial manufacturing. The potential for space tourism continues to be great, though other states are fiercely competing for this business.

5) Tourism, Recreation and Entertainment suggests continued growth opportunities in both annual expenditures and employment. This includes the generation of tourism and visit activity from people traveling between major cities in Northern and Southern California. Kern County's tourism, recreation & entertainment cluster provides almost 23,000 jobs throughout the county primarily in accommodation and food services. Increasing strengths within this cluster are in sports and recreation related to outdoor assets such as off roading, water sports, and hiking. A major strategy of the RTP is promoting local history as a benefit to economic/tourism. Especially, highlighting cultural, Native American history. This City of Ridgecrest has done this with their recognition of Native American petroglyphs in xeriscaping along SR 178. The Tejon Indian Tribe is also developing a casino/resort hotel near the confluence of SR 99 & I-5.

6) Correctional Facilities - Another significant rural transportation issue is correctional institutions. Kern County has five public and private high-security institutions that house 10,000 federal, state and local inmates. To manage these facilities, Kern County has almost 3,000 correctional officers and first-line supervisors who commute by auto and vanpool for each shift (see **Figure 4-7**).

Figure 4-7: Kern Correctional Facilities



7) Healthcare Services has been recast to reflect the vast array of services and networks in the county. Throughout the San Joaquin Valley, population growth has resulted in major increases in hospital and healthcare employment. Dignity Health is staying a step ahead of population growth by expanding services and facilities. Through teamwork, innovation and advocacy, Mercy Hospital Downtown, Mercy Hospital Southwest, and Memorial Hospital all operated by Dignity Health, are delivering on their promise to provide excellent, affordable health care to the community. New advancements in cardiac care at Memorial Hospital offer lifesaving options for heart patients. The Robert A. Grimm Children's Pavilion for Emergency Services is the newest edition to the Lauren Small Children's Center established in 2012 at Memorial Hospital. The Pavilion is the only dedicated pediatric emergency department between Los Angeles and Madera, California. The Grossman Burn Center at Memorial Hospital is dedicated to delivering high quality, compassionate care to the community. One concept for the Bakersfield HSR station area vision is a medical research campus, due to its close proximity to two existing hospitals.

Rural Resource Area Transportation Safety

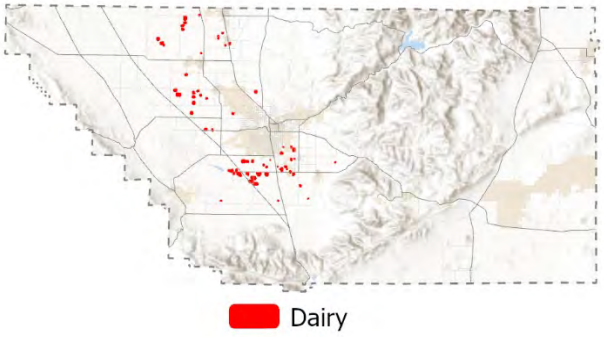
Alternative transportation connectivity to these resource areas are dominated by regional transit and vanpooling. The rural job market plays an important role among rural and urban residents alike. As rural lands transition into non-agricultural uses due to water supply issues, commute and other high speed auto traffic will experience conflicts with slow moving farm vehicles. In addition, vehicle miles traveled are appreciably higher than in urban settings due to the lower population density of

rural areas. This contributes to a disproportionately higher number of accidents per capita in rural settings than urban.[12] A sustainable community strategy is required to address rural highway safety issues and provide financial incentives to address them.

Rural/Urban Connectivity Strategy for Farmland and Other Strategic Resource Areas

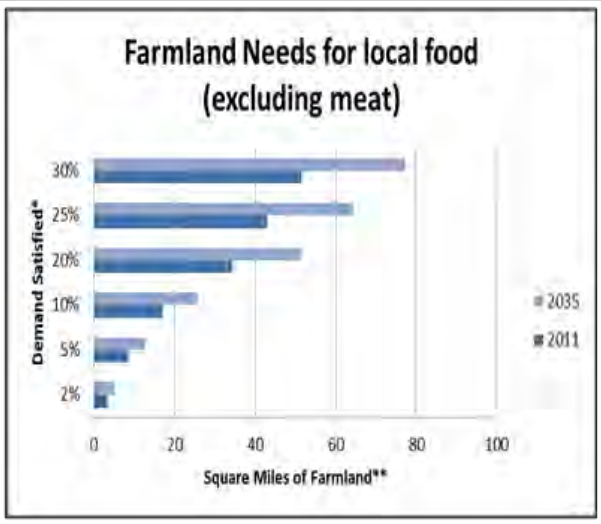
California Government Code 65080(b)(4)(C) states, "The metropolitan planning organization ... shall consider financial incentives for cities and counties that have resource areas or farmland, as defined in Section 65080.01, for the purposes of, for example, transportation investments for the preservation and safety of the city street or county road system and farm to market and interconnectivity transportation needs." Kern has developed a guideline to direct funding to outlying rural areas to promote safety and interconnectivity in accordance with SB 375. A more complete discussion can be found in near the end of this SCS Chapter under the Project Selection Criteria section. This goes into greater detail on the nature of Kern's unique resource areas and farmland.

Figure 4-8: Kern County Daries



Rural, resource areas represent the vast majority of Kern County land uses. Kern's rural lands hold diverse resources strategic to Kern and California's growth and success. For example, Kern County produces 75% of all oil produced in California, and has over 60% of California's renewable energy.[13] One in six jobs in Kern County are directly related to the resource sectors of forestry, fishing, hunting, mining (esp. oil/gas) and agriculture. Growing interest in ecotourism, from white water rafting to farmer's markets, offers an insight into the development of a diverse and vibrant economy.

Figure 4-9: Farmland Needs for Local Food



Kern strives to provide feasible solutions to transportation, land use and air quality issues that connect these strategic rural employment areas with the major urban areas of the county. The Blueprint, adopted in 2008 by the Kern COG Board made up of local officials from 11 cities and the County of Kern, provides information to assist in the formation of strategies that enhance strategic agriculture, rural communities, resource conservation, recreation, quality of life, and regional sustainability.

[12] California Strategic Highway Safety Plan, https://dot.ca.gov/programs/safety-programs/shsp
[13] KEDC Market Overview, https://kernedc.com/market-overview/

Agricultural Resource Areas (Farmland) - Residential rural areas of Kern County number 38,700 acres. Semi-agricultural lands, like warehousing and packaging facilities, yield less than 12,000 additional acres. The combination of which are roughly a third of the 165,000 acres of urban land. When taking inventory of agricultural land; however, the ratio inverts dramatically. Farmland as defined by GC Section 65080.01 (b) is classified as prime, of statewide importance, or otherwise unique in character outside all existing city spheres of influence or city limits; the combination of these lands exceeds 700,000 acres.

Additionally, designated grazing land provides a stunning 3.7 million acres. From these lands, Kern County's agricultural revenues topped $7 billion in 2020, accounting for 1 in 6 jobs in Kern.

Another significant portion of Kern's rural economy is dairies (see **Figure 4-8**). In 2019, total milk production was 40 million pounds for a total value of $500 million. Kern produces about 10% of California's milk products and ranks 5th among California's counties of which the top eight counties comprise the San Joaquin Valley region and produce about 95% of the state's milk products. The number of dairies in Kern has dropped from 55 in 2012 to 48 in 2016, and the number of cows has dropped from 168,000 to 158,000[14].

Farm to Market Needs – Central to farm production, Metropolitan Bakersfield provides ideal connectivity for the transportation of agricultural products to markets, both local and statewide. The proportion of locally grown produce destined for local markets is low. Due to the economies of scale, delivery networks often find it more economical to send produce to distant distribution facilities, often resulting in local markets being provided with products not only distributed from other areas, but sourced from them as well. It's estimated that 2% of regional consumption is locally produced (see **Figure 4-9**). One recent development is the establishment of a Walmart grocery distribution center in Shafter. This facility should increase the availability of locally grown produce on local grocery store shelves.

Farmland Needs for Local Food - Despite low consumption of locally-sourced fare, direct markets continue to grow and thrive. Kern County's farmers' markets (see **Table 4-1**) provide area residents access to a variety of locally-farmed products. Additional forms of agritourism flourish among many local farms that provide retail outlets at the farms themselves. In 2014 California implemented the Urban Agricultural Zone Incentive Act (SB 551) which allows landowners of at least 0.1 acres and no more than

Table 4-1: Farmers' Markets in the Kern Region

Tesch Family Farms 1508 Garces, Delano	Jun – Aug	Alt. Tues	3 pm – 5 pm
Tesch Family Farms 8787 Hall Rd, Lamont	Jun – Nov	Alt. Tues	3 pm – 5 pm
Tehachapi Fmrs Mkt 115 S.Robinson, Teh.	Jun – Aug	Thurs	4 pm – 7 pm
Ridgecrest Fmrs. Mkt N.Balsam/W.French	Year Round	Wed Sat	5-8pm 8-11am
Riverlakes Fmrs Mkt 8601 Hageman Rd	Year Round	Sat	9 am- 1 pm
Shafter Fmrs. Mkt 320 Central Av	Jun - Dec	Sat	10 am – 2 pm
Haggin Oaks Fmrs Mkt 8800 Ming Av, Bak	Year Round	Sun	10 am – 2 pm
Bako Fmrs Mkt 1001 Truxtun Av, Bak	Year Round	Sat	9 am – 3 pm
From the Farmhouse 2819 F St, Bak	Year Round	Sat	8 am - noon

Source: Kern Ag Dept., 2024 Crop Report

[14] California Department of Food and Ag., https://www.cdfa.ca.gov/dairy/pdf/Annual/2016/2016_Statistics_Annual.pdf, 2016

3 acres in size within metropolitan areas to receive tax incentives for putting land into agricultural use. The minimum five-year agricultural preserve will likely accelerate the proliferation of community gardens and markets in urban settings.

Kern County is a prime destination for agritourism, available to both tourists and locals. Offering a variety of farm stays, educational programs, and farm-to-table dining experiences that showcase the local agriculture. Kern has hundreds of farm stay locations available from small farm bed-n-breakfasts, cattle ranches, and winery/vineyards. Numerous educational programs are available including roadside/U-pick farms, to tours of agri-processing facilities. Farm-to-table dining experiences are numerous as well, including Wool Growers Restaurant and Locale Farm-to-Table Eatery.

From this inventory of local farmer's markets and agri-tourism locations come a variety of themes to which rural SCS development strategies are focused:

- ***Production:*** Connect farmers to available markets & provide business training opportunities to farmers.

- ***Infrastructure:*** Increase local processing capacity & distribution.

- ***Consumption:*** Increase the number and types of food outlets, promote local food sourcing.

Forecasting the Development Pattern

GC Section 65080(b)(2)(B)(vii) requires MPOs to set forth a forecasted development pattern for the region, which when integrated with the transportation network and other transportation measures and policies will reduce emissions from automobiles and light-duty trucks to achieve, if there is a feasible way to do so, the emissions reduction targets approved by CARB.

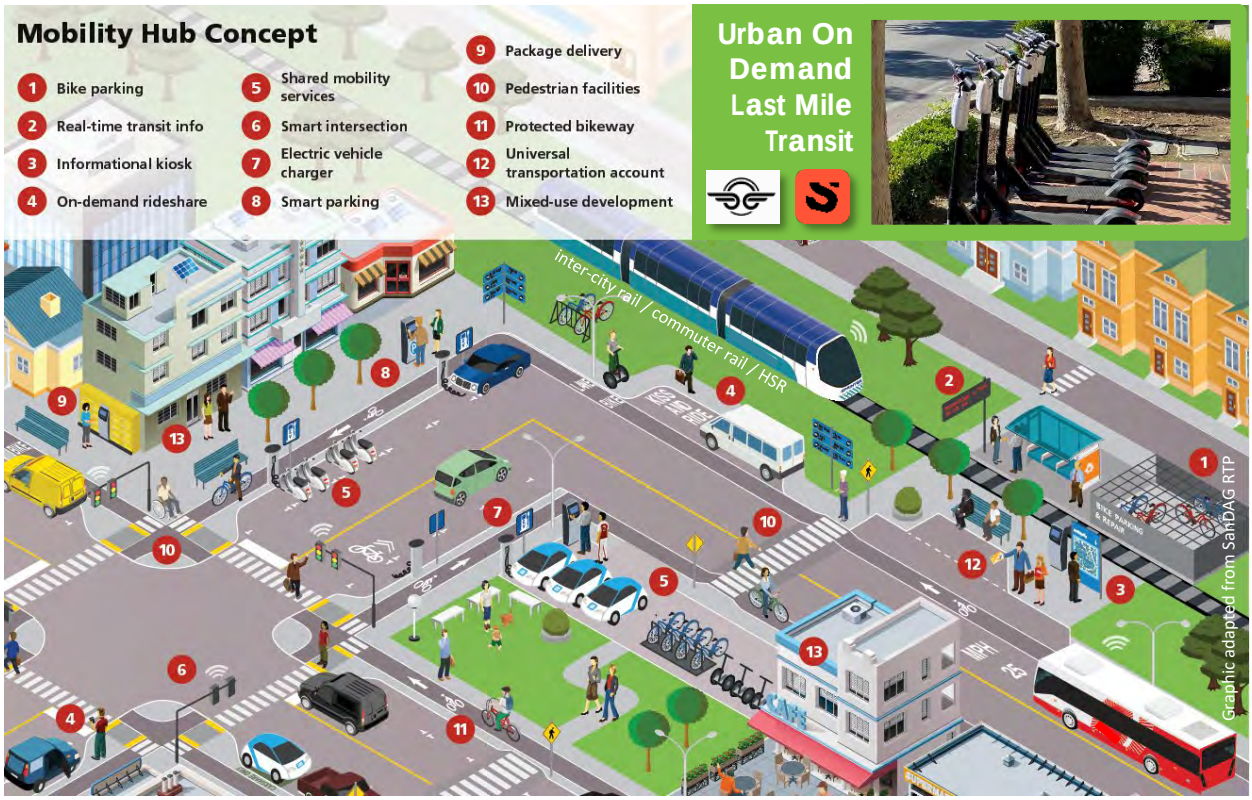
Housing the Kern Region's Population

The SCS Strategy Maps (**Figures 4-11** and **4-12**) have been developed by Kern COG staff and show both the place types reflecting forecasted development patterns and Kern COG modeling assumptions, and the planned transportation investments from this RTP. The maps show how investments in transportation are being coordinated with forecasted development patterns to reduce emissions from automobiles and light-duty trucks. The maps contain transit priority and strategic employment areas and transportation infrastructure that are existing, planned or proposed and have been grouped by Kern COG staff into descriptive types. The maps were developed with input from the Transportation Modeling Committee and the RPAC but there are currently no general plans adopted that use these terms or categories. Note that the Transit Priority Place types are suited to develop some of the clean mobility options found in a mobility hub. These options would vary based on the size of the mobility hub and surrounding land use. For example, a Metro place type would have many more mobility options than a town or village place type. Each mobility hub would implement mobility options as appropriate for that place type (see **Figure 4-10** and Chapter 5 – Public Transportation/Shared Mobility Action Element).

To develop these conceptual maps staff identified existing, planned and potential Transit Priority and Strategic Employment Place Types. The map legend identifies which place types are existing by using a dark outline, planned place types have no outline, and potential place types are hollow (see legend on each map). Aerial photography was used to identify which place types were existing. Each agency's local general plan was used to identify the land uses where these types of developments were permitted. And local jurisdiction staff provided feedback on final placement of the place types locations. If one was requested that was not shown in a local general plan, it is shown as a potential location on the map. In summary, the place type locations on SCS Strategy Maps reflect local jurisdiction general plans and input. Updates are made every 4 years.

The following place types employed in the RTP are not intended to represent detailed land use designations or policies but are used to describe the general conditions likely to occur within a specific generalized area based on the assumptions made by local authorities. The place types are each comprised of specific characteristics related to jobs and housing intensity, urban design and transportation choices. It is important to note that these maps are only a snapshot of forecasted development patterns and Kern COG modeling assumptions to be updated every 4 years. For the latest information on land use, land use designations and transit concepts, please refer to the appropriate local jurisdiction.

Figure 4-10: Mobility Hubs – Shared Mobility Services at a Metro Transit Priority Place Type



Forecasted Development Pattern Transit/Strategic Employment Place Types:

Metropolitan (Metro)

Metro areas are the regions primary business, civic, commercial and cultural centers that can exceed 60,000 in population. These districts have significant amounts of employment and corresponding residential uses and retail, typically clustered in multistory buildings and include easy access to neighboring residential and employment areas. Metro areas are served by numerous transportation choices providing a diverse mobility hub (see **Figure 4-10**). Existing and planned enhancements may include easy walk/bike design and improved transit. Metro areas are also typically located at the convergence of a number of high-capacity transit facilities such as passenger rail. The proposed Bakersfield metro center for Kern is also the planned location for the enhanced passenger rail service such as high-speed rail. In East Kern, the closest metro place type is Palmdale/Lancaster in Northern L.A. County.

Community

Community place types feature subregional business, civic, commercial and cultural centers and draw activity from the subregional area. These areas may range from 15,000 to 60,000 persons or more and contain significant employment centers and a mix of housing choices, supported by retail and daily services. Existing and planned community enhancements may include easy walk/bike design and improved transit.

Town

Town place types feature business activity, local-serving retail, daily services, housing choices, and may include a civic and cultural center and draws activity from the town and immediate area. These areas may range from 5,000 to 15,000 people or more. Existing and planned enhancements may include easy walk/bike design and improved transit.

Village

Village place types feature business activity and essential local services, and housing choices. These areas may range from 50 to 5,000 people or more. Existing and planned enhancements may include easy walk/bike design and improved transit as appropriate.

Strategic Employment (Rural/Urban)

Strategic employment areas can be found in rural and more urban areas and may include both jobs and housing, though these two uses are rarely found in close proximity to each other. These locations correspond to local jurisdiction general plan areas designated primarily for industrial and/or commercial uses and adjusted based on local jurisdiction input. The maps include three different sizes of strategic employment areas based on future employment levels. These areas often contain employment in isolated resource areas with sporadic activity dependent on the strategic resource at the site (wind energy, agriculture, etc.). Many strategic employment areas are

Figure 4-11: Transit Priority & Strategic Employment Place Types – Countywide

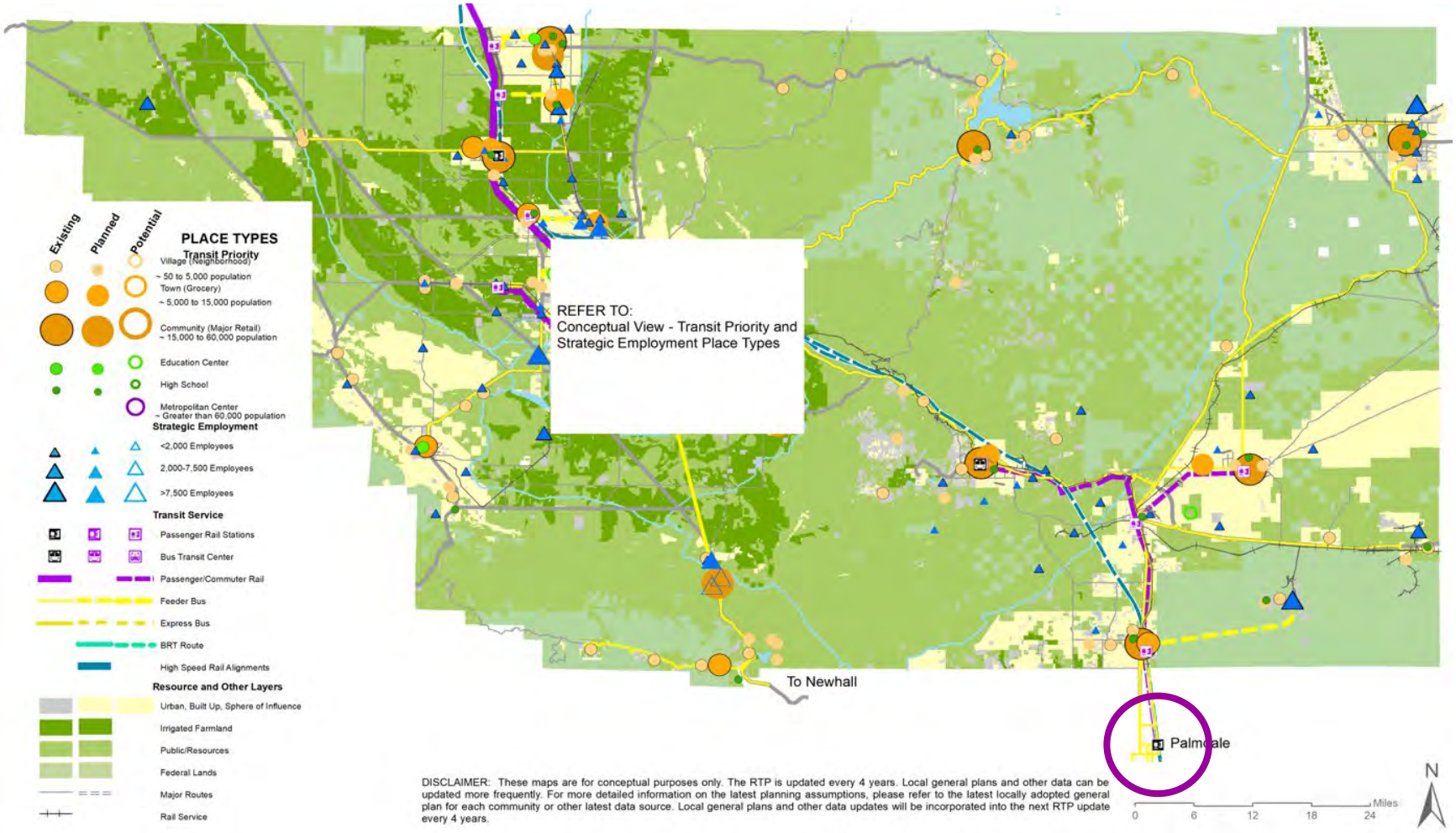
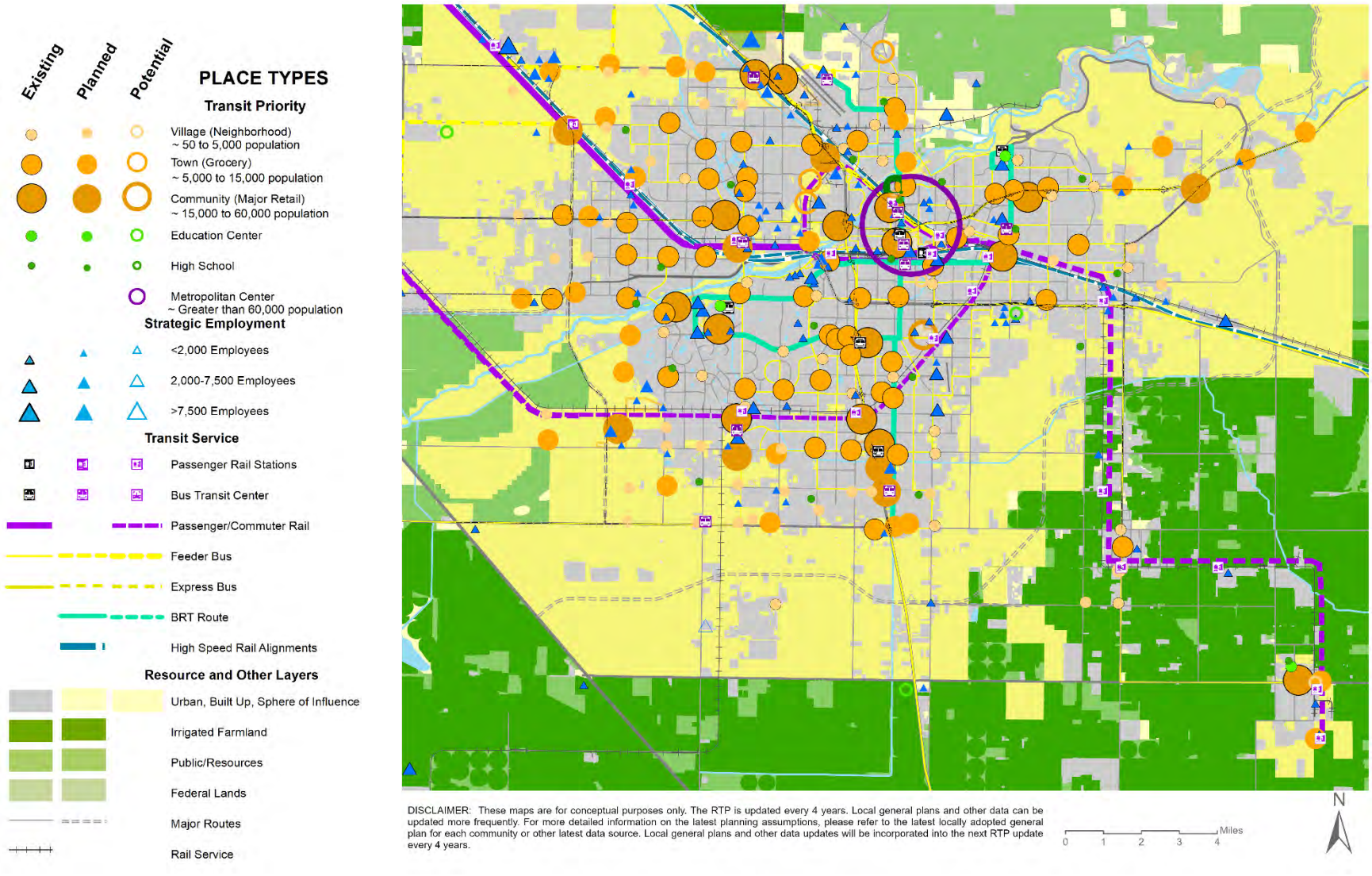


Figure 4-12: Transit Priority & Strategic Employment Place Types – Metro Bakersfield



characterized by large operations located near a resource to minimize transportation costs and the carbon footprint. In urban areas, existing and planned enhancements may include easy walk/bike design and improved transit. In rural strategic employment areas, regional transit and or vanpooling are existing or planned along with interconnectivity and safety projects.

The transit priority and strategic employment areas were jointly adopted by the city and county into the Metropolitan Bakersfield General Plan in 1982 and are found in the community plans for most of the outlying communities. The concepts have a distinct advantage over a corridor and strip commercial development pattern in that it provides for activity nodes around which future transit, and vanpooling services can be planned for in a way that is supportive of forecasted development patterns.

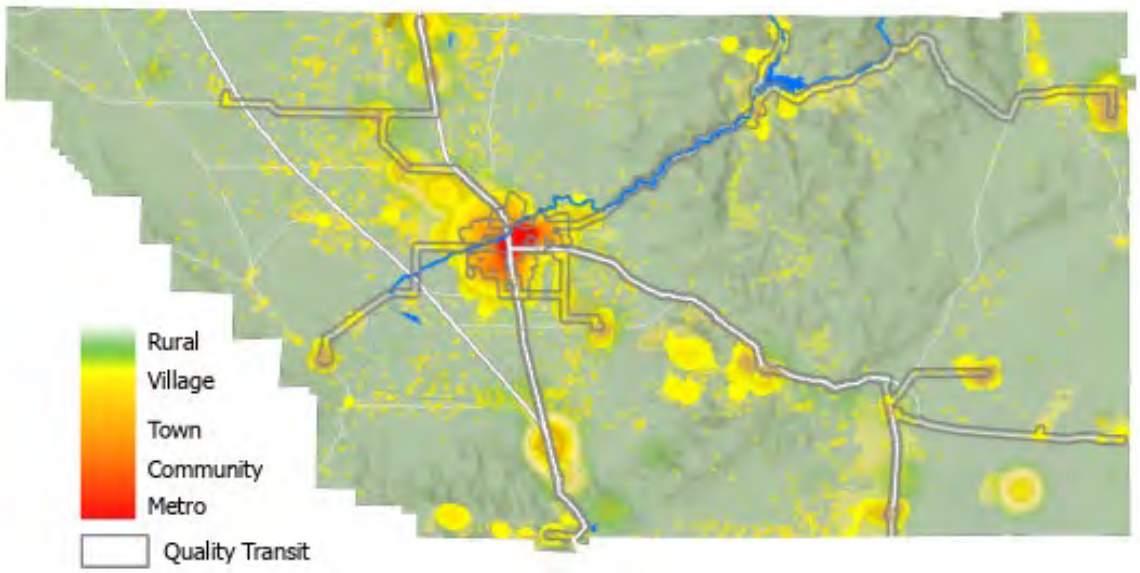
Education Centers

The SCS Strategy Maps also include existing, planned and potential education centers provided by the Kern County Superintendent of Schools and addressed matched using a geographic information system. Kern COG also interviewed staff at the universities, colleges, and trade schools to ensure the latest information was used in development of the maps.

Forecasted Development Pattern

Figure 4-13 depicts a forecasted development pattern based on local area planning assumptions consistent with the transit priority and strategic employment areas. The map also indicates a network of Quality Transit Areas (QTA). These are areas within one-half mile of fixed route transit service based on planned transit expenditures or a last-mile on-demand service connection to

Figure 4-13: Forecasted Development Pattern Map – Kern Region 2035



DISCLAIMER: These maps are for conceptual purposes only. The RTP is updated every 4 years. Local general plans and other data can be updated more frequently. For more detailed information on the latest planning assumptions, please refer to the latest locally adopted general plan for each community or other latest data source. Local general plans and other data updates will be incorporated into the next RTP update every 4 years.

quality transit routes at transit priority place type mobility hubs. Rural strategic employment areas outside the QTAs will also have access to carpool, vanpool and the HOV network being developed to benefit the resource areas consistent with SB 375.

Transit Priority Areas

The SCS identifies QTAs as being located within ½ mile of fixed route transit service along the length of existing and planned routes. The SCS also identifies illustrative Transit Priority Areas (see **Figures 4-11, 12**) and Strategic Employment Place Types which are primarily strategic employment areas characterized by concentrations of residential uses and jobs in close proximity to transit stations to minimize transportation costs and the carbon footprint. Transit Priority Areas (TPAs) combine these two concepts. TPAs are extend ½ mile to transit stop/stations where urban uses exist or may be planned. Not all of these areas have been identified and may be subject to future general plan amendments along for some routes. The Golden Empire Transit (GET) Long Range Transit Plan, adopted in June 2012 and updated in 2024, was developed in in coordination with SCS.

Post-Pandemic Ridership Issue/Response

In 2020, transit ridership in Metro Bakersfield fell by 70% during the pandemic, and slowly increased to 50% of 2019 levels (**Figure 4-14**). Consequently, service and headways

Figure 4-14: 2019-24 Golden Empire Transit Riders

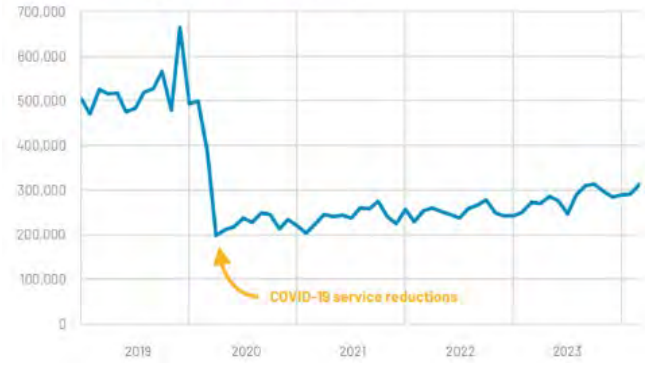


Figure 4-15: 2024 Golden Empire Transit Fixed Routes

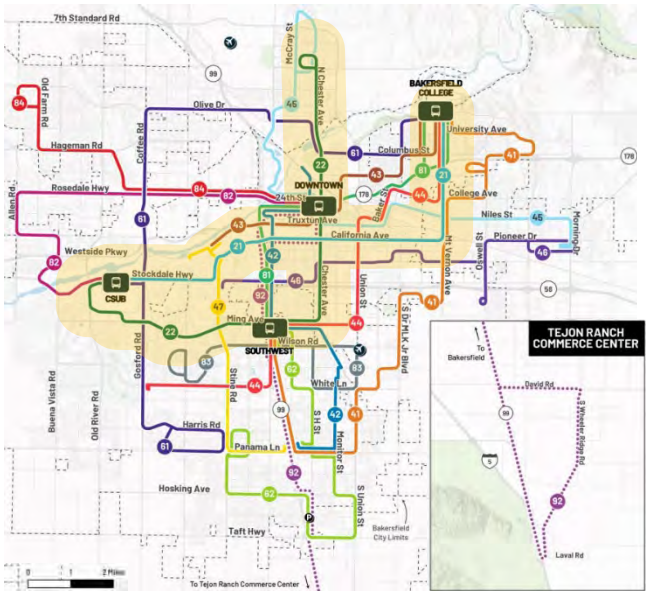
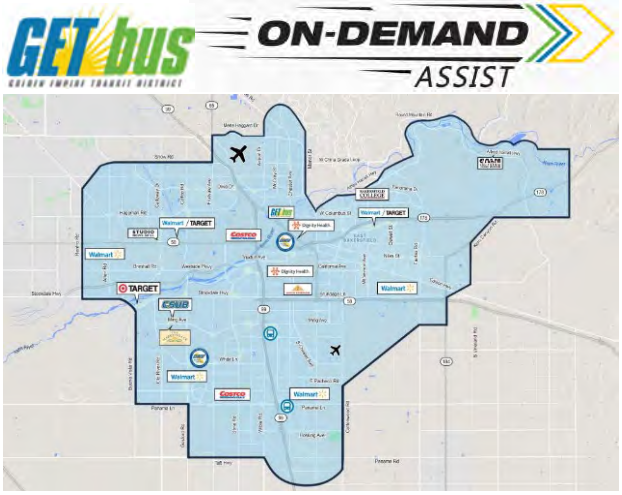
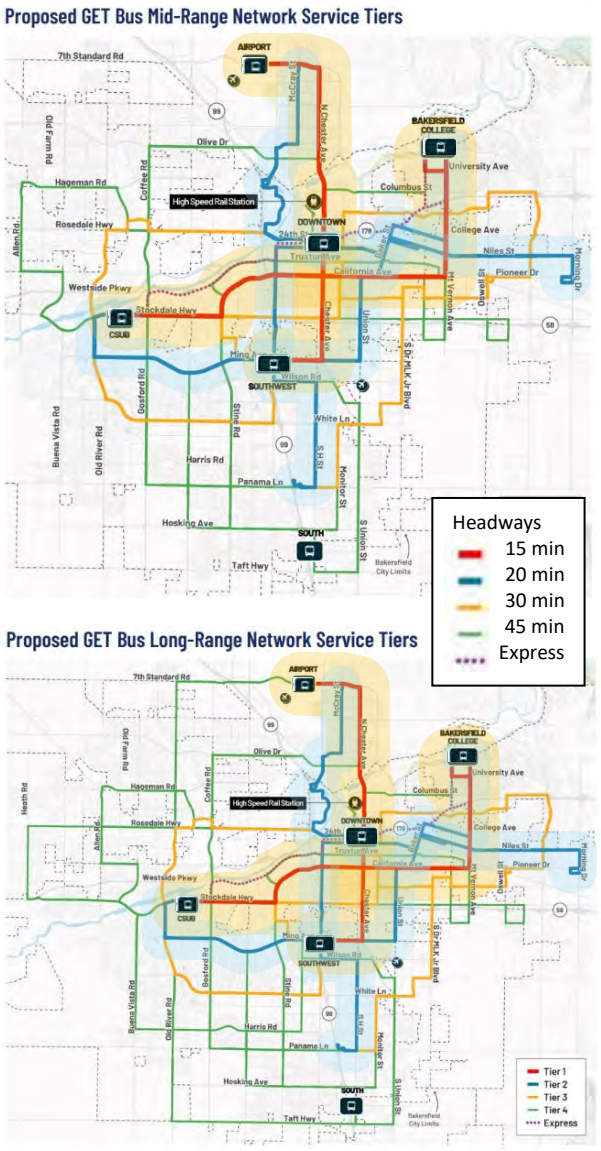


Figure 4-16: Micro-Transit/Para-Transit Service



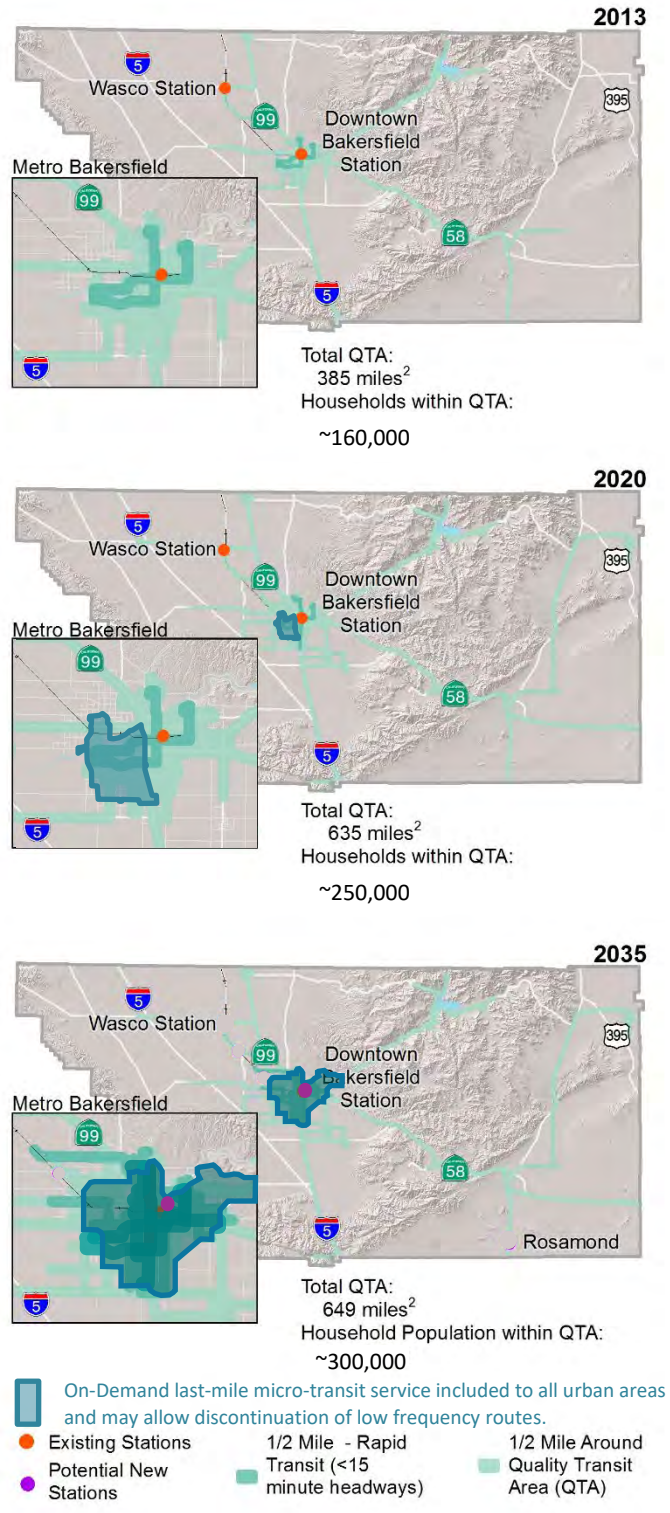
have been significantly curtailed, doubling wait times on the bus rapid transit (BRT)/rapid bus corridor routes 21 & 22 highlighted orange in **Figure 4-15**. To help combat this GET rolled out a new micro-transit service marketed as On-Demand, however the service cost significantly more per passenger trip than fixed-route service, so the decision was made to cut it back to pre-qualified seniors and disabled riders and was re-marketed as On-Demand Assist service (**Figure 4-16**). This paratransit/micro-transit service has stabilized and maintains its ability to book using a cell phone or call center with service within the hour as well as providing scheduled trips days in advance to medical appointments, etc. The long-range plan discusses options for expanding the micro-transit service using a voucher program with ride hale services such as Uber, Lyft or local taxi service but it has yet to be implemented. Outlying communities are considering a similar micro transit approach for their dial-a-ride services in the update to the Transit Development Plans scheduled to be completed in 2027.

Figure 4-17: 2024 Fixed Route Plan Update



The Golden Empire Transit (GET) 2012 Long Range Transit plan outlined a phased approach to improvements in the near, mid, and long term. Near-term actions were implemented shortly after the plan's adoption in 2012, but progress was set back in 2020 by the pandemic. These efforts are now being reset and expanded as part of the 2024 plan update. During 2020, GET's BRT/rapid-bus service was degraded from 15-minute to 30-minute headways following the post-pandemic 70% drop in ridership. The original BRT system featured 15-minute headways, kiosks, and transit-signal priority. The updated Mid-Range Plan restores and enhances this service by adding to the 20-minute rapid-bus network while maintaining the core 15-minute BRT system. These route service areas are shown in **Figure 4-17**, with orange shading for Tier 1 BRT and blue for Tier 2 Rapid Bus. The long-range network includes an expansion of fixed route service to newer subdivisions being constructed on the edge of the community.

Figure 4-18: Expanding Transit Priority Areas to Populations within One-Half Mile of High-Quality Transit



The updated plan supports the centers/mobility hub concept by providing improved service to Transit Areas in Metropolitan Bakersfield. The red line on the plan maps represent the BRT corridors, providing 15 minutes headways and stops spaced approximately one-half mile apart to better service the centers concept. The Long-Range Transit Plan provides for an expansion of transit priority areas within ½ mile of transit service with 20-minute headways that are eligible for environmental streamlining provisions under SB 375. The maps in **Figure 4-18** illustrate the expansion of areas within one-half mile of passenger rail service or BRT/micro-transit (20-minute headways or less) and/or light rail. Prior to 2012, only 5,600 people lived within one-half mile of high-quality transit areas. The Kern region has been proactive in expanding high-quality transit service since SB 375 passed in 2008. With the implementation of short-term transit improvements in 2012, population served by transit priority areas expanded more than 20 times. Another 38% increase was realized by 2020, and an increase of up to 225% is anticipated by 2035 over 2012 service areas. The long-range transit plan assumes passage of a local transportation measure or other new funding source.

The Long-Range Transit Plan also analyzed improvements to the Kern Transit (KT) express bus system that services outlying communities. The plan found that KT can achieve operating efficiencies by interfacing

with GET at its outlying transfer centers, reducing operating costs and allowing service improvements to outlying communities.

In addition, 2012 saw the finalization of the Kern Commuter Rail Study. The study called for consideration of extending L.A. Metrolink service from Lancaster north to Rosamond and Edwards AFB in eastern Kern. The study recommended additional passenger rail stops on the Burlington Northern Santa Fe Railway alignment in northwest Bakersfield. The stops may become part of a future passenger feeder rail system for the high-speed rail project.[15]

These transit improvements are subject to the voluntary application of the centers/mobility hub concept or other TOD concepts in local general plans. In addition, other factors include removal of barriers to develop these centers and a healthy, diverse housing market demand, and the resources necessary to improve transit. Note that since the last SCS BRT has been implemented but a new mobility option, micro-transit is providing more convenient, last mile access to the BRT. GET is planning to study this during the next cycle.

Local Agency Formation Commissions' Spheres of Influence

During development of the SCS, MPOs are required by GC Section 65080(b)(2)(G) to consider spheres of influence that have been adopted by Local Agency Formation Commissions (LAFCos) within the region. The duties of LAFCo are to review and approve or disapprove with or without amendment, proposals for the incorporation of cities, formation of special districts, annexation of territory to local agencies, exclusion of territory from a city, disincorporation of a city, consolidation of two or more cities, and the development of a new community. MPOs should consult with LAFCos regarding municipal service review boundaries, foreseeable changes to those boundaries, and service capacities over the period covered by the RTP as well as any local LAFCo-adopted policies regarding conservation of agricultural and open space land, island annexations, annexations, service extensions, and sphere changes. MPOs are encouraged to request the most recent Municipal Service Reviews for local agencies providing services in the region, as well as LAFCo-prepared GIS maps, if available, for all local agency boundaries and spheres of influence in the region. The Executive Officer of LAFCo is a member of the RPAC which provides oversight to the development of the RTP/SCS.

The Transit Priority and Strategic Employment Areas maps (**Figures 4-9** and **4-10**) include the latest spheres of influence areas adopted by LAFCo, and are consistent with the Forecasted Development Pattern Map. It is important to note that the SCS is a snapshot of the latest available information and will be updated every 4 years in consultation with LAFCo.

[15] https://www.kerncog.org/wp-content/uploads/2010/03/KernCOG_Commuter_Rail_Draft_Report_20120720.pdf

Regional Housing Needs

Accommodating Eight-Year Regional Housing Needs

Kern COG prepares the RHNA of low- and very low-income housing for each jurisdiction in the region that must be approved by the California Department of Housing and Community Development (HCD). Each jurisdiction is assigned a forecast of housing need that is used in local General Plan housing elements. The law's intent is that all cities provide sufficient housing to accommodate forecast growth in an effort to slow increases in migration from coastal communities to inland communities. The increasing need for lower-income housing may require jurisdictions to consider strategies such as more affordable, compact housing around transit centers. Recent surveys on housing market demand indicate a growing interest for higher-density housing and mixed-use development in certain areas.[16] With enough land identified in local general plans to accommodate significantly more than the total forecasted housing need by 2031, and local plans and zoning that are flexible and responsive to changing market trends, the Kern region continues to have little difficulty in providing adequate acreage for low-income housing.

With enough land identified in local general plans to accommodate significantly more than the total forecasted housing need by 2031 … the Kern region continues to have little difficulty in providing adequate acreage for low-income housing.

Kern region's official 6th cycle regional housing need[17] from the California Department of Housing and Community Development (HCD) for the projection period December 2023 – December 2031 is a minimum of 57,650 housing units. This RTP/SCS exceeds and is consistent with the minimum required by the HCD 6th Cycle Regional Housing Need Determination. Of these, approximately 41.6% are expected to be in the very low- and low-income category (affordable to those who make less than 80% of area median income), 16% are expected to be in the moderate-income category (affordable to those who make between 80% and 120% of median income) and 42% are expected to be offered at the above moderate-income category (**Table 4-2**) The allocation represents the minimum housing need that Kern COG's RHNA plan must address in total and also for very-low, low, and moderate income ranges. The SCS incorporates the overall RHNA target for the Kern region and provides a forecasted development pattern that shows where new housing growth can be accommodated in the future. Note that the RHNA is only updated every 8 years, so the housing need determination is the same as in the prior RTP/SCS cycle.

Table 4-2: RHNA by Income Category

Regional Housing Need Determination by Income Category for Projection Period: June 30, 2023 through December 31, 2031		
Income Category	**Percent (minimum)**	**Housing Units (rounded)**
Very – Low	25.4	14,658
Low	16.2	9,328
Moderate	16.1	9,299
Above-Moderate	42.3	24,365
Total	**100.0**	**57,650**

[16] https://www.kerncog.org/quality-of-life-survey/
[17] https://www.kerncog.org/regional-housing-needs/

The SCS development pattern is consistent with the RHNA allocation as required by Government Code §65584.04(a)(1). The RHNA allocation was developed with reliance on local input on projected household growth and responses to local surveys. Results from the surveys support consistency with the state housing goals by encompassing a variety of planning factors that identify opportunities and constraints for jurisdictions to plan for housing at all income levels. These factors include the availability of suitable land, market demand for housing, distribution of household growth along transit corridors, and replacement need. To address increasing concerns regarding affordability, each jurisdiction's future housing need is adjusted to balance the proportion of affordable housing by county across the region. This adjustment considers areas that have a high proportion of certain income groups and adjusts future household growth toward a goal of social equity. This mitigates overconcentration of income groups and encourages planning for affordable housing in areas with limited opportunities in affordable housing.

Table 4-3: Vacant Land Capacity for Housing Units by Jurisdiction

Jurisdiction	Existing Housing Units (2020)	Residential Units Capacity* (Vacant)		
		Medium, High, and Mixed Use Density	Very-Low and Low Density	Total
Arvin	4,884	536	1,025	1,561
Bakersfield	132,697	27,524	64,870	92,394
California City	5,196	48,354	34,947	83,301
Delano	11,572	1,303	3,493	4,796
Maricopa	432	0	253	253
McFarland	3,412	82	449	531
Ridgecrest	12,359	1,784	3,543	5,328
Shafter	5,412	1,303	19,713	21,015
Taft	2,596	1,065	4,289	5,354
Tehachapi	3,784	460	2,305	2,765
Wasco	6,366	242	3,029	3,272
Unincorporated County	112,299	229,230	147,711	376,940
County Total	**301,009**	**311,883**	**285,627**	**597,511**

**The residential units capacity used a GIS analysis of each jurisdiction's latest general plan information outside urban/built-up areas, and demonstrates sufficient existing capacity to accommodate a variety of density ranges to meet each jurisdiction's housing need.*

Pursuant to Section 65584, the SCS must identify areas within the region sufficient to house an eight-year projection of the regional housing need. **Table 4-3** shows the Kern region has more than enough vacant land capacity for housing at a variety of densities to accommodate the regional housing needs for the existing and projected housing population. It is also important to note that in most communities in the region, low density housing rents are affordable to low- and very low-income households.

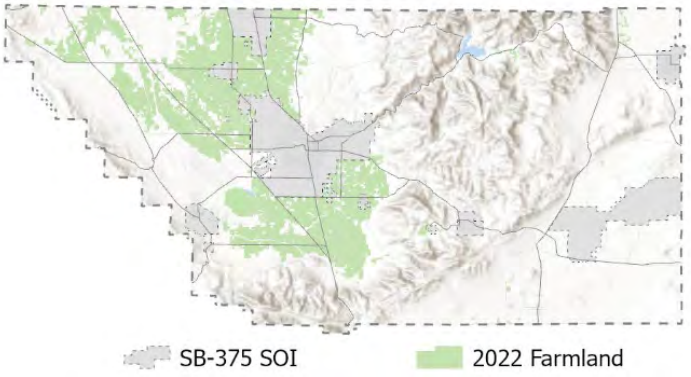
Conserving Resource Areas and Farmland

The RTP/SCS forecasted development pattern and transportation system attempts to minimize negative impacts on various natural and manmade resources, by acknowledging local general plan policies and strategies related to conservation of these resources. There is acknowledgement around the region of the need to maintain a balance between the need to urbanize and the need to conserve rural lands and their uses while ensuring land use decisions remain local and private property rights are protected.

Agriculture and Farmland

Agriculture has deep roots in the region's history and future. The Kern region has some of the most productive farmland in the world. According to the 2019 Kern County Agricultural Crop Report, the gross value of all agricultural commodities produced in Kern County is $8 billion which represents an 8% decline from the prior year largely due to new state restrictions on pumping groundwater.

Figure 4-19: Kern Important Farmland - 2022



Kern County's agricultural areas also provide benefits such as habitat, flood control, groundwater recharge, and energy production. Loss of these lands for agricultural purposes has economic, environmental, and social impacts. In developing the RTP forecasted development pattern and transportation system, Kern COG relied on the policies of local governments to develop

Table 4-4: Kern County Important Farmland Conversion 1988 - 2049

	Historic Trend				Forecast			Annual Average	
Year	1988	2022	1988-2022	% Change	2049	2022-2049	% Change	1988-2022	2020-2049
Kern County Population	511,200	910,700	399,500	78.1%	1,017,200	106,500	11.7%	13,317	4,096
Land Including City Spheres of Influence[2] (square miles)									
Urban/Built-Up	126	279	153	121.5%	304	24.5	8.8%	5.1	0.9
Total Important Farmland[3]	1668	1338	-330	-19.8%	1325	-13.0	-1.0%	-11.0	-0.5
Farmland to urban/ built-up			-44	-2.6%	1325	-13.0	-1.0%	-1.5	-0.5
Farmland to other[4]			-286	-17.2%	1325	0.0	0.0%	-9.5	0.0
SB 375 Defined Land Outside City Spheres of Influence (square miles)									
Urban/Built-Up	39	102	63	161.5%	111	9.0	10.8%	2.1	0.35
Total Important Farmland[3]	1407	1163	-244	-17.3%	1162	-1.3	-0.1%	-8.1	-0.05
Farmland to urban/ built-up			**-8**	**-0.6%**	1162	-1.3	-0.1%	-0.3	-0.05
Farmland to other[4]			-236	-16.8%	1162	n.a.	n.a.	-7.9	n.a.

Source: California Department of Conservation Farmland Mapping Monitoring Program (FMMP) 1988-2022, Kern COG Land Use Model 2022-2049; [2]analysis used SB375 required city sphere boundaries; [3]identification of important farmland in 2049 includes areas designated for agriculture by the local general plans; [4]conversion of farmland to other uses include fallow/no water available, habitat, groundwater recharge, solar and other uses not analyzed with the Kern COG land use model. This land use forecast is limited to land lost from future urbanization. Figures may not add due to independent rounding. Analysis excludes urbanization from 2022-2024 because it was not yet available from FMMP.

urbanization assumptions based on the most recent information available. Local land use policies related to agricultural preservation were of particular importance in this effort.

The California Department of Conservation maps farmland throughout California under the Farmland Mapping and Monitoring Program (FMMP). **Figure 4-19** shows a 2023 FMMP map of these farmlands outside the spheres of influence boundaries. **Table 4-4** presents an acreage summary of the FMMP mapping categories countywide and outside the spheres of influence. As the table shows in the right most column, 0.5 square miles (320 acres) per year of important farmland will be consumed by 2049, of which 0.05 square miles (32 acres) will be consumed outside the cities spheres of influence annually. The definition of farmland under Government Code Section 65080.01 (b) excludes farmland from spheres of influence boundaries. In the 30-year period from 1988 to 2022, an average of 0.3 square miles (192 acres) of farmland per year was converted to urban use outside city spheres. With this RTP, farmland consumption may be reduced as much as 80% to an average of 0.05 square miles (32 acres) per year through 2049.

During the period from 1988 to 2022, the region grew by 78.1% or 399,500 people and urban/built-up areas grew at a rate of 78.1%. In the same timeframe, approximately 330 square miles of farmland was converted to urban and other uses (19.8% of total important farmland). Surprisingly the majority of this conversion was outside spheres of influence to other non-urban uses. By 2022 15% of all urban/built-up areas (50 square miles) were solar farms, and groundwater recharge basins, most built during the growth over the past 10 years. This growth explains why we continue to see expansion of urban/built-up areas with nearly flat population increase. In addition, significant areas have been fallowed due to lack of water available, and many of those areas have been purchased for habitat, and other non-irrigated uses). Over the past two decades water availability has had a more significant impact on farmland conversion than urbanization, driving conversions to solar farms, recharge basins, and habitat.

By 2022 15% of all urban/built-up areas (50 square miles) were solar farms, and groundwater recharge basins, most built during the growth over the past 10 years.

For this 2022-2049 future planning period (27 years), this RTP/SCS forecasts the addition of 106,500 people and the conversion of 13 square miles. This significantly lower rate than the 330 square miles of conversion over the past 34 years, and is due largely to local government efforts to balance urban expansion with the conservation of economically viable farmland. This decrease in the impact to farmland from the RTP is important, as the viability of the agriculture industry is correlated with the amount of land in production and the type of production. Limited farmland conversion outside identified areas for economic growth can help to maintain the economic output related to agriculture in the Kern region and protect employment in the agricultural industry.

Water Availability Impact on Farmland - With the implementation of Sustainable Groundwater Management ACT (SGMA), the Public Policy Institute of California (PPIC) study estimated a loss of 1,500 square miles of farmland in the San Joaquin Valley by 2040. Kern's share of that area could be 300 sq. mi. or roughly the size of Metropolitan Bakersfield. Compare that to the 13 sq. mi.—less than 1% of all of farmland in the county—forecasted in the draft RTP/SCS to be urbanized over the

next 27 years. Water availability will have 23 times the impact on agriculture than urbanization in the region. It is likely that all urbanization will take place on land that lacks water for irrigation. Approximately 20% of Kern County's employment is related to agriculture. It is anticipated that the SGMA will have profound impact on the County in the areas such as employment, air quality, housing affordability, rural poverty, etc.

Farmland Preservation Programs - The California Legislature passed the Williamson Act in 1965 to preserve agricultural and open space lands by discouraging premature and unnecessary conversion to urban uses. An agricultural preserve defines the boundary of an area within which a city or county will enter into Williamson Act contracts with landowners. The Williamson Act creates an arrangement whereby private landowners contract for a minimum of 10 years with counties and cities to voluntarily restrict their land to agricultural and compatible open-space uses. In return, restricted parcels are assessed for property tax purposes at a rate consistent with their actual use, rather than potential market value.

Farmland Security Zones are another vehicle to preserve agricultural and open space lands. Farmland Security Zones offer landowners greater property tax reduction than that of the Williamson Act. Land restricted by a Farmland Security Zone contract is valued for property assessment purposes at 65% of its Williamson Act valuation, or 65% of its Proposition 13 valuation, whichever is lower. The minimum initial term for a farmland Security Zone Contract is 20 years. Though state subventions to backfill lost property tax revenue have been eliminated, the program is still embraced by the County and remains an important part of its farmland conservation strategy.

Private land use agreements, such as the Tejon Ranch Conservation and Land Use Agreement, are another alternative method to conserve the right to continue farming agricultural lands.

Only one percent of agriculture and open space lands (49 out of 3,580 square miles) are in city spheres of influence where they may be at risk for urbanization.

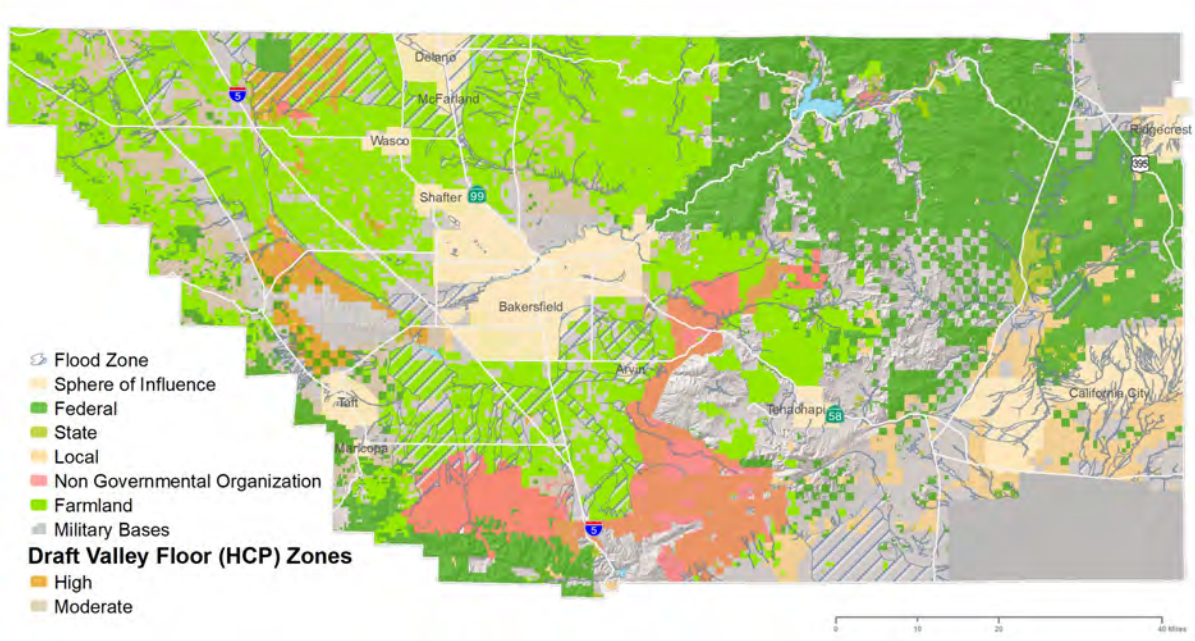
A Notice of Conservation Easement can be placed on land to retain land predominantly in its natural, scenic, historical, agricultural, forested, or open-space condition. A conservation easement is a voluntary agreement between a landowner and a land trust or government agency that permanently limits the uses of the land to protect its conservation or agricultural value. The landowner retains ownership of the land, but certain restrictions are agreed on through the easement, and recorded on the deed. Eleven land trusts currently operate in Kern County, covering thousands of acres of land.

Recreation and Open Space

Beyond agriculture, open space includes forestry, parks, trails, and wildlife areas that provide habitat and support recreational activities, educational opportunities, and the connection and transition between built and natural environments. Kern COG's inventory of these lands currently account for roughly 3,500 square miles of parks and conservation lands or 43% of the total area of the county. Only one percent of agriculture and open space lands (50 out of 3,500 square miles) are in city spheres of influence where they may be at risk for future urbanization. (**Figure 4-20**).

According to federal and state requirements, every land development and transportation project must mitigate, or compensate for, the loss of identified habitat. In response to the mandate to conserve natural resources in a more systematic manner, several private development companies and jurisdictions in the region have developed habitat conservation plans (HCPs) and natural communities conservation plans (NCCPs). **Table 4-5** describes the HCPs approved in Kern County.

Figure 4-20: Resource Areas: Farmland, Habitat, Open Space and Government Lands 2018



HCPs are voluntary from private companies. One of the largest is the Metropolitan Bakersfield Habitat Conservation Plan which covers 409 square miles of the largest city and sphere of influence in Kern. A Joint Powers Authority (JPA) between the City of Bakersfield and Kern County has managed the HCP since adoption in 1994 for coverage of incidental take of identified protected species under State and

Table 4-5: Kern County Habitat Conservation Plan Areas

Habitat Conservation Plans	**Acres**
PG&E San Joaquin Valley Operations & Maintenance HCP	276,350
Metropolitan Bakersfield HCP (lapsed, being updated)	262,000
Nuevo-Torch	21,800
Kern Water Bank	19,900
Seneca and Enron Oil and Gas	650
Cal. Dept. of Corrections Delano Prison	635
Aera Block 12 Development Project	496
Lamont Public Utility District	160
Champagne Shores	82
Chevron Pipeline	26
Total (909 sq. mi., or 11% of Kern County)	582,017

Source: U.S. Fish & Wildlife Environmental Conservation Online System (ECOS) 2021

Federal law. The plan was in place for a 20-year timeframe and has successfully conserved close to hundreds of square miles of land for these species. The City and County are working under a time extension for development to process a new permit and timeline. To date no NCCP has been adopted in Kern County, but they are being considered.

Conservation organizations also provide an important contribution to open space. To date, nearly 1,000 square miles of land has been acquired by conservation groups including, but not limited to the Nature Conservation, Trust for Public Lands and Sequoia Riverland Trust. These conservation easements and fee ownership of large ranches provide important linkages for wildlife as well as property owner and community benefits.

During implementation of specific projects, an activity subject to Section 10 of the Endangered Species Act and considered a covered project under the implementing rules of an adopted HCP or NCCP may be able to participate in the plan. To the extent possible, Kern COG and local jurisdictions work with federal agencies and regional partners regarding proposed development in areas containing federally or state protected natural resources. Kern COG gathers and considers information on the timing of any applicable permits and their relationship to HCP and NCCP planning efforts to feed into phasing assumptions for the RTP land use forecast. Given available data, mapping, and HCP and/or NCCP status, Kern COG recognizes the constraints imposed by the federal and state Endangered Species Laws. The ultimate resolution of the many ongoing natural resources planning efforts will have a major influence on future growth patterns in the region. The forecasted development pattern in this RTP considered the uncertainties associated with these ongoing efforts throughout the region. The progress of these planning initiatives will be carefully monitored, and it is expected that once the HCPs/NCCPs are adopted and being implemented, their provisions will have a significant influence on the land use forecasts in future RTP/SCS cycles.

It is important to point out that the land use modeling used for the RTP/SCS is constrained to the local adopted general plans which implement the HCPs/NCCPs. This ensures that the SCS adopted forecasted development pattern will not plan for growth in areas identified in the HCPs/NCCPs for conservation. The County of Kern is in the midst of a major general plan update. The update will address land use conservation issues such as habitat and farmland. Appropriate changes to the county's update will be reflected in future RTP/SCSs.

Framework and Funding for Streamlined Land Conservation

The Kern region is committed to funding conservation easements on a project-by-project basis and has implemented an innovative process for this effort. This commitment is exhibited in three ongoing efforts:

- **Framework for Coordinating Strategic Investments in Land Conservation –** Kern COG provided $300,000 in planning funds to assist in developing the Metropolitan Bakersfield HCP and Valley Floor HCP in an effort to streamline mitigation of habitat land for transportation projects in the region. They provide a tool to integrate conservation data into project level alternative selection and development and coordinate strategic investments in mitigation.

- **Funding Program for Conservation Easements –** Habitat mitigation has become a major cost in the development of transportation projects, sometimes as high as 20% of the project cost. A typical widening project in flat rural areas averages about 3% in habitat mitigation in the Kern region. With $2.2 billion in state/federal highway capital costs (see Chapter 6, **Table 6-1**) approximately $67 million will be used to acquire conservation easements. Assuming a typical easement is estimated at $13,000 per acre, enough transportation funding will be available to purchase approximately 8 square miles by 2046. High speed rail could add up to 4.5 square miles in the San Joaquin Valley and habitat and farmland mitigation from future land development, energy production and other uses will provide significant funding streams to ensure conservation goals in the region.

- **Addressing Farmland and Habitat in the Kern County General Plan Update –** The County of Kern is in the midst of a major general plan update. County land use authority makes this general plan update the appropriate venue to comprehensively address farmland and habitat conservation efforts. The results of those efforts will be reflected in the next RTP update as appropriate.

MOVING PEOPLE AND GOODS IN KERN COUNTY: A SUSTAINABLE TRANSPORTATION NETWORK

The RTP is at its core a transportation plan. The SCS seeks to better coordinate the process that Kern COG and local agencies use to prioritize long-range transportation investments by ensuring that they are aligned with the forecasted development patterns which achieve RTP goals. This section discusses the following components of a sustainable transportation system to serve the needs of the Kern region:

- A revenue-constrained transportation network funded by financial resources expected between now and the plan horizon year.
- Transportation Demand Management (TDM) measures.
- Transportation System Management (TSM) measures.
- Pricing measures.

Each of these four components is explained in further detail in Chapter 5, Strategic Investments.

Revenue-Constrained Network

Important parts of the revenue-constrained transportation network, which is described more fully in Chapter 5, Strategic Investments, includes an emphasis on maintenance, global gateways, a significant investment in public transit (rail and bus), and facilities that encourage walking and bicycling as forms of active transportation. The aim of these investments is to significantly increase the attractiveness of these more-efficient, less-polluting forms of transportation. Investments in the Kern region's local streets and roads, including access to regional airports, goods movement projects, and TDM and TSM projects and programs, also are integral to the overall transportation network.

<u>Rail/Public Transit</u>

The overarching goal of the rail and public transit investments detailed in this RTP is to provide high-volume rail and transit corridors to move goods and people in and through the region. The objective is to efficiently move goods to and through the region, while connecting homes to the major regional employment centers and high-speed connections to destinations beyond the region.
Rail and public transit measures identified in this RTP (see Chapter 5) include:

- 320 new buses in the region including Bus Rapid Transit, Rapid Bus, and Express Bus Service
- Extension/enhancement of transit and on-demand micro-transit service to new and intensified centers and mobility hubs
- Addition of an HSR station and potential feeder passenger rail stops
- Carsharing, ridesharing and voluntary employer-based incentives
- Traffic flow improvements/railroad grade separations/roundabouts
- Park and ride lots and vanpooling

Figures 4-10 through **4-18** show the high level of integration between the planned transit system and the forecasted development pattern consistent with the Long-Range Transit Planning in the region.

Bicycles and Pedestrians

Investments that promote bicycling and walking also are an important part of the revenue-constrained transportation network. In 2018 Kern COG completed the Kern Active Transportation Plan to build on previous planning efforts, conversations with community stakeholders, and careful observations of the existing transportation network to establish recommendations that can help make Kern County a better place for people to walk and bike. The Plan encourages safer, healthier communities that provide safe and comfortable access to local parks, schools, workplaces, retail, transit and other essential destinations. One objective of the Plan is to serve all communities, especially disadvantaged ones, by improving bicycle and pedestrian infrastructure, safety and accessibility.

For example, bicycle lanes and bicycle boulevards are recommended throughout Lamont and Weedpatch to provide better connectivity and safer local and regional bicycle travel. Regional connectivity to Arvin will be enhanced through the addition of bicycle lanes and bicycle routes on several other key corridors in southeast Metropolitan Bakersfield. Corridor improvements are also recommended in Lamont along Panama Road, Myrtle Avenue, and San Diego Street to create a stronger pedestrian network and to improve connections to schools and parks. Corridor improvements are also proposed along State Route 184, which runs through both Lamont and Weedpatch, to address a history of pedestrian-related collisions.

The Plan calls for an additional 1,245 miles of new Class I, Class II and Class III bicycle paths, lanes and routes in the Kern region. The Plan also calls for 242 miles of pedestrian facilities in the Kern region.

In the 2014 RTP/SCS Kern COG forecasted it would receive $37 million for active transportation projects by 2040. In the first 6 years of that plan Kern has already received more than double that amount with roughly half coming from the state Active Transportation Program. However, since that plan, the identified need has doubled with the adoption of the 2018 Active Transportation Plan.

Still, staff forecasts that we should be able to fully fund the projects in the Active Transportation Plan over the next 24 years should our recent funding success continue.

Bicycle and pedestrian measures identified in the 2018 Active Transportation Plan include:

- 41 miles of Class I bike paths
- 291 miles of Class II bike lanes
- 287 miles of Class III bike routes
- Bike parking facilities
- 6 miles of neighborhood green streets
- Pedestrian facilities as part of local transportation projects and development
- 116 miles of Canal Bike Paths

Planned bicycle travel facility mileage for each project in Kern County are in Chapter 5, **Table 5-1**. Bicycle and pedestrian measures identified in this RTP include:

- Encourage member jurisdictions to implement their adopted local bicycle plans and to incorporate bicycle facilities into local transportation projects.
- Continue to seek funding for bicycle projects from local, state, and federal sources.
- Continue to seek funding to maintain existing bikeways.
- Promote the purchase and construction of bicycle racks and lockers for Kern County multimodal stations.
- Promote the inclusion of bike tie-downs and racks on commuter trains and buses.
- Fund updated Bicycle Facilities Plans for the incorporated cities.

Figure 4-17: Proposed Bicycle Facilities in the 2018 Kern County Active Transportation Plan

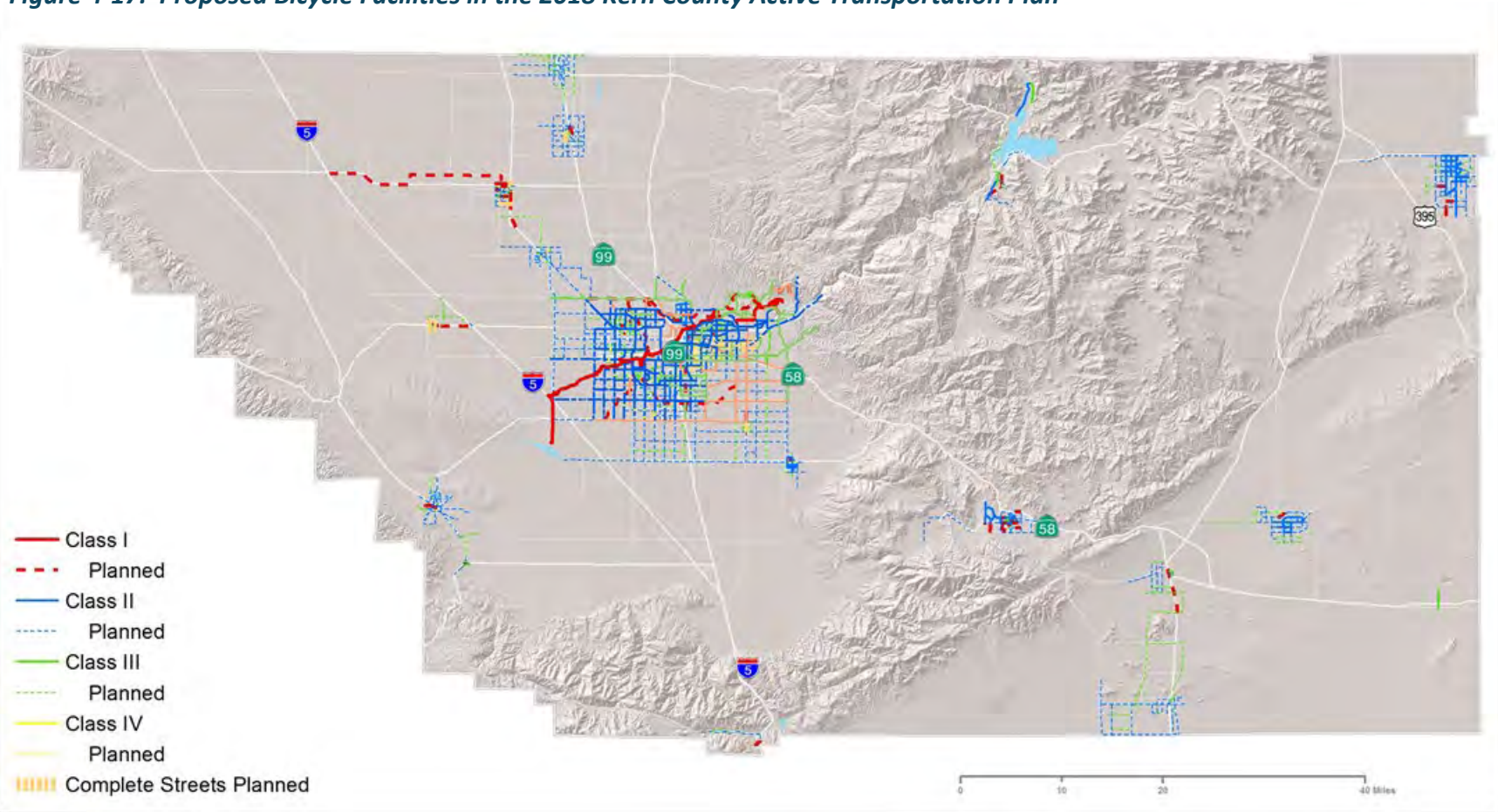
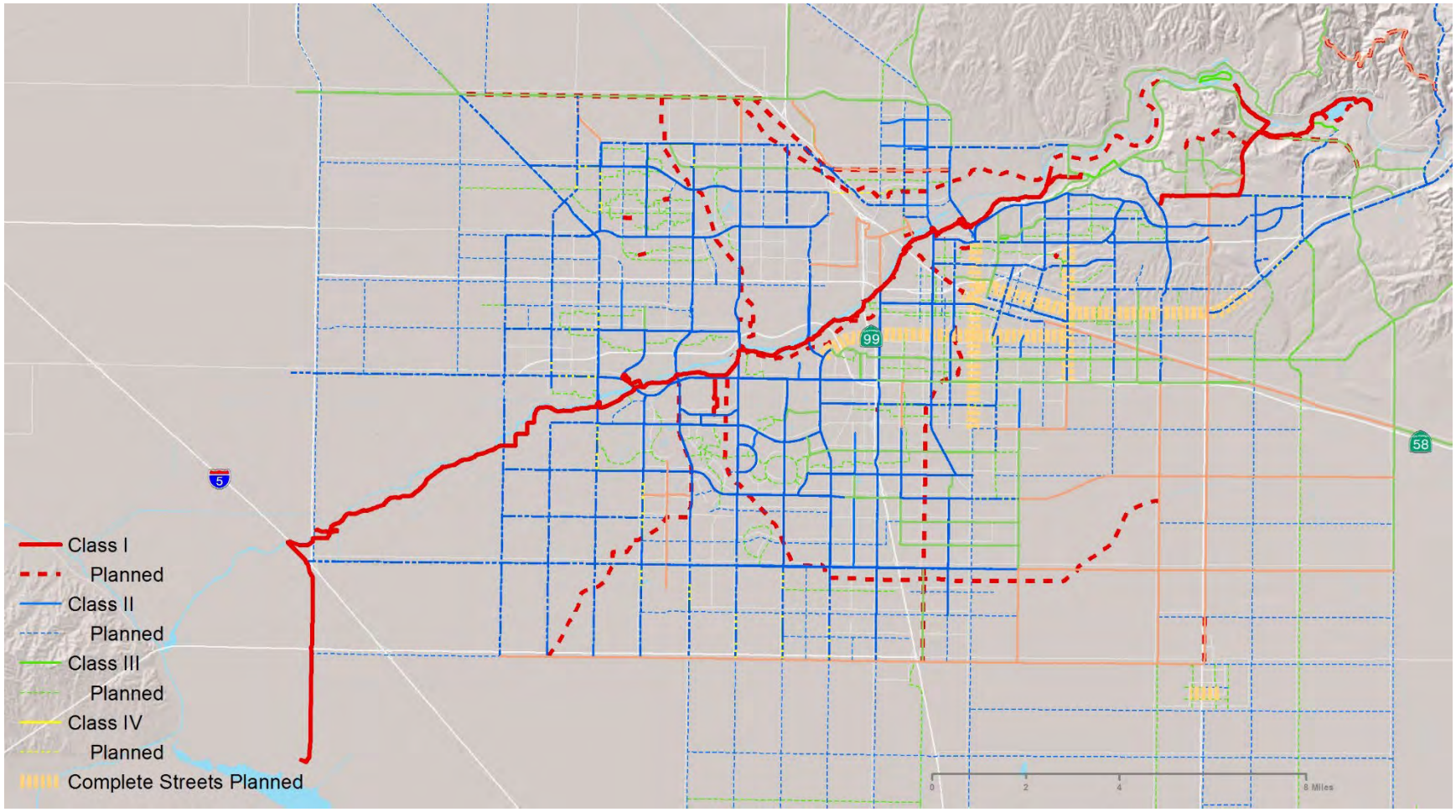


Figure 4-18: Proposed Metro Bakersfield Bicycle Facilities in the 2018 Kern County Active Transportation Plan



Highway/Road Facilities and Complete Streets

The Complete Streets Act of 2008 requires local jurisdictions in California to plan for the needs of all transportation system users with every major revision to general plan local circulation elements. Highways and roads can be designed to optimize pedestrian, bike, and transit usage. The complete streets approach affords policymakers, planners, and engineers the opportunity to carefully evaluate and accommodate the needs of motorists, pedestrians, cyclists, transit vehicles and transit users, the young and old, and the able-bodied and physically challenged through the entire project development process. This ensures that the needs of all users of the public right-of-way are properly accommodated based on informed decisions about existing and future demand and that proper accommodations are designed into the project from the outset.

Highway/road facilities and complete streets measures are identified in this RTP in Chapter 5 and include:

- As roads are maintained, bikeways should be implemented and upgraded per local development standards.
- Apply for funding to implement bike and pedestrian projects in the active transportation plan.

Transportation Demand Management (TDM) and Transportation System Management (TSM) Measures

TDM and TSM measures are integral components of the Sustainable Communities Strategy in the RTP, aimed at improving the efficiency, sustainability, and overall performance of the region's transportation system. These strategies work together to reduce congestion, improve air quality, and make better use of existing infrastructure by managing both travel demand and system operations.

TDM measures focus on reducing or redistributing travel demand, particularly during peak periods, by encouraging alternatives to single-occupancy vehicle trips. TDM strategies include programs and incentives that promote the use of transit, carpooling, vanpooling, biking, and walking, as well as measures to shift travel to off-peak times. Examples of TDM measures in the RTP include:

- Employer-sponsored transportation benefits
- Regional transit and vanpool subsidies
- Carpool, vanpool, and biking incentives
- Park-and-ride facilities
- Flextime and telecommuting programs
- Intelligent transportation system (ITS) technologies to support multimodal travel

TSM measures focus on optimizing the performance of existing transportation facilities and improving the efficiency of traffic flow. These measures involve the implementation of operational strategies and technologies, such as traffic signal synchronization, ramp metering, and performance monitoring, to ensure better management of the transportation system. Key TSM measures identified in the RTP include:

- Carpool facilities where appropriate
- Traffic signalization and synchronization
- Ramp metering and on-ramp management
- Truck auxiliary lanes on major inclines
- Railroad grade separations
- Advanced vehicle and roadside communication systems

Both TDM and TSM measures are essential for achieving the goals outlined in the Sustainable Communities Strategy, including reducing vehicle miles traveled (VMT), improving air quality, and increasing mobility and access to sustainable transportation options. The RTP emphasizes a comprehensive approach that combines demand management with system optimization to enhance regional transportation outcomes.

Pricing TDM Strategy

Pricing strategies are also used to reduce the demand on the Kern region's transportation system. On major freeway and highway facilities, HOV lanes/ramps, ramp metering. HOV/Bus lanes, and variable toll lanes (in northern L.A. County) are used by Kern's drivers to and fund new capacity for non-single-occupant vehicle traffic with trips extending into Kern County. In other California regions, odometer-based tolling (i.e., a passenger vehicle travel fee) is also being considered to fund and maintain infrastructure that support goods movement activity. Modest variable parking costs, including time limits, are also used as a strategy to reduce congestion during peak periods. The rising cost of fuel in the Kern region can also act as a TDM strategy.

Pricing measures identified in this RTP (see Chapter 5) include:

- Assume a vehicle operating costs by 2035 consistent with the San Joaquin Valley Transportation Planning Agencies validated methodology used by the 7 COGs to the north and approved by ARB in the 2022 SCS. The methodology includes region-specific fuel prices, effective passenger vehicle fuel efficiency, which are used to calculate the fuel related automobile operating costs, and also includes non-fuel related costs (tires, insurance, etc.)
- Continue timed parking and parking pricing in downtown Bakersfield parking structures.
- Congestion pricing in North L.A. County implemented by FasTrak and subscribed to by Kern residents that use these variable toll lanes.

REDUCING GREENHOUSE GAS EMISSIONS IN KERN COUNTY

The key purpose of SB 375 and the Kern region SCS is to reduce per capita emissions originating from passenger vehicles and light trucks. This section:

- Compares the emissions reductions anticipated with implementation of the SCS with the regional targets.
- Quantifies the effect of policies and programs in the RTP that reduce transportation-related emissions in the region.

- Describes sources of emissions in the Kern region, 2020 and 2035 emission reduction targets established by CARB for the San Joaquin Valley, and modeling techniques used to estimate and forecast emissions.
- Identifies statewide strategies to reduce transportation-related emissions and their anticipated effect within the Kern region.
- Identifies regional strategies that complement the SCS by reducing emissions in other sectors (e.g., energy consumption).

Comparison to Reduction Targets

In 2018, CARB set targets for lowering emissions in the eight San Joaquin Valley counties. The targets called for a 9% reduction in per capita emissions from passenger vehicles and light trucks in Kern by 2020, and a 15% reduction by 2035 through land use and transportation planning. Based on the analysis of strategies included in the SCS, CO2 emissions have now been observed to be 10.7% lower than 2005 levels in 2020 and 15.0% lower by 2035, meeting and exceeding the targets established by CARB in 2018 as illustrated by **Table 4-6**.

Table 4-6: Results of Greenhouse Gas Emissions and Vehicle Trips Reductions

Indicators and Measures	2020	2035
Total Population	906,700	975,900
Vehicle Miles Traveled (VMT)		
VMT per Weekday (Miles, in Thousands)	23,980	25,415
VMT by Passenger Vehicles per Weekday (-XX, Miles, in Thousands)	19,630	19,291
Per Capita VMT (All Travel)	26.45	26.04
Per Capita VMT SB 375	21.65	19.77
Difference between 2005 Base Per Capita VMT (24.22 miles)	10.6%	14.2%
SB 375 CO2 Emissions		
Modeled SB 375 CO2 Emissions by Passenger Vehicles per Weekday (lbs)*	7,162	7,433
Off-Model SB 375 CO2 Emissions by Passenger Vehicles per Weekday (lbs)**	137	68
Total SB 375 CO2 Emissions by Passenger Vehicles per Weekday (lbs)	7,299	7,358
Total Per Capita SB 375 CO2 Emissions by Passenger Vehicles/Weekday (lbs)	16.10	15.09
CO2e Pounds Per Capita Reduction*	-10.7%	-15.0%
SB 375 Targets (Targets Beginning October 1, 2018)**	-9%	-15%

** The first RTP/SCS was developed using Emfac2011, however the modeling for this RTP/SCS uses Emfac2014, therefore, adjustment is needed to isolate SCS strategy impacts from changes due to emission modeling assumptions.*

*** Off-model strategy adjustment made consistent with Kern COG Technical Methodology and described in RTP/SCS Ch. 4.*

**** Targets are expressed as a percent change in per capita passenger vehicle greenhouse gas emissions relative to 2005; CARB first set regional targets on September 23, 2010 and updated targets on March 22, 2018. Targets are updated every 4-8 years.*

Modeling

To better maintain consistency with the prior RTP/SCSs, the analysis of strategies for the SCS used the same UPlan land use model, and the same travel demand model (updated and revalidated with latest available data for 2023, with over 1,200 traffic counts and household travel survey from the 2023 Central California Household Survey), and the same CARB Emission Factor model (EMFAC 2014) as requested by CARB. The modeling methodology was developed in close coordination with CARB and the 7 other San Joaquin Valley COGs using the best available information and best modeling practices. The modeling reflects all the strategies that are technically feasible to model and avoid double-counting with state-level strategies. The modeling follows the CARB and California Transportation Commission (CTC) guidelines for demonstrating progress toward the targets to ensure that strategies are NOT double counted. A more detailed discussion of modeling assumptions and forecasts can be found in Chapter 3.

Table 4-7: Quantified SCS Strategy Types and Categories

Strategy Type	Quantification Approach	Responsible Agencies	Status – Notes
Land Use:			
Infill, compact development, transit-oriented development, mixed-uses and allocation of growth along transportation corridors and in areas with higher access to bike, ped, and transit	Traffic/land use model	Local jurisdictions	Present in last plan -- Consistent with Core Area Impact Fee Development Incentive
Rebalance housing closer to employment/shopping areas	Traffic/land use model	Local jurisdictions	Present in last plan -- Assumes more shopping opportunities and housing in outlying communities near jobs
Accessory Dwelling Units (ADUs)	Traffic/land use model	Local jurisdictions	Present in last plan
Transit:			
Add new fixed transit lines/improve frequencies/Bus Rapid Transit/Express Bus Service	Traffic model	Transit Agencies	Present in last plan – Long Range Transportation Plan (LRTP)
Expanded bus routes coordinated with planned centers/mobility hubs	Traffic/land use model	COG, Transit Agencies, Local Jurisdictions	Present in last plan -- LRTP

Strategy Type	Quantification Approach	Responsible Agencies	Status – Notes
Transit/On-demand Micro Transit/Dial-a-Ride Improvements	Off model	Transit Agencies,	Present in last plan
Transportation Demand Management (TDM):			
Vanpooling	Off model	Vanpool entities	Present in last plan
Employer- based trip-reduction programs (Rule 9410) eTRIP	Off model	Air District	Present in last plan
Additional Bike & Pedestrian Infrastructure	Off model	Local jurisdiction	Present in last plan
Telecommuting Promotion	Traffic model	COG	Present in last plan
Transportation System Management (TSM):			
Transportation System Management (TSM), Intelligent Transportation Systems (ITS)	Off model	Local jurisdiction	Present in last plan – Added credit for other existing programs
Add HOV facilities	Traffic model	Caltrans	Present in last plan – ramp metering
Technology Improvements:			
Additional Regional/Local Electric Vehicle Charging Station Installations	Off model	Local jurisdiction	Present in last plan
Miocar Electric Carsharing in Disadvantaged Communities	Off model	COG, Non-profit	Present in last plan
Bike Share Programs	Off model	Local jurisdiction	Present in last plan
Regional Electric Vehicle Incentive Program	Off model	Air District	Present in last plan
Pricing:			
Parking Management Program	Off model	Local jurisdiction	Present in last plan
Reduced transit fares	Traffic model	Local jurisdiction	Present in last plan

Strategy Type	Quantification Approach	Responsible Agencies	Status – Notes
Increased Fuel & Auto Operating Costs	Traffic model	State	Present in last plan – 14% decrease in AOC
Circulation Improvements:			
Delay Need For Capacity Projects	Traffic model	COG, Local jurisdictions	Present in last plan – delay south and west beltways

Off-Model Adjustments

The land use, travel and air quality models used are not able to account for all the benefits of some SCS strategies toward achieving the targets. This SCS quantifies ten strategies that further SCS goals while avoiding overlapping or double counting strategies. The three most effective off-model strategies are promotion of electric vehicle charging facilities, telecommuting, and the SJVAPCD Rule 9410 eTRIP program that requires large employers greater than 2050 employees to encourage vanpooling and telecommuting. To avoid double counting, Kern COG has subtracted the vanpooling emissions savings and telecommuting from the Rule 9410 strategy. With Kern COG's 2023 model calibration, telecommuting was removed as an off-model strategy. The model base year 2023 accounted for recent trends in telecommuting and provided data to estimate changes in trip rates due to increased telecommuting. Chapter 3 provides further details about the modeling assumptions.

Off-Model Adjustment Strategy Details

The following list of off-model adjustment strategies are not duplicative of the strategies quantified using the traffic model.

- **SJVAPCD Rule 9410 eTRIP Program –** A non-state program requires employers with more than 2050 employees to encourage rideshare, telecommuting, etc. This strategy among other things also promotes vanpooling, so 25% of the emission savings from this program is deleted from this strategy to avoid double counting.
- **Electric Vehicle Charging Station Installation Program –** Kern COG developed an EV Charging Blueprint plan in 2019 and updated in tin 2025 working with local jurisdictions to apply for grants that will install over 8,000 EV charging spaces. This strategy is not captured by the traffic model and does not duplicate any other strategies. The strategy assumes 50% of funding comes from non-state sources, so the emission savings is reduced by 50%.
- **Bike & Pedestrian Infrastructure Program –** Kern has created a 36 miles, one of the longest in the nation along the Kern River and is expanding the bike network from 288 miles to more than 900 miles by 2035 with plans to ultimately build 1,667 miles. This strategy is not captured by the traffic model and does not duplicate any other strategies.
- **Transportation System Management (TSM)/Intelligent Transportation System (ITS) Traffic Signal Synchronization Program –** The Kern region has long used federal CMAQ funding for traffic signal synchronization and signalization of 4-way stop intersections. This

cycle we are including other funding sources in the off-model analysis totaling about $20 million per year. This program assumes an incremental improvement to the signal synchronization system improving 16% of the system by 2035. This strategy is not captured by the traffic model and does not duplicate any other strategies.

- **Transit Improvements/On-demand Micro Transit/Dial-a-Ride Improvements on Low Frequency Routes Not Modeled in the Travel Model –** 38% of total ridership in the region is low frequency transit ridership according to the 2024 California State Controllers office report. The travel model includes an hourly trip assignment and is not able to accurately model frequencies greater than 1 hour. This off model adjustment accounts for the local transit service such as dial-a-ride, micro-transit and inter-city express service transit strategies. This strategy is not captured by the traffic model and does not duplicate any other strategies.
- **Vanpooling –** Enterprise Commute (private sector) and CalVans (public vanpool service) are the two major vanpool providers that provide over 30 vanpools in the region.
- **Miocar Electric Carsharing Program at Low-income Apartment Complexes in Outlying Disadvantaged Communities –** Miocar, a public non-profit organization started by the SJV MPOs has installed electric vehicle charging at five low-income apartment complexes and provided 12 EVs servicing 400 units in 3 rural disadvantaged communities in Kern. Note that the vehicles are available to persons that don't live in the apartment complexes. This strategy is not captured by the traffic model and does not duplicate any other strategies.
- **Regional Electric Vehicle Incentive Program –** SJVAPCD provides a combined program for zero emission vehicle incentives that provides an average $2390 rebates for 200 vehicles in Kern annually including the state CVRP program. A minimum of 10% of the funding for this program is from non-state programs. This strategy is not captured by the traffic model and does not duplicate any other strategies.
- **Parking Management Program –** Downtown Bakersfield recently completed a downtown parking study that standardized parking times limits downtown and inventoried paid downtown parking garages. This strategy is not captured by the traffic model and does not duplicate any other strategies.
- **Bike Sharing –** CSU Bakersfield provides a bike share program to students. In addition, several bike & scooter share services have been provided in Bakersfield. This strategy is not captured by the traffic model and does not duplicate any other strategies.

State-Level Strategies

For SB 375, the State of California has implemented numerous strategies that are assisting the region in attaining the SCS targets. For the most part these strategies are accounted for in various state level documents required by AB 32 and are NOT included the SB 375 modeling for this region. For example:

- AB 118 – Air Quality Improvement Program
- AB 2766 – Motor Vehicle Fee Program
- CalStart
- California's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP)
- Cap and Trade Program
- Clean Diesel

- Clean Vehicle Rebate Project
- Caltrans Funded High-Occupancy Vehicle Facilities
- CARB Funding Agricultural Reduction Measures for Emission Reductions (FARMER)
- Incident Management/Caltrans Traffic Information Center
- Inspection & Maintenance Programs
- Carl Moyer Memorial Air Quality Standards Attainment Program
- Caltrans Funded Park-and-Ride Facilities
- Shifting/Separating Freight Movements
- Caltrans Funded Signal Synchronization and Roadway Intersection Improvements
- California Energy Commission Clean Transportation Program and Investment Plan

Regional Strategies

The San Joaquin Valley Air Pollution Control District implements numerous strategies that are assisting the region in attaining the SB 375 targets as well as other district goals. The Eastern Kern Air Pollution Control District manages planning and incentive programs to improve air quality. Kern COG and other non-state entities have also promoted strategies/programs that help with attainment of the SCS targets. For example:

- AB 617 City of Shafter & City of Arvin Community Steering Committee 2019 Community Emissions Reduction Program (CERP)
- Bakersfield High Speed Rail Station Area Plan – General Plan Update
- Kern COG Mobility Innovations and Incentives Program (4,000 EV charging spaces by 2025, shared mobility, autonomous vehicles, MD and HD Zero Emission Vehicle Infrastructure Planning, etc.)
- Kern Regional Active Transportation Plan Including Disadvantaged Communities
- SJV Rural Transit Shared Mobility Study and Pilot Project for Disadvantaged Communities
- Kern County General Plan Update – Land Use, Conservation, Open Space, Circulation, Housing, and other key elements
- Kern COG Intelligent Transportation System Plan Update
- CalVans Vanpool Program
- Kern COG Commute Kern TDM Programs/Incentives
- Kern Energy Watch and Kern Region Energy Action Planning
- Eastern Kern Air Pollution Control District (EKAPCD) Lower Emission School Bus Program
- EKAPCD DMV Voucher Program and DMV Grant Program
- SJVAPCD Diesel Engine Retrofit Incentive Program
- SJVAPCD Drive Clean Rebate Program
- Project Clean Air (PCA)
- SJVAPCD REMOVE II Programs
- SJVAPCD Retirement/Replacement of Heavy-Duty Trucks Incentives Program
- SJVAPCD Rule 9310 (SJVAPCD) School Bus Fleets: Retirement/Replacement of Buses
- SJVAPCD Rule 9410 (SJVAPCD) Employer-Based Trips Reduction (eTRIP)
- SJVAPCD Rule 9510 (SJVAPCD) Indirect Source Review: Infill Incentive Zone Transportation Impact Fee Land Use Strategies.
- San Joaquin Valley Clean Cities Coalition

- Valley Clean Air Now (CAN)

Note that this list is not comprehensive, and many of these strategies reduce emissions from trucks and other areas accounted for separately under AB 32.

INCENTIVES AND OTHER APPROACHES ADVANCING SCS GOALS

The Kern Region SCS provides for an incentive-based approach to help achieve the state greenhouse gas emissions goals. This section:

- Describes steps Kern COG and local jurisdictions in Kern County will take to implement the SCS.
- Outlines new CEQA streamlining and other key local provisions afforded to projects that meet certain criteria established in the SCS.

Promoting Sustainability through Incentives and Collaboration

The 2026 RTP is first and foremost a transportation plan. However, the transportation network and forecasted development patterns envisioned must complement each other. Integration of transportation and land use is essential for improved mobility and access to transportation options.

SB 375 calls for the integration of forecasted development patterns with transportation investments and asks that MPOs identify, quantify, and highlight co-benefits throughout the process. SB 375 provides CEQA incentives for development projects that are consistent with the regional SCS and help meet GHG emissions reduction targets. Kern County and the cities maintain their existing authority over local planning and land use decisions, including discretion in certifying the environmental review for a project, regardless of eligibility for streamlining.

To achieve the goals of the 2026 RTP, public agencies at all levels of government may implement a wide range of strategies that focus on four key areas:

- A transportation network that consists of public transit, highways, local streets, bikeways, and walkways.
- TDM measures that reduce peak-period demand on the transportation network.
- TSM measures that maximize the efficiency of the transportation network.
- A forecasted development pattern that accommodates the region's future employment and housing needs, especially in rural outlying areas while protecting habitat and resource areas.

The following bullets list specific implementation strategies that local governments, Kern COG, and other stakeholders may consider in order to successfully implement the SCS.

<u>Other Sustainable Practices</u>

Along with the rest of the state the County of Kern is increasing sustainable practices. Through information sharing, coordination among agencies and other feasible means, including provision of funds as appropriate, Kern COG will continue to work to encourage and facilitate:

- Energy and water conservation

- Protection of open space
- Protection of sensitive uses from noise and air quality impacts
- Increased permeable surfaces
- Improved stormwater management and protection of water resources
- Quality design
- Other measures to minimize impacts on natural and man-made resources and promote increased livability in Kern County.

SB 375 Streamlining the CEQA Process

SB 375 provides incentives in the form of CEQA streamlining to encourage community design that supports reductions in per capita emissions. Generally, two types of projects are eligible for streamlined CEQA review once a compliant RTP has been adopted: (1) residential/mixed-use projects (consistent with the SCS) or (2) a transit priority project (TPP).

Residential/Mixed-Use Projects

Residential and mixed-use projects (projects where at least 75% of the total building square footage consists of residential use or TPPs) that are consistent with the use designation, density, building intensity, and applicable policies specified for the project area in an SCS and are consistent with an approved SCS may qualify for streamlined CEQA review. If a project meets these requirements and if the project incorporates the mitigation measures required by an applicable prior environmental document, any environmental review conducted will not be required to discuss growth-inducing impacts, any project-specific or cumulative impacts from cars and light-duty truck trips generated by the project on climate change or the regional transportation network, or a reduced-density alternative.

Transit Priority Projects (TPP)

A TPP is eligible for CEQA streamlining if it is consistent with an approved SCS, contains at least 50% residential use, is proposed to be developed at a minimum 20 dwelling units per acre, and is located within a half-mile of a major transit stop or high-quality transit corridor that is included in the RTP.

If a project meets these criteria, it may be analyzed under a new environmental document created by SB 375, called the Sustainable Communities Environmental Assessment, or through an environmental impact report for which the content requirements have been reduced. Alternatively, a TPP can be considered a Sustainable Communities Project and be eligible for a new full CEQA exemption if it further meets the additional requirements beyond the base criteria. Lead agencies (including local jurisdictions) maintain the discretion and will be solely responsible for determining consistency of any future project with the SCS. Kern COG staff may provide a lead agency at the time of its request readily available data and documentation to help support its finding.

Other California Environmental Quality Act (CEQA) Streamlining Strategies

CEQA Guidelines Section 15332 for In-Fill Development Projects is used extensively by the local governments in Kern as an exemption for approving infill development. The guidelines state:

> *"Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section. (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. (c) The project site has no value, as habitat for endangered, rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services."*

This CEQA exemption coupled with other infill incentives are providing significant opportunities for infill development in Kern.

Transportation Impact Fee Infill Incentive Zones

Both Tehachapi and Bakersfield, jointly with the County of Kern, adopted transportation impact fees for new development in the greater Tehachapi and greater Bakersfield areas. Both impact fee ordinances have identified core areas where the impact fee is almost half what the fee is on the periphery of the community. The incentive takes into account the higher cost of providing infrastructure on the periphery of a community while providing a financial incentive for infill development.

Indirect Source Review (ISR) Rule

The San Joaquin Valley Air Pollution Control District is the only region in the State that has implemented a rule to require new development to pay a fee to offsite travel emissions. Called the indirect source review (ISR) rule, the fee uses a modeling tool called CalEEMod to quantify emissions from a proposed development. The tool can account for the incorporation of pedestrian, bike, transit and other strategies to reduce travel. Developments that are successful in providing these strategies could receive reductions or elimination of the fee. This incentive is already resulting in new Kern region developments that are designed to be more pedestrian, bike and transit friendly.

Project Selection Criteria

The 2012 Kern COG policy (last updated in 2021) for the project selection process, incorporates Kern Regional Blueprint growth management and SB 375 SCS framework concepts into the project selection process to:

- Influence local government land use policy by giving priority to transportation projects that reduce vehicle miles traveled (VMT) and/or promote livable communities or transit-oriented development (TOD) as applicable.
- Leverage additional funding sources, including new funding sources, by modifying project performance measurement requirements for large projects to allow them to better compete for state and federal discretionary funds.

Table 4-8: Consistency of RTP Goals with Performance Measures Outcomes

Funding Programs	KCOG RTP Goals							
	SB 375-Related Outcomes			Congestion Relief	Cost-Effectiveness	Safety	Sustainability/State of Good Repair	Economic Well-Being
	VMT Reduction	Emissions Reduction	Livability[1]					
RTIP	✔	✔	✔	✔	✔	✔	✖	✔
RSTP		✖					✖	✖
CMAQ	✔	✔	✔	✔	✔	✔		✖
TE	✖	✖	✖	✖		✖		
TDA	✔	✔	✔	✔		✔	✖	

✔ = Performance measure included in the project ranking criteria

✖ = Outcomes derived from eligible projects

[1] **Livability includes enhancing or reducing the average cost of user mobility through the creation of more convenient transportation options for travelers; improving existing transportation choices by enhancing points of modal connectivity, increasing the number of modes accommodated on existing assets, or reducing congestion on existing modal assets; improving travel between residential areas and commercial centers and jobs; improving accessibility and transportation services for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities, or make goods, commodities, and services more readily available to these groups.**

Table 4-9: Consistency of SCS Framework Strategies with Funding Program Outcomes

Outcomes from KCOG Transportation Funding Programs	KCOG SCS Framework Strategies																		
					Road			Transit				Pricing					TDM		
	Modify Distribution of households, population, and jobs	Rebalance the mix of land uses	Increase the level of density	Improve the pedestrian environment	Add HOV lanes	Implement ITS / Traffic management	Add general purpose roadway lanes	Construct new transit lines	Increase transit service	Upgrade transit service	Improve accessibility	Develop tolls and toll roads	Implement HOT lanes	Increase the cost of parking	Change in transit fares	Change in auto operation cost	Promote car/vanpooling, telecommuting/teleconferencing	Promote walking and biking	Implement employer-based trip reduction strategies
VMT Reduction				✔	✔			✔	✔	✔	✔	✔	✔		✔	✔	✔	✔	✔
Emissions Reduction				✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔
Livability				✔	✔	✔	✔	✔	✔	✔	✔		✔		✔	✔	✔	✔	✔
Congestion Relief				✔	✔	✔	✔	✔	✔		✔	✔	✔	✔	✔	✔	✔	✔	✔
Cost-Effectiveness				✔	✔	✔	✔	✔	✔	✔	✔		✔				✔	✔	✔
Safety				✔	✔	✔	✔						✔					✔	✔
State of Good Repair				✔	✔	✔	✔			✔								✔	✔
Economic Well-Being					✔	✔	✔	✔	✔		✔	✔	✔						

(THIS CHART IS AN ILLUSTRATION FROM THE KERN COG PROJECT DELIVERY POLICIES AND PROCEDURES)

summarizes consistency between the goals of the Kern COG RTP, and the performance measures/outcomes of the Kern COG funding programs included in this document. The table also demonstrates that all programs include performance measures and outcomes that give priority to projects that reduce VMT, reduce emissions and improve livability consistent with SB 375.

Table 4-9 illustrates the consistency between the project selection criteria outcomes from the various Kern COG funding programs with the Kern COG SCS Framework Strategies.

In addition to providing performance measures that reward projects that further the goals of SB 375, the new project selection process includes "Regional Priorities and Equity Guidance" that provides for a financial incentive for safety and connectivity projects in resource areas by targeting 40% of the Regional Improvement Program funding for rural resource areas consistent with Sec. 65080(b)(4)(C) of SB 375.

Community Travel Feedback Monitoring System

The Kern Transportation Modeling Committee has developed an innovative tool to track progress toward the California SB 375 related passenger vehicle and light duty truck travel. The process will provide feedback to each community and sub area of the county to help them track progress on how they are reducing travel per capita. Kern COG will provide updated travel statistics by community for the Kern region. The Transportation Modeling Committee and the Regional Planning Advisory Committee envision a method to assist communities that are having difficulty reducing emissions per capita. This method may be developed in future cycles of the RTP.

Blue Zones Project

Blue Zones Project is an innovative wellbeing initiative that is designed to make the healthy choice the easy choice and live longer better. Blue Zones provides Moai, which is a group of people meeting for a common purpose while connecting with people. Walking Moai is a group of people walking together while implementing the Blue Zones Power 9 principles (Move naturally, Purpose, Downshift, 80% full, Plant slant, Wine @ 5, Belong, Loved ones first, Right tribe). Because blue zone promotes more active life styles, Kern COG is partnering with this effort being led by the local medical community.

A Great Start: Sustainable Community Success Stories (See Appendix E)

In order to help demonstrate the Kern region's extensive efforts to comply with state climate change goals, Kern COG has identified related member agency activities. All of the following success stories, described in Appendix E, benefit the disadvantaged communities by improving emissions. The highlighted strategies benefit Kern's disadvantaged communities directly.

NEW STRATEGIES

1. Bakersfield High Speed Rail Station Area Plan – Specific/General Plan Update
2. Kern COG 4,000 Workplace Charging Spaces by 2025
3. Improvements to 51 Bus Stops – Metro Bakersfield/Disadvantaged Neighborhoods
4. New Taft Transit Center / Regional Transit Hub
5. Early Delivery of Wasco Disadvantage Community Active Transportation Projects
6. Bakersfield Disadvantage Communities Bike Share & Downtown Bicycle Connectivity Project

7. Kern Highway Projects Advancing Complete Streets
8. Kern Regional Active Transportation Plan Including Disadvantaged Communities
9. Kern COG Intelligent Transportation System Plan Update
10. SJV Rural Transit Shared Mobility Study for Disadvantaged Communities
11. SR 184 Lamont Bike and Pedestrian improvements
12. SR 184 and 155 Roundabouts in Disadvantage Communities of Delano and Weedpatch
13. Kern County General Plan Update – Land Use, Conservation, Open Space, Circulation, Housing, and other key elements
14. Early Deployment Pricing Policies for Parking and FastPass HOT Lanes
15. MLK Park Revitalization Master Plan GET & GO Pilot Program
16. Maricopa Park Beautification
17. McFarland Community Garden and Trail
18. Old Town Kern Vision Plan
19. City Lights
20. Electric Vehicle Ready Communities Phase II - Blueprint Implementation
21. Garces Circle
22. KARGO
23. Safe Routes for Cyclists

ENHANCED STRATEGIES

24. City of Bakersfield Redevelopment Projects – Mill Creek and Baker Street
25. Commuter Rail Feasibility Study – Amtrak Improvements
26. Rideshare Program – Commute Kern
27. Expanding Park and Ride Lots
28. Dial-A-Ride and Local Transportation Services
29. Kern County Bicycle Master Plan & Complete Streets Recommendations/City of Tehachapi Bicycle Master Plan
30. City of Bakersfield 4 New Downtown Infill Housing Projects
31. Cities of McFarland and Shafter – Conversion of transit fleet to electric vehicles
32. Golden Empire Transit – Purchase of 2 Electric Buses
33. Lost Hills Wonderful Park and Communitywide Improvements
34. Grapevine Specific and Community Plan and Special Plan

EXISTING/CONTINUING STRATEGIES

35. City of Tehachapi General Plan (Form-Based Code, Transect Zone, Mobility Element, Town Form Element)
36. Infill Incentive Zone – Lower Transportation Impact Fee Core Area
37. City of Taft General Plan – Sustainability Principles
38. City of Ridgecrest General Plan and Multi-Modal Circulation Element
39. Metro Bakersfield General Plan Sewer Policy – Hook-up required for parcels less than 6 acres
40. City of Bakersfield Required Lot Area Zoning Strategies
41. San Joaquin Valley Air District's Indirect Source Review to Mitigate Off-Site Impacts of Development
42. Transit Priority Areas in the Kern COG SCS

43. Metropolitan Bakersfield General Plan Centers Concept – Transit Priority & Strategic Employment Place Types
44. GET Short-Term Service Plan (2012–2020)
45. GET X-92 Commuter Express bus service to Tejon Industrial Complex
46. Kern511 – Traveler Information System
47. San Joaquin Valley Blueprint Integration Project
48. Caltrans Vehicle Detection System – State Route 43 Intersection Improvements and East Bakersfield Vehicle Detection Systems
49. California Highway Patrol's Safety Corridors
50. Purchase of CNG Buses (80+ bus fleet)
51. The Electric Cab Company of Delano
52. Downtown Elementary School Expansion (Bakersfield)
53. Traffic Control Devices
54. Kern Region Energy Action Plans (Kern REAP) and Kern Energy Watch Goal 3
55. Tejon Ranch Conservation and Land Use Agreement
56. Kern County Community Revitalization Program
57. Kern Transit – Route Connection with Antelope Valley Transit Authority
58. CSU Bakersfield – Public Transit Center

POTENTIAL STATE AND FEDERAL STRATEGIES FOR CONSIDERATION IF AN ALTERNATIVE PLANNING STRATEGY IS REQUIRED

If the California Air Resources Board (CARB) determines that Kern's Sustainable Communities Strategy (SCS) would not achieve the applicable greenhouse gas (GHG) reduction target under Senate Bill 375 (SB 375), the statute requires the Metropolitan Planning Organization (MPO) to prepare an Alternative Planning Strategy (APS). The APS must identify additional voluntary, non-binding strategy measures demonstrating how the adopted GHG targets could be achieved. CARB must evaluate each MPO's final adopted APS to determine whether, if implemented, it would meet the required GHG reduction target. To date, no MPO has been required to submit an APS.

Kern COG is already funding and implementing all reasonably available local and regional strategies within its authority. Accordingly, any APS would necessarily rely on additional state and federal actions that cannot be incorporated into the SCS because they are outside the MPO's jurisdiction.

An MPO required to prepare a CARB-approved APS becomes ineligible for certain competitive funding programs established under Senate Bill 1 (SB 1), including the Trade Corridor Enhancement Program (TCEP), which funds improvements on the National Highway Freight Network (NHFN). Kern has significant projects on the NHFN that would become ineligible for TCEP funding if an APS is required. TCEP projects reduce truck congestion and associated freight emissions; however, SB 375 does not account for truck-related emissions in setting regional passenger vehicle GHG targets.

Table 4-7: Voluntary, Non-Binding State/Federal Strategies if an APS is Determined to be Required by CARB

Strategy	Quantification Approach	Responsible Agencies	Status – Notes
Pass a state law that requires increased telework for jobs that are able to be done from home.	Traffic model	State	Present in last plan. The pandemic proved this highly effective strategy.
Accelerate infill in Metropolitan Bakersfield by the state prioritizing funding for the High-Speed Rail's Bakerfield to L.A. connection by 2035.	Traffic/land use model	State	Partially present in last plan. This strategy has been delayed by more than 20 years due to lack of funding.
Pass a state law similar to AB 43 to reduce high speed emissions from internal combustion vehicles by reducing posted maximum speed limits for all vehicles to 55 MPH on all divided state highways.	Traffic model	State	New quantified strategy. This strategy would have a negative economic effect on rural disadvantaged communities that would need to be mitigated.
Pass a state law that provides tax incentives for employers to relocate employment to inland communities, reducing commuting distances by providing jobs closer to more affordable housing.	Traffic/land use model	State	New quantified strategy. This strategy would create a better jobs housing balance and help offset the impacts of the reduced speed strategy listed above.
Pass a federal law requiring all autonomous passenger vehicles to be zero emission.	Emission model	Federal	New quantified strategy. Like CA SB 500 may be undone by the federal waiver revocation issue.

Kern's economy is undergoing substantial transition due to state policies curtailing oil production, which have affected growth and, in turn, the market conditions necessary to support compact, transit-oriented development. Kern's population growth has been relatively flat for the past 7-years when the first SCS in 2014 anticipated 2% growth per year. At the same time, Kern is now the state's leading renewable energy–producing region, and logistics is an emerging growth industry leveraging the region's central location. This location supports efficient goods movement with a comparatively lower GHG footprint than more remote areas of the state. Continued access to SB 1 TCEP funding is essential to address freight demand and minimize emissions associated with this economic transition.

All of the above strategies require state or federal legislative action and would reduce passenger vehicle emissions not only in Kern but statewide. Additional state and federal measures would advance the objectives of SB 375 while helping mitigate economic transition impacts in Kern.

Even if CARB determines that this SCS meets the applicable target, these strategies warrant consideration to support statewide GHG reduction goals that would also provide co-benefits, including reductions in health-based criteria pollutants such as ozone and particulate matter in the heavily impacted San Joaquin Valley and South Coast air basins.

ADAPTIVE PLANNING FOR CLIMATE CHANGE

In June 2020, the California Governor's Office of Emergency Services produced an update to the 2012 California Adaptation Planning Guide (APG) to planning for adaptive climate change available at https://www.adaptationclearinghouse.org/resources/california-climate-adaptation-planning-guide.html. The guide is an excellent resource for communities interested in planning for the effects of climate change, described as "resiliency". The APG has identified the need to evaluate vulnerability for the following climate change effects which vary based on location:

- Increases in temperature
- Increases in extreme storms/events
- Changes in precipitation

These climate change effects may have the following impacts in Kern County:

- Reduced water supply
- Reduced agricultural productivity
- Flooding
- Decrease in tourism – Sierra Nevada foothills
- Wildfire risk in the Sierra Nevada foothills

In 2015, California SB 379 requires cities and counties to update their Local Hazard Mitigation Plan (LMHP) to address climate adaptation and resiliency strategies applicable to their jurisdiction on or after January 2017 for existing plans and on or before January 2022 where jurisdictions did not have a LHMP.

Although not a comprehensive listing, the Kern region has identified several projects that will address the effects of climate change.

- In 2023 Kern COG received a multi-year Climate Adaptation and Mitigation grant from the California Department of Transportation for the Kern Area Regional Goods-movement Operations (KARGO) Community Protection and Prosperity Study (http://www.kerncog.org/kargo). This grant is allowing Kern COG staff to adaptatively plan for climate change by:
    - Conducting corridor and facility level climate risk assessments
    - Identifying projects that will provide climate resiliency and improve adaption to future climate scenarios.
- The 2020 update to the Kern Multi-Jurisdiction Hazard Mitigation Plan (MJHMP) states that the plan was developed in part, to meet the following objective. Meet or exceed requirements of the Disaster Mitigation Act of 2000 (DMA 2000) and the 2015 California

legislation requiring the incorporation of climate adaptation strategies into hazard mitigation planning (SB 379). (http://mitigatehazards.com/county-of-kern/)

- Kern County has established public cooling centers with "temperature triggers" indicating when they become active. This program was funded through a grant from PG&E and Southern California Edison and includes sites in Metro Bakersfield and outlying communities that service agricultural workers and seniors. (http://www.co.kern.ca.us/pio/coolingcenters.asp)
- The Kern Water Agency and its member districts continue to implement and expand the largest water banking operation in the state, providing agriculture and urban users greater storage and a more reliable water supply during dry years.
- U.S. Army Corp of Engineers has implemented a retrofit project of the Lake Isabella Dam that strengthened and increased the height of the dam by 16 ft. to accommodate larger spring run-off volumes that were not anticipated when the dam was designed in the 1950s. The project has increased storage, better protecting the 100,000s of people that live downstream from the dam from flooding and improving recreational and tourism opportunities in the Southern Sierra Nevada.
- Kern County Flood Plain Management Department has developed a plan to improve flood control from extreme weather events in uncontrolled drainage basins. The plan prioritizes projects that benefit disadvantaged communities.
- The State of California is working on the Bay Delta Conservation Plan to provide improved water delivery through the Delta to Southern California.
- Several U.S. railroads, including Union Pacific, and researchers are implementing programs to reduce the risk of sun kinks — dangerous track buckles caused by steel rail expansion in extreme heat. Best practices include: 1) Prevention: Maintain high rail neutral temperature, inspect and adjust rails seasonally, and use reflective coatings (can reduce temps by as much as 20%); 2) Mitigation: Apply speed limits during extreme heat, use shade structures, and consider active cooling systems; 3) Innovation: Explore geothermal or refrigerant-based rail cooling for high-risk corridors. These combined approaches — from simple reflective coatings to advanced cooling systems — are helping U.S. railroads adapt to hotter climates and reduce the frequency and severity of potentially dangerous sun kinks.

In addition, Kern COG member agencies received energy related adaptive climate planning information through the Kern Region Energy Action Plan and Kern Energy Watch programs. Many of the communities that participated in the programs developed climate action plans or at a minimum, energy action plans. The climate action planning process includes adaptive planning. Kern COG is currently working on adaption studies for freight and transit, and has applied for a grant for bike and pedestrian adaptation planning.

CHAPTER 5 STRATEGIC INVESTMENT

INTRODUCTION

This Chapter 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 (see Chapter 4), and must be financially constrained. These projects are listed in the Constrained Capital Improvement Program (**Table 5-1**) and are modeled in the Air Quality Conformity Analysis.

The 2026 Regional Transportation Plan promotes a more efficient transportation system that calls for fully funding active transportation modes, while emphasizing transportation demand and transportation system management approaches for new highway capacity.

Forecast modeling methods in this Regional Transportation Plan primarily use the "market-based approach" based on demographic data and economic trends (see Chapter 3). The forecast modeling was used to analyze the strategic investments in the combined action elements found in this Chapter.

Alternatives are not addressed in this document; they are, however, addressed and analyzed for their feasibility and impacts in the Environmental Impact Report prepared for the 2026 Regional Transportation Plan, as required by the California Environmental Quality Act (State CEQA Guidelines Sections 15126(f) and 15126.6(a)).

The 2026 Regional Transportation Plan promotes a more efficient transportation system that calls for fully funding active transportation modes, while emphasizing transportation demand and transportation system management approaches for new highway capacity.

The Constrained Capital Improvement Program (Table 5-1) includes projects that move the region toward a financially constrained and balanced system. Constrained projects have undergone air quality conformity analyses to ensure that they contribute to the Kern region's compliance with state and federal air quality rules. The Unconstrained Capital Improvement Program (Table 5-2) incorporates the region's unbudgeted "vision." These projects represent alternatives that could be moved to the constrained program if support for an individual project remains strong and if project funding is identified.

Status as an unconstrained project does not imply that the project is not needed; rather, it simply cannot be accomplished given the fiscal constraints facing Kern County. Kern

Council of Governments (Kern COG) is vigilant in its search for funding to support these projects.

No unconstrained projects are included in the air quality conformity analysis. In the future, as the funding picture changes and community values and priorities for transportation projects are honed, unconstrained projects may be moved to the constrained program. Should this occur, the RTP would be amended and a new assessment of the plan's conformity with state and federal air quality rules and standards would be made.

For this Regional Transportation Plan, the Unconstrained Capital Improvement Program reflects the vision for Kern County's ideal system. Dialogue is ongoing with business, government, social services, and agriculture interests to improve everyone's understanding of how the transportation system impacts the region's quality of life. The participation process sheds light on important values such as mobility choice and accessibility, travel time reliability, cost effectiveness, and environmental sensitivity.

The planning process is iterative. System-wide performance measures have been developed and will be used to help policymakers and the community-at-large evaluate tradeoffs among transportation improvement alternatives. Performance measures will also be used to help evaluate how the 2026 RTP contributes to the Kern region's quality of life. Refer to Chapter 2 for additional information about the performance measures.

Each element in this Chapter addresses proposed actions to implement the goals and policies of Chapter 2. These actions outline specifically how the goals of the plan will be accomplished. This Chapter contains the following action elements:

- Freight Movement Action Element
- Public Transportation/Shared Mobility Action Element
- Active Transportation Action Element
- Transportation Air Emissions Reduction Action Element
- Intelligent Transportation Systems Action Element
- Congestion Management Program Action Element
- Regional Streets and Highways Action Element
- Aviation Action Element
- Safety/Security Action Element
- Land Use Action Element

In the following Constrained Capital Improvement Program, major highway improvements are divided into five chronological groupings to facilitate estimations of project completion. Highway improvements that cannot be constructed within the financial constraint of any one group may be repeated in later groups. If a project is not fully funded within the five-

year time frame, it would require phasing over a longer time frame. The entire corridor, however, would be environmentally assessed during the preliminary engineering phase.

Figure 5-1A: Constrained Projects - Countywide

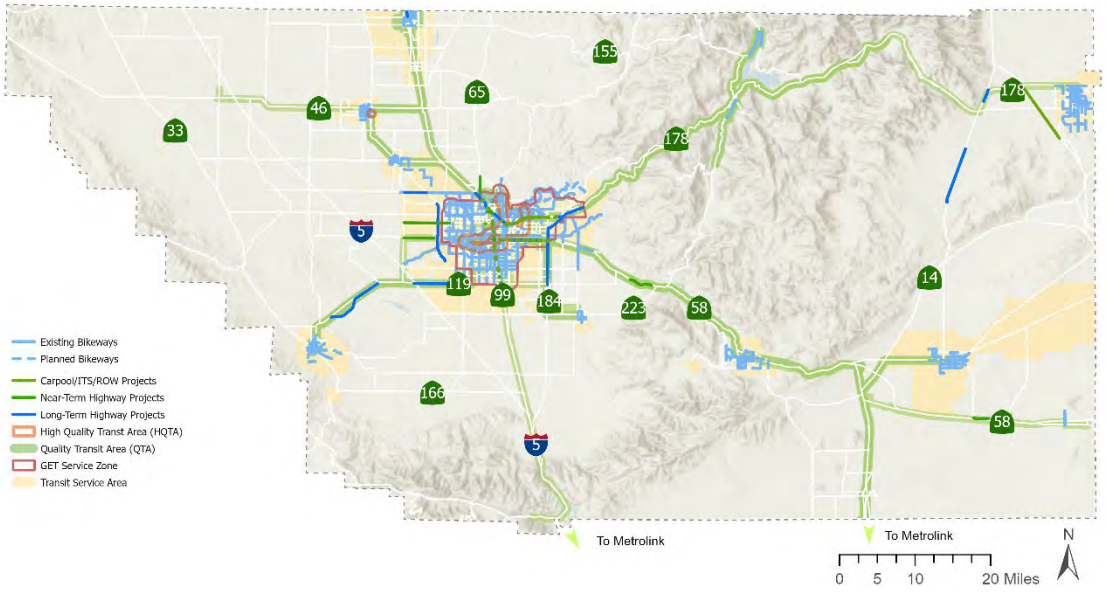


Figure 5-1B: Constrained Projects – Metropolitan Bakersfield

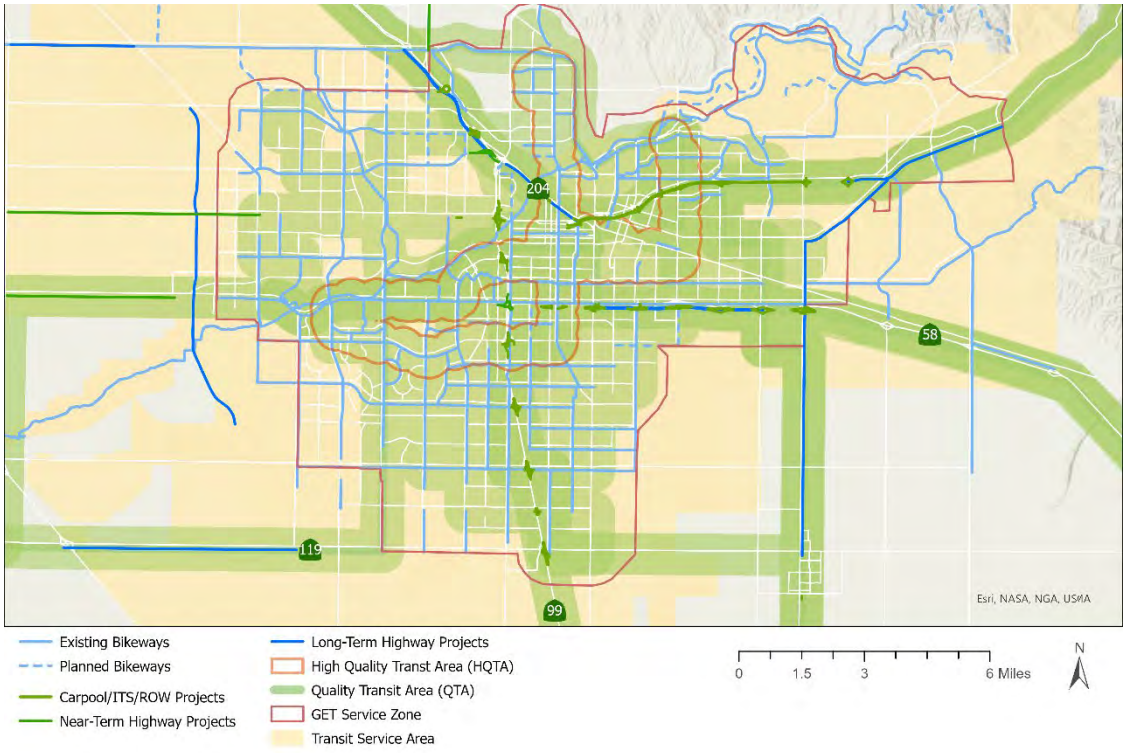


TABLE 5-1 - 2026-49 Priority Transportation Projects - Constrained Capital Improvement Program (CIP)

2026-49 Priority Transportation Projects - Program Summary

Countywide Program Category	YOE Cost ($)**	Potential Savings ($)**	Potential New Funding ($)**
Fix-It-First, Keep-It-Local / Cost-Efficient--Roadway Safety, Maintenance, Operations	**4,961,900,000**	**789,900,000**	**698,400,000**
Advanced Tech, Safe, Clean Transportation--Transportation Control Measures (TCM)	**6,680,000,000**	**289,900,000**	**1,303,200,000**
Transit, Passenger Rail, Low-Zero Emissions Infrastructure, Intellegent Transportation Systems (ITS)	5,175,000,000	102,400,000	654,000,000
Operational Improvements - High Occupancy Vehicles (HOV) / Managed (M) Lanes, Ramp Meters (RM)	738,000,000	90,600,000	
Bicycle and Pedestrian Complete Streets Improvements and Maintenance	767,000,000	96,900,000	649,200,000
Priority Regional Projects	**2,510,200,000**	**224,900,000**	**698,400,000**
Freight Rail*	257,600,000	21,600,000	698,400,000
2026-2029 Major Roadway Improvements	772,000,000	-	
2030-2049 Major Roadway Improvements	1,480,600,000	203,300,000	
Grand Total* **	**14,152,100,000**	**1,304,700,000**	**2,700,000,000**

* Freight rail is mostly private sector funded but is included here due to the positive effect increased rail freight can have on roadway maintenance costs and air emissions.

** Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed allows delivery of projects an average of 5 years early resulting in an inflation savings, and helps prioritize preventative maintenance, lowering roadway maintenance cost by est. 47%. If potential new funding sources do NOT materialize, savings may not be fully realized and projects will be delayed in the next RTP update. Revenue local governments passed general sales tax increases a forecasts are required to take into account historic trends. The two previous 4-year cycles assumed additional funding, and the funding did materialize. In 2018, the state raised the gas tax under SB1, and in 2022. Potential new funding sources could include an increase in the federal gas tax, a state increase on electric vehicles, or other local funding efforts. Note also that additional funding can be used to leverage or match other funding sources, increasing the amount of funding available to deliver projects earlier. The CIP assumes a balanced distrubiton of new funds, actual distribution is dependant on the ultimate source of the new funding and will be reflected in future updates to the 4-year RTP cycle. For more info on potential funding sources, see RTP Chapter 6.

*** Table excludes unconstrained "Next-In-Line" Projects found in Table 5.2. These projects are not currently funded but could be advanced if new funding becomes available.

TABLE 5-1 - 2026-49 Priority Transportation Projects - Constrained Capital Improvement Program (CIP)

Fix-It-First, Keep-It-Local / Cost-Efficient--Roadway Safety, Maintenance, Operations

Roadway Safety, Maintenance and Operations

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maintenance / Inflation Savings ($)**	RTP Project ID
1,2,3,4,5, 6,7,8,9	Countyw ide	Various Locations	Roadw ays, bridges (RR, canals, etc), safety w idenings; rehab/reconstruct., signalization, bike/ped impvmts, etc.	4,211,100,000	670,700,000	KER26RTP001
5	County, Bakersfield	Various Locations	Roadw ays, brdgs., safety w idenings, rehab/reconst, etc.	607,800,000	96,800,000	KER26RTP002
5	County, Bakersfield	Various Locations	Signalization and synchronization	16,900,000	2,300,000	KER26RTP003
7,9	County, Tehachapi, Rosamond	Various Locations	Roadw ays, bridges, safety w idening, signalization, etc.	126,100,000	20,100,000	KER26RTP004
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**4,961,900,000**	**789,900,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

TABLE 5-1 - 2026-49 Priority Transportation Projects - Constrained Capital Improvement Program (CIP) (Continued)

Advanced Tech, Safe, Clean Transportation--Transportation Control Measures (TCM)

Transit, Passenger Rail, Low-Zero Emissions Infrastructure, Intellegent Transportation Systems (ITS)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID
1,2,3,4,5, 6,7,8,9	Countyw ide	Vanpooling	Vanpooling, Park & Ride Lots	198,800,000	27,300,000	KER26RTP005
5	Bakersfield/County	Bus Service - Metro Bakersfield	Fullsize zero/low emission (Z/LE) - 120 replmt. buses	101,300,000	-	KER26RTP007
5	Bakersfield/County	Bus Service - Metro Bakersfield	Fullsize Z/LE buses - Fixed Routes - 130 new buses	109,700,000	-	KER26RTP008
5	Bakersfield/County	Bus Service - Metro Bakersfield	Fullsize Z/LE Bus Rapid Transit (BRT) - 24 buses	20,300,000	-	KER26RTP009
2,5,6	Bakersfield/County	Bus Service - Metro Bakersfield	Fullsize Z/LE buses - Express Service - 36 new buses	30,400,000	-	KER26RTP010
2,5,6	Bakersfield/County	Bus Service - Metro Bakersfield	Operations and Maintenance (incl. fare box, TDA, fed.)	717,200,000	-	KER26RTP011
1,2,3,4,5, 6,7,8,9	Countyw ide	Bus Service	Full size Z/LE buses - Express Service - 10 buses	8,400,000	-	KER26RTP012
1,2,3,4,5, 6,7,8,9	Countyw ide	Bus Service	Midsize alternative Z/LE buses - 120 replacement buses	13,500,000	-	KER26RTP013
1,2,3,4,5, 6,7,8,9	Countyw ide	Bus Service	Midsize Z/LE buses - 120 new buses	13,500,000	-	KER26RTP014
1,2,3,4,5, 6,7,8,9	Countyw ide	Bus Service	Mini Z/LE van / buses) - 45 replacement buses	3,600,000	-	KER26RTP015
1,2,3,4,5, 6,7,8,9	Countyw ide	Bus Service	2 Transit Maintenance Stations	67,500,000	9,300,000	KER26RTP016
1,2,3,4,5, 6,7,8,9	Countyw ide	Bus Service	3 transfer stations	16,900,000	2,300,000	KER26RTP017
1,2,3,4,5, 6,7,8,9	Countyw ide	Bus Service	Operations and Maintenance (incl. fare box, TDA, fed.)	316,500,000	-	KER26RTP018
1,2,3,4,5, 6,7,8,9	Countyw ide	Intellegent Transportation. Sys.(ITS	ITS related improvements / upgrades - Traffic Ops, etc.	3,400,000	-	KER26RTP019
1,2,3,4,5, 6,7,8,9	Countyw ide	Aviation	Capital, Maintenance and Operational Improvements	48,000,000	6,600,000	KER26RTP020
7,9	County/Rosamond	Passenger Rail	Metrolink Exgension - Lancaster to Rosamond/Mojave (Cap,+O&M)	414,000,000	56,900,000	KER26RTP021
1,5,6	Bakersfield	Passenger Rail	High Speed Rail (HSR) Station - Bakersfield***	50,000,000	-	KER26RTP022
1,2,3,5,6, 9	County/Bakersfield/Shafter/Was	Passenger Rail	HSR Alignment and Facilities Fresno to Bakersfield***	2,500,000,000	-	KER26RTP023
6	County/Shafter/Wasco	Passenger Rail	HSR Heavy Maintenance Facility***	450,000,000	-	KER26RTP024
1,2,3,4,5, 6,7,8,9	Countyw ide	Various Locations	Other TCMs,--Alternative fuel/zero emission infrastructure, Promotion of alt. modes, alt. commuting,	92,000,000	-	KER26RTP025
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**5,175,000,000**	**102,400,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

***The largest portion of the Passenger Rail Program is funded through the CA High Speed Rail Authority (CHSRA) and like aviation and freight rail is included for information purposes only and beyond COG funding authority. $3.0B in HSR funding has been identified (fiscally constrained) for construction in the Kern region. An estimated $20 billion is unfunded for the ramaining segements in the Kern Region and can be found in Table 5.2. Continued delays in funding for the HSR project negate the possiblity of any inflation savings.

TABLE 5-1 - 2026-49 Priority Transportation Projects - Constrained Capital Improvement Program (CIP) (Continued)

Operational Improvements - High Occupancy Vehicles (HOV) / Managed (M) Lanes, Ramp Meters (RM)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start
5,9	Bakersfield	SR 58 HOV/Managed (M) Lanes	Heath Rd/Stockdale Hwy to Fairfax Rd	84,400,000	11,595,800	KER08RTP093	2036
4,5	Bakersfield	SR 178 HOV/M Lanes	Existing west end fwy terminus to Oswell St	158,100,000	21,721,600	KER08RTP026	2036
1,2,5,6,9	Bakersfield	SR 204 HOV/M Lanes	Airport Dr-178-HSR access/HOV/bus/safety/flow imp	84,400,000	11,595,800	KER08RTP082	2036
1,2,5,6,9	Bakersfield	SR 204 HOV/M Lanes	F St - HSR station access imps, i-change, bus/HOV	69,400,000	-	KER08RTP081	2030
5,6	Bakersfield	SR 99 HOV/M Lanes, RM	I-change at Snow Rd - HOV Ramp Metering (RM)	4,500,000	618,300	KER08RTP105	2036
5,6	Bakersfield	SR 99 HOV/M Lanes, RM	I-change at Olive Dr - HOV RM	4,500,000	-	KER08RTP105	2023
5	Bakersfield	SR 99 HOV/M Lanes, RM	I-change at Rosedale Hwy - HOV RM	4,500,000	-	KER08RTP105	2023
5	Bakersfield	SR 99 HOV/M Lanes, RM	I-change at California Av - HOV RM	4,500,000	618,300	KER08RTP105	2036
5	Bakersfield	SR 99 HOV/M Lanes, RM	I-change at Ming Av - HOV RM	4,500,000	618,300	KER08RTP105	2036
1,5	Bakersfield	SR 99 HOV/M Lanes, RM	I-change at White Ln - HOV RM	4,500,000	618,300	KER08RTP105	2036
1,5,8	Bakersfield	SR 99 HOV/M Lanes, RM	I-change at Panama Ln - HOV RM	4,500,000	618,300	KER08RTP105	2036
1,5,8	Bakersfield	SR 99 HOV/M Lanes, RM	I-change at SR 119 - HOV RM	4,500,000	618,300	KER08RTP105	2036
1,5	Bakersfield	SR 58 HOV/M Lanes, RM	I-change at Oak St - HOV RM	4,500,000	618,300	KER08RTP103	2036
1,5	Bakersfield	SR 58 HOV/M Lanes, RM	I-change at H-Chester Av - HOV RM	4,500,000	618,300	KER08RTP103	2023
1,5	Bakersfield	SR 58 HOV/M Lanes, RM	I-change at Union Av - HOV RM	4,500,000	618,300	KER08RTP103	2023
1,5	Bakersfield	SR 58 HOV/M Lanes, RM	I-change at Cottonwood Rd - HOV RM	4,500,000	618,300	KER08RTP103	2036
1,5	Bakersfield	SR 58 HOV/M Lanes, RM	I-change at Mt Vernon Av - HOV RM	4,500,000	618,300	KER08RTP103	2036
1,5	Bakersfield	SR 58 HOV/M Lanes, RM	I-change at Oswell St - HOV RM	4,500,000	618,300	KER08RTP103	2036
1,5	Bakersfield	SR 58 HOV/M Lanes, RM	I-change at Fairfax Rd - HOV RM	4,500,000	618,300	KER08RTP103	2036
1,5	Bakersfield	SR 58 HOV/M Lanes, RM	I-change at Weedpatch Hwy - HOV RM	4,500,000	618,300	KER08RTP103	2036
4,5	Bakersfield	SR 178 HOV/M Lanes, RM	I-change at SR 204 - HOV RM	4,500,000	618,300	KER08RTP106	2036
4,5	County/Bakersfield	SR 178 HOV/M Lanes, RM	I-change at SR 204 - reconstruct ramps - HOV RM	56,300,000	7,700,000	KER08RTP085	2036
4,5	Bakersfield	SR 178 HOV/M Lanes, RM	I-change at Beale Av - HOV RM	4,500,000	618,300	KER08RTP106	2036
4,5	Bakersfield	SR 178 HOV/M Lanes, RM	I-change at Haley St - HOV RM	4,500,000	618,300	KER08RTP106	2036
4,5	Bakersfield	SR 178 HOV/M Lanes, RM	I-change at Mt Vernon St - HOV RM	4,500,000	618,300	KER08RTP106	2036
4,5	Bakersfield	SR 178 HOV/M Lanes, RM	I-change at Oswell St - HOV RM	4,500,000	618,300	KER08RTP106	2036
4,5	County/Bakersfield	SR 178 HOV/M Lanes, RM	I-change Oswell St - safety, traffic flow imp. (HOV)	158,100,000	21,700,000	KER08RTP026	2036
4,5	Bakersfield	SR 178 HOV/M Lanes, RM	I-change at Fairfax Rd - HOV RM	4,500,000	618,300	KER08RTP106	2036
4,5	Bakersfield	SR 178 HOV/M Lanes, RM	I-change at Morning D - HOV RM	4,500,000	618,300	KER08RTP106	2036
5	Bakersfield	SR 43 (future) HOV/M Lanes, RM	W Urban Corridor(WUC)I-chng@7th Std Rd-HOV RM	3,400,000	467,100	KER08RTP102	2035
5	Bakersfield	SR 43 (future) HOV/M Lanes, RM	WUC I-change at Olive Dr - HOV RM	3,400,000	467,100	KER08RTP102	2035
5	Bakersfield	SR 43 (future) HOV/M Lanes, RM	WUC I-change at Rosedale Hwy - HOV RM	3,400,000	467,100	KER08RTP016	2035
5	Bakersfield	SR 43 (future) HOV/M Lanes, RM	WUC I-change at Stockdale Hwy - HOV RM	3,400,000	467,100	KER08RTP139	2036
5,8	Bakersfield	SR 43 (future) HOV/M Lanes, RM	WUC I-change at Ming Av - HOV RM	3,400,000	467,100	KER08RTP139	2036
5,8	Bakersfield	SR 43 (future) HOV/M Lanes, RM	WUC I-change at White Ln - HOV RM	3,400,000	467,100	KER08RTP139	2036
5,8	Bakersfield	SR 43 (future) HOV/M Lanes, RM	WUC I-change at SR 119 - HOV RM	3,400,000	467,100	KER08RTP075	2036
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**738,000,000**	**90,600,000**	**Sub-total**	

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

TABLE 5-1 - 2026-49 Priority Transportation Projects - Constrained Capital Improvement Program (CIP) (Continued)

Bicycle and Pedestrian Complete Streets Improvements and Maintenance

Bikeway Facilities

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start
1	Arvin	class I shared use path	North City Path (Bear Mtn Bl to Varsity Av) .5 mi.	506,500	69,600	KER26RTP029	
1	Arvin	class II bike ln	A St (Olson Wy to 5th Av) 1.1 mi.	111,400	15,300	KER26RTP004	
1	Arvin	class II bike ln	Haven Dr (Comanche Dr to Tejon Hwy) 1. mi.	101,300	13,900	KER26RTP004	
1	Arvin	class II bike ln	Mark St (Comanche Dr to Walnut Dr) .2 mi.	20,300	2,800	KER26RTP004	
1	Arvin	class II bike ln	Meyer St (Hwy 223 to Sycamore Rd) 1. mi.	101,300	13,900	KER26RTP004	
1	Arvin	class II bike ln	N Comanche St (Bear Mountain Rd to Varsity Av) .5 mi.	50,600	7,000	KER26RTP004	
1	Arvin	class II bike ln	Olsen St (A St to Meyer St) .5 mi.	50,600	7,000	KER26RTP004	
1	Arvin	class II bike ln	Sycamore Rd (Tow erline Rd to Tejon Hwy) 1. mi.	101,300	13,900	KER26RTP004	
1	Arvin	class II bike ln	Tejon Hwy (Hwy 223 to Burkett Bl) 2.5 mi.	253,200	34,800	KER26RTP004	
1	Arvin	class II bike ln	Varsity Av (Campus Dr to Tejon Hwy) 1. mi.	101,300	13,900	KER26RTP004	
1	Arvin	class II bike ln	Walnut Dr (W Sycamore Rd to Alderete Dr) 1.2 mi.	121,600	16,700	KER26RTP004	
1	Arvin	class II bike ln	Comanche Dr (Mark St to Sycamore Rd) 1. mi.	90,000	-	KER2xRTP000	2023
1	Arvin	class II bike ln	Sycamore Rd (Comanche Dr to Tejon Hwy) 1. mi.	90,000	-	KER2xRTP000	2023
1	Arvin	class II bike ln	Sycamore Rd (Comanche to Rancho Dr) .5 mi.	45,000	-	KER2xRTP000	2023
1	Arvin	class II bike ln	Varsity Av (Comanche Dr to Campus St) .7 mi.	63,000	-	KER2xRTP000	2023
1	Arvin	class II buffered bike ln	Franklin St (Walnut Dr to S Derby St) .8 mi.	144,000	-	KER2xRTP000	2023
1	Arvin	class III bike bl	5th Av (N Hill St to N A St) .1 mi.	5,600	800	KER26RTP004	
1	Arvin	class III bike bl	Campus Dr (Sunset Bl to Richardson/Varsity Rd) .5 mi.	28,100	3,900	KER26RTP004	
1	Arvin	class III bike bl	Grapevine Dr (Campus Dr to N Hill St) .1 mi.	5,600	800	KER26RTP004	
1	Arvin	class III bike bl	Meyer St (El Camino Real to Sycamore Rd) .5 mi.	28,100	3,900	KER26RTP004	
1	Arvin	class III bike bl	N Hill St (Grapevine Dr to 5th Av) .1 mi.	5,600	800	KER26RTP004	
1	Arvin	complete streets	Campus Dr (Grapevine Dr to Varsity Rd) .5 mi.	4,600	-	KER2xRTP000	2023
1	Arvin/Caltrans	class II bike ln, Caltrans shldr	SR 223 (Malovich Rd to Tejon Hwy) .5 mi.	50,600	7,000	KER26RTP004	
1	Arvin/Caltrans	class II bike ln, Caltrans shldr	SR 223/E Bear Mtn Bl (Comanche to Union) 12.6 mi	1,134,000	-	KER2xRTP000	1013
1	Arvin/Caltrans	class IV cycle track, Caltrans shld	SR 223/Bear Mtn Bl (Tejon Hwy to Comanche Dr) 1 mi	340,900	46,800	KER26RTP108	
5	Bakersfield	class I shared use path	178 Overcrossing (Height St to Mirador Dr) 0.1 mi.	90,000	-	KER26RTP030	2023
5	Bakersfield	class I shared use path	21st St (Westw ind Dr to Kern River Bike Path) 0.06 mi.	54,000	-	KER26RTP031	2023
5	Bakersfield	class I shared use path	Almondale Pk (Meadow Creek St to Verdugo Ln) 0.14 mi.	126,000	-	KER26RTP032	2023
1,5	Bakersfield	class I shared use path	Arvin-Edison Canal (Cottonw ood Rd to Fairfax Rd) 3.77 n	3,818,900	524,700	KER26RTP033	
1,5	Bakersfield	class I shared use path	Arvin-Edison Canal (Green Garden Dr to Fairfax Rd) 8.8 r	8,914,000	1,224,700	KER26RTP034	
1,5	Bakersfield	class I shared use path	Arvin-Edison Canal (Stockdale Hwy to Cottonw ood Rd) 9	9,663,600	1,327,700	KER26RTP035	
5	Bakersfield	class I shared use path	Bak. Cmns Connection (Coffee Rd to Friant-Kern Cnl) 0.4	445,700	61,200	KER26RTP036	
5	Bakersfield	class I shared use path	Buena Vista Canal Path (Ming Av to Taft Hwy) 8.29 mi.	8,397,400	1,153,700	KER26RTP037	
5	Bakersfield	class I shared use path	Callow ay Shared Path (Balvanera Dr to Noriega Rd) 0.28	252,000	-	KER26RTP038	2023

Bikeway Facilities (Continued)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start
5	Bakersfield	class I shared use path	Coffee Rd Path Cnctn. (Truxtun Av to Kern River Pkwy) 0	54,000	-	KER26RTP039	2023
5	Bakersfield	class I shared use path	Columbus Path (Kern River Parkway to Columbus St) 0.37	374,800	51,500	KER26RTP040	
5	Bakersfield	class I shared use path	Emerald Cove Park Path (Vaquero Av to Hageman Rd) 0.2	233,000	32,000	KER26RTP041	
5	Bakersfield	class I shared use path	Friant-Kern Canal (Seventh Standard Rd to Kern River) - (	6,179,000	848,900	KER26RTP042	
5	Bakersfield	class I shared use path	H St Canal Path (Railroad Bridge to Hwy 99) 7.79 mi.	7,890,900	1,084,100	KER26RTP043	
5	Bakersfield	class I shared use path	McInnes - Westwold Path (McInnes Bl to Westwold Dr) 0.	72,000	-	KER26RTP044	2023
5	Bakersfield	class I shared use path	NE Bakersfield Path (Paladino Dr to Morning Dr Path) 2.7 r	2,430,000	-	KER26RTP045	2023
5	Bakersfield	class I shared use path	North Rosedale Park Path (Campfire Dr to Jewetta Av) 0.1	182,300	25,000	KER26RTP046	
5	Bakersfield	class I shared use path	Overcrossing (Willow Dr to Rio Mirada) 0.3 mi.	303,900	41,800	KER26RTP047	
5	Bakersfield	class I shared use path	Panorama Connection (Kern R. Pkwy to Panorama Dr) 0.0	60,800	8,400	KER26RTP048	
5	Bakersfield	class I shared use path	Park Path (Mountain Oak Rd to Broad Oak Av) 0.19 mi.	192,500	26,400	KER26RTP049	
5	Bakersfield	class I shared use path	Piper Wy Extension/Alley (Eissler St to Claymore St) 0.11	99,000	-	KER26RTP050	2023
5	Bakersfield	class I shared use path	Polo Park (Old Farm Rd to Grazing Av) 0.37 mi.	333,000	-	KER26RTP051	2023
5	Bakersfield	class I shared use path	Rail ROW Path (7th Standard Rd to E. Norris Rd) 2.23 mi.	2,258,900	310,400	KER26RTP052	
5	Bakersfield	class I shared use path	San Dimas Path (36th St to Jeffrey St) 0.43 mi.	435,600	59,800	KER26RTP053	
5	Bakersfield	class I shared use path	Truxtun Shared Path link (Coffee Rd to Quailridge Rd) 0.1	151,900	20,900	KER26RTP054	
5	Bakersfield	class II bike ln	21st St (King St to Washington St) 0.89 mi.	80,100	-	KER2xRTP000	2021
5	Bakersfield	class II bike ln	21st St (Oak St to Westwind Dr) 0.13 mi.	11,700	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	A St/Hughes Ln (California Av to Terrace Wy) 1.26 mi.	127,600	17,500	KER26RTP004	
5	Bakersfield	class II bike ln	Akers Rd (Wilson Rd to McKee) 3.99 mi.	359,100	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	Allen Rd (Ming Av to White Ln) 1.52 mi.	154,000	21,200	KER26RTP004	
5	Bakersfield	class II bike ln	Allen Rd (Pensinger Rd to Hwy 119) 2.75 mi.	278,600	38,300	KER26RTP004	
5	Bakersfield	class II bike ln	Allen Rd (Snow Rd to Hageman Rd) 1.89 mi.	191,400	26,300	KER26RTP004	
5	Bakersfield	class II bike ln	Ashe Rd (Panama Ln to Taft Hwy) 2 mi.	180,000	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	Auburn St (Morning Dr to Fairfax Rd) 0.92 mi.	93,200	12,800	KER26RTP004	
5	Bakersfield	class II bike ln	Baker St (Bernard St to California Av) 1.57 mi.	159,000	21,800	KER26RTP004	
5	Bakersfield	class II bike ln	Beale Av (Grace St to 21st St) 1 mile	101,300	13,900	KER26RTP004	
5	Bakersfield	class II bike ln	Belle Terrace (Stine Rd to Madison St) 3.04 mi.	307,900	42,300	KER26RTP004	
5	Bakersfield	class II bike ln	Bernard St (Chester Av to Mt. Vernon Av) 2.95 mi.	298,800	41,100	KER26RTP004	
5	Bakersfield	class II bike ln	Brimhall Rd (Renfro Rd to Allen Rd) 1.01 mi.	102,300	14,100	KER26RTP004	
5	Bakersfield	class II bike ln	Buena Vista Rd (Panama Ln to Hwy 119) 2 mi.	202,600	27,800	KER26RTP004	
5	Bakersfield	class II bike ln	Calloway Dr (Snow Rd to Norris Rd) 0.5 mi.	45,000	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	Clay Patrick Farr Wy (Hageman Rd to Granite Falls Dr) 0.8	74,700	-	KER2xRTP000	2021
5	Bakersfield	class II bike ln	E. Pacheco Rd (Gasoline Alley to Monitor St) 1.33 mi.	134,700	18,500	KER26RTP004	
5	Bakersfield	class II bike ln	Gosford Rd (Harris Rd to McCutcheon Av) 1.5 mi.	151,900	20,900	KER26RTP004	
5	Bakersfield	class II bike ln	Gosford Rd (McCutcheon to Taft Hwy) 1 mi.	90,000	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	Haley St (Panorama Dr to Columbus St) 0.87 mi.	78,300	-	KER2xRTP000	2021

Bikeway Facilities (Continued)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start
5	Bakersfield	class II bike ln	Half Moon Dr (Ashe Rd to Ashe Rd) 1.15 mi.	103,500	-	KER2xRTP000	2021
5	Bakersfield	class II bike ln	Harris Rd (Ashe Rd to Wible Rd) 0.5 mi.	45,000	-	KER2xRTP000	2021
5	Bakersfield	class II bike ln	Harris Rd (S. Allen Rd to Ashe Rd) 4.08 mi.	367,200	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	Hosking Av (Wible Rd to Gosford Rd) 2.99 mi.	302,900	41,600	KER26RTP004	
5	Bakersfield	class II bike ln	Hosking Av (Wible Rd to MLK Bl/Cottonwood Rd) 3.03 mi	306,900	42,200	KER26RTP004	
5	Bakersfield	class II bike ln	Hosking Av (Wible Rd to S H St) 3.03 mi.)	272,700	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	Hughes Ln (Ming Av to E. Pacheco Rd) 1.5 mi.	135,000	-	KER2xRTP000	2021
5	Bakersfield	class II bike ln	Kentucky St (Alta Vista Dr to Mt. Vernon Av) 1.81 mi.	183,300	25,200	KER26RTP004	
5	Bakersfield	class II bike ln	Kern Canyon Rd (Masterson St to Morning Dr) 2.66 mi.	269,400	37,000	KER26RTP004	
5	Bakersfield	class II bike ln	Knudsen Dr (Olive Dr to Hageman Rd) 0.47 mi.	47,600	6,500	KER26RTP004	
5	Bakersfield	class II bike ln	M St (30th St to 17th St) 0.85 mi.	86,100	11,800	KER26RTP004	
5	Bakersfield	class II bike ln	Madison St (Belle Terrace to White Ln) 1 mile	101,300	13,900	KER26RTP004	
5	Bakersfield	class II bike ln	Masterson St (Hwy 178 to Alfred Harrell Hwy) 1.43 mi.	144,900	19,900	KER26RTP004	
5	Bakersfield	class II bike ln	McKee Rd (Ashe Rd to SH 99) 2.76 mi.	279,600	38,400	KER26RTP004	
5	Bakersfield	class II bike ln	Ming Av (Oak St to Union Av) 2.03 mi.	205,600	28,200	KER26RTP004	
5	Bakersfield	class II bike ln	Mohawk St (Hageman Rd to Rosedale Hwy) 1.26 mi.	113,400	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	Morning Dr (Auburn St to Willis Av) 1.38 mi.	124,200	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	Morning Dr (Paladino Dr to Morningstar Av) 0.8 mi.	72,000	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	Mountain Ridge Rd (Panama Ln to Taft Hwy) 2 mi.	202,600	27,800	KER26RTP004	
5	Bakersfield	class II bike ln	Mt. Vernon Av (Panorama Dr to Flower St) 2.19 mi.	221,800	30,500	KER26RTP004	
5	Bakersfield	class II bike ln	Niles St (Alta Vista Dr to Virginia St) 1.28 mi.	129,700	17,800	KER26RTP004	
5	Bakersfield	class II bike ln	Noriega Rd (Renfro Rd to Calloway Dr) 2.01 mi.	180,900	-	KER2xRTP000	2021
5	Bakersfield	class II bike ln	Old Farm Rd (Snow Rd to Hageman Rd) 2 mi.	202,600	27,800	KER26RTP004	
5	Bakersfield	class II bike ln	Old River Rd (Harris Rd to Taft Hwy) 2.5 mi.	253,200	34,800	KER26RTP004	
5	Bakersfield	class II bike ln	Olive Dr (Santa Fe Wy to Allen Rd) 1.52 mi.	136,800	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	Oswell St (Columbus St to City Limits) 0.66 mi.	66,900	9,200	KER26RTP004	
5	Bakersfield	class II bike ln	P St (Brundage Ln to Belle Terrace) 0.5 mi.	50,600	7,000	KER26RTP004	
5	Bakersfield	class II bike ln	Paladino Dr (Rivani Dr to Grand Canyon Dr) 1.87 mi.	168,300	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	Panama Ln (Dennen St to Colony St) 0.33 mi.	33,400	4,600	KER26RTP004	
5	Bakersfield	class II bike ln	Panama Ln (H St to MLK Bl/Cottonwood Rd) 2.03 mi.	182,700	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	Panama Ln (Interstate 5 to Gosford Rd) 2.02 mi.	181,800	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	Panama Ln (Mountain Vista Rd to Gosford Rd) 1.5 mi.	151,900	20,900	KER26RTP004	
5	Bakersfield	class II bike ln	Patton Wy (Weldon Av to Hageman Rd) 0.28 mi.	25,200	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	Potomac Av (S. King St to Monticello Av) 0.82 mi.	83,100	11,400	KER26RTP004	
5	Bakersfield	class II bike ln	Q St (Columbus St to Hwy 178) 1.12 mi.	113,500	15,600	KER26RTP004	
5	Bakersfield	class II bike ln	Reina Rd (Renfro Rd to Verdugo Ln) 2.04 mi.	206,600	28,400	KER26RTP004	
5	Bakersfield	class II bike ln	Riverlakes Dr (Olive Dr to Coffee Rd) 1.57 mi.	141,300	-	KER2xRTP000	2021

Bikeway Facilities (Continued)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start
5	Bakersfield	class II bike ln	Santa Fe Wy (7th Standard Rd to Hageman Rd) 4.14 mi.	372,600	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	Sillect Av (Buck Owens Bl to Kern River Parkway) 1.33 r	134,700	18,500	KER26RTP004	
5	Bakersfield	class II bike ln	Snow Rd (Allen Rd to Verdugo Ln) 1.5 mi.	135,000	-	KER2xRTP000	2021
5	Bakersfield	class II bike ln	Stine Rd (Panama Ln to Taft Hwy) 2 mi.	180,000	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	University Av (Haley St to Panorama Dr) 2.18 mi.	196,200	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	Verdugo Ln (Olive Dr to Hagaman Rd) 1.22 mi.	109,800	-	KER2xRTP000	2021
5	Bakersfield	class II bike ln	Verdugo Ln (Seventh Standard Rd to Snow Rd) 1 mi.	101,300	13,900	KER26RTP004	
5	Bakersfield	class II bike ln	Wenatchee Av (Panorama Dr to Columbus St) 1.02 mi.	91,800	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	White Ln (Union Av to MLK Bl/Cottonwood Rd) 0.99 mi.	100,300	13,800	KER26RTP004	
5	Bakersfield	class II bike ln	Wible Rd (Planz Rd to Taft Hwy) 4 mi.	360,000	-	KER2xRTP000	2023
5	Bakersfield	class III bike bl	17th St (A St to Union Av) 1.26 mi.	70,900	9,700	KER26RTP004	
5	Bakersfield	class III bike bl	18th St (F St to Mill Creek Path) 1.01 mi.	56,800	7,800	KER26RTP004	
5	Bakersfield	class III bike bl	22nd St (Elm St to F St) 0.72 mi.	40,500	5,600	KER26RTP004	
5	Bakersfield	class III bike bl	36th St (Chester Av to San Dimas Path) 0.59 mi.	33,200	4,600	KER26RTP004	
5	Bakersfield	class III bike bl	4th St (Union Av to City Limits) 1.25 mi.	70,300	9,700	KER26RTP004	
5	Bakersfield	class III bike bl	Alfred Harrell Hwy (City Limit to Panorama Dr) 0.1 mi.	5,000	-	KER2xRTP000	2021
5	Bakersfield	class III bike bl	Alfred Harrell Hwy (Morning Dr Bike Path to Hwy 178) 3.3	166,000	-	KER2xRTP000	2021
5	Bakersfield	class III bike bl	Allegheny Ct (Old Walker Pass Rd to Rivers Edge Park) 0.	24,800	3,400	KER26RTP004	
5	Bakersfield	class III bike bl	Appletree Hahn Rte (Wilson Rd to Wible Rd) 1.8	101,300	13,900	KER26RTP004	
5	Bakersfield	class III bike bl	Baker St (California Av to S. King St) 0.35 mi.	17,500	-	KER2xRTP000	2023
5	Bakersfield	class III bike bl	Bank St/2nd St Rte (Oak St to S. P St) 1.59 mi.	89,500	12,300	KER26RTP004	
5	Bakersfield	class III bike bl	Berkshire Rd (Colony St to Madison St) 1.81 mi.	101,900	14,000	KER26RTP004	
5	Bakersfield	class III bike bl	Berkshire Rd (Stine Rd to Santana Sun Dr) 1.5 mi.	84,400	11,600	KER26RTP004	
5	Bakersfield	class III bike bl	Broad Oak Oak Grove Rte (Park Path to Westwold Dr) 0.2	11,300	1,600	KER26RTP004	
5	Bakersfield	class III bike bl	Brundage Ln (Union Av to Oswell St) 5.08 mi.	285,900	39,300	KER26RTP004	
5	Bakersfield	class III bike bl	Camino Grande (Alfred Harrell to NE Bakersfield Path) 1.2	72,600	10,000	KER26RTP004	
5	Bakersfield	class III bike bl	Campus Park (Buena Vista Rd to Old River Rd) 1.06 mi.	59,700	8,200	KER26RTP004	
5	Bakersfield	class III bike bl	Chamber Bl (S. Allen Rd to Grand Lakes Av) 1.45 mi.	81,600	11,200	KER26RTP004	
5	Bakersfield	class III bike bl	China Grade Lp (City Limit to Panorama Dr) 0.11 mi.	6,200	900	KER26RTP004	
5	Bakersfield	class III bike bl	Chinon Limoges Rte (McInnes Bl to Haggin Oaks Bl) 0.37 r	20,800	2,900	KER26RTP004	
5	Bakersfield	class III bike bl	Chippewa Yorkshire (Jewetta Av to Verdugo Ln) 0.88 mi	49,500	6,800	KER26RTP004	
5	Bakersfield	class III bike bl	Christmas Tree Ln (Mt Vernon Av to Panorama Dr) 1.65 r	92,900	12,800	KER26RTP004	
5	Bakersfield	class III bike bl	Comanche Dr (City Limit to SR 178) 0.16 mi.	9,000	1,200	KER26RTP004	
5	Bakersfield	class III bike bl	Cottonwood Rd (Casa Loma Dr to E. Panama Ln) 3 mi.	168,800	23,200	KER26RTP004	
5	Bakersfield	class III bike bl	Coventry Benton Rte (Ming Av to Oak St) 1.4 mi.	78,800	10,800	KER26RTP004	
5	Bakersfield	class III bike bl	E Pacheco Rd (Hughes Ln to Cottonwood Rd) 2.52 mi.	141,800	19,500	KER26RTP004	
5	Bakersfield	class III bike bl	Edison Rd (SR 178 to end of St) 1.15 mi.	64,700	8,900	KER26RTP004	

Bikeway Facilities (Continued)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start
5	Bakersfield	class III bike bl	El Capitan Bike Rte (Noriega Rd to Polo Park Path) 0.44 mi.	24,800	3,400	KER26RTP004	
5	Bakersfield	class III bike bl	Ew oldsen Class III Rte (Oak Grove St to N Half Moon Dr)	71,500	-	KER2xRTP000	2023
5	Bakersfield	class III bike bl	Fairview Rd (Hughes Ln to Cottonw ood Rd) 2.53 mi.	142,400	19,600	KER26RTP004	
5	Bakersfield	class III bike bl	Flow er St (Alta Vista Dr to Ow ens St) 0.64 mi.	36,000	4,900	KER26RTP004	
5	Bakersfield	class III bike bl	Garnsey Av (Garnsey Ln to Stockdale Hw y) 0.57 mi.	32,100	4,400	KER26RTP004	
5	Bakersfield	class III bike bl	Grand Lakes Av (Rossilyn Ln to Brandy Rose St) 1.83 m	103,000	14,200	KER26RTP004	
5	Bakersfield	class III bike bl	Greenw ich Dr/Balvanera Av Rte (Verdugo Ln to Callow a	31,000	4,300	KER26RTP004	
5	Bakersfield	class III bike bl	Haggin Oaks Bl (Camino Media to Limoges Wy) 0.74 mi.	37,000	-	KER2xRTP000	2021
5	Bakersfield	class III bike bl	Half Moon Dr (Ashe Rd to Ashe Rd) 0.96 mi.	54,000	7,400	KER26RTP004	
5	Bakersfield	class III bike bl	Harris Rd (Ashe Rd to Akers Rd) 1.51 mi.	75,500	-	KER2xRTP000	2021
5	Bakersfield	class III bike bl	Harris Rd/Gasoline Alley (Wible Rd to Pacheco Rd) 0.7 mi	39,400	5,400	KER26RTP004	
5	Bakersfield	class III bike bl	Haw aii Ln/Wailea Dr Rte (Allen Rd to Noriega Rd) 0.38 mi.	21,400	2,900	KER26RTP004	
5	Bakersfield	class III bike bl	Height St (River Bl to 178 Overcrossing) 0.75 mi.	42,200	5,800	KER26RTP004	
5	Bakersfield	class III bike bl	Hughes Ln (E Pacheco Rd to Fairview Rd) 1 mile	56,300	7,700	KER26RTP004	
5	Bakersfield	class III bike bl	Iron Creek/Goose Creek Ct (Allen Rd to Jasmine Pk Dr) 3.	206,000	28,300	KER26RTP004	
5	Bakersfield	class III bike bl	Jew etta Av (Columbus St to Bernard St) 0.52 mi.	29,300	4,000	KER26RTP004	
5	Bakersfield	class III bike bl	Jew etta Av (Palm Av to Brimhall Rd) 0.5 mi.	28,100	3,900	KER26RTP004	
5	Bakersfield	class III bike bl	Jew ette Av (Bernard St to 30th St) 0.27 mi.	15,200	2,100	KER26RTP004	
5	Bakersfield	class III bike bl	Kahala Constitution Rte (Haw aii Ln to Jew etta Av) 1.3 mi	73,200	10,100	KER26RTP004	
5	Bakersfield	class III bike bl	La France Dr (Castro Ln to El Toro Dr) 1.03 mi.	58,000	8,000	KER26RTP004	
5	Bakersfield	class III bike bl	Laurel Park Wrangler (Bay Meadow s Ln to Callow ay Dr)	101,300	13,900	KER26RTP004	
5	Bakersfield	class III bike bl	Laurelglen Bl (Pin Oak Park Bl to Gosford Rd) 0.48 mi.	24,000	-	KER2xRTP000	2021
5	Bakersfield	class III bike bl	Madison St (Brundage Ln to Belle Terrace) 0.49 mi.	27,600	3,800	KER26RTP004	
5	Bakersfield	class III bike bl	Marella Wy (California Av to Montclair St) 1 mile	56,300	7,700	KER26RTP004	
5	Bakersfield	class III bike bl	Marella Wy (Garnsey Av to Montclair St) 0.55 mi.	31,000	4,300	KER26RTP004	
5	Bakersfield	class III bike bl	Mayw ood Charger Rte (Osw ell St to Piper Wy) 1.2 mi	67,500	9,300	KER26RTP004	
5	Bakersfield	class III bike bl	Merrimac Av (Raider Dr to Monitor St) 0.06 mi.	3,400	500	KER26RTP004	
5	Bakersfield	class III bike bl	Mezzadro/Alderbrook/Lavina Rte (Allen Rd to Allen Rd) 3	204,300	28,100	KER26RTP004	
5	Bakersfield	class III bike bl	Monitor St (Merrimac Av to White Ln) 0.25 mi.	14,100	1,900	KER26RTP004	
5	Bakersfield	class III bike bl	Mountain Oak/McInnes Rte (Park Path to McInnes)0 .3 mi	16,900	2,300	KER26RTP004	
5	Bakersfield	class III bike bl	Mountain Park Dr (Kern River Parkw ay to River Run Bl) 0.	10,100	1,400	KER26RTP004	
5	Bakersfield	class III bike bl	Mountain Vista Dr (Grand Lakes Av to Berkshire Rd) 2.7	153,600	21,100	KER26RTP004	
5	Bakersfield	class III bike bl	Noble Av Rte (River Bl to Columbus St) 2.3 mi.	129,400	17,800	KER26RTP004	
5	Bakersfield	class III bike bl	Old Walker Pass Rd (Comanche Dr to Rancheria Rd) 1.4	82,200	11,300	KER26RTP004	
5	Bakersfield	class III bike bl	Olympia Dr (S Laurel Glen Bl to Half Moon Bay Dr) 0.49 mi	27,600	3,800	KER26RTP004	
5	Bakersfield	class III bike bl	Pacific St (Union Av to Alta Vista Dr) 0.36 mi.	20,300	2,800	KER26RTP004	
5	Bakersfield	class III bike bl	Palm St (Real Rd to P St) 1.79 mi.	100,700	13,800	KER26RTP004	

Bikeway Facilities (Continued)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start
5	Bakersfield	class III bike bl	Park/Blanch/11th/10th Rte (Oak St to Union Av) 1.08 mi.	60,800	8,400	KER26RTP004	
5	Bakersfield	class III bike bl	Pin Oak Bl (Bear Creek Rd to District Bl) 1.14 mi.	64,200	8,800	KER26RTP004	
5	Bakersfield	class III bike bl	Polo Dr (Dapple Av to Meadow Creek St) 0.26 mi.	14,600	2,000	KER26RTP004	
5	Bakersfield	class III bike bl	Quailw ood Rd/Quailridge Dr Rte (Truxtun Av to Stockdale	56,300	7,700	KER26RTP004	
5	Bakersfield	class III bike bl	Raider Dr (Planz Rd to Merrimac Av) 0.25 mi.	14,100	1,900	KER26RTP004	
5	Bakersfield	class III bike bl	Real Rd (Garnsey Ln to Palm St) 0.08 mi.	4,500	600	KER26RTP004	
5	Bakersfield	class III bike bl	Ridge Oak Dr (Rose Petal St to Mountain Oak Rd) 0.42 mi.	23,600	3,200	KER26RTP004	
5	Bakersfield	class III bike bl	Ridge Rd (Camino Real to Mt Vernon Av) 0.16 mi.	9,000	1,200	KER26RTP004	
5	Bakersfield	class III bike bl	Ridge Rd (Camino Real to Mt. Vernon Av) 0.16 mi.	9,000	1,200	KER26RTP004	
5	Bakersfield	class III bike bl	River Run Bl (Ming Av to Buena Vista Rd) 0.93 mi.	52,300	7,200	KER26RTP004	
5	Bakersfield	class III bike bl	Rose Petal St (Brandy Rose St to Ridge Oak Dr) 0.2 mi.	11,300	1,600	KER26RTP004	
5	Bakersfield	class III bike bl	Rudd Av (Seventh Standard Rd to Santa Fe Wy) 1.5 mi.	84,400	11,600	KER26RTP004	
5	Bakersfield	class III bike bl	S King St (California Av to Brundage Ln) 1 mile	56,300	7,700	KER26RTP004	
5	Bakersfield	class III bike bl	S. H St (Panama Ln to Taft Hw y) 2 mi.	112,600	15,500	KER26RTP004	
5	Bakersfield	class III bike bl	Sage Dr (Half Moon Bay Dr to Wilson Rd) 0.2 mi.	11,300	1,600	KER26RTP004	
5	Bakersfield	class III bike bl	School House Rd (Ming Av to Ashe Rd) 1.33 mi.	74,800	10,300	KER26RTP004	
5	Bakersfield	class III bike bl	Spring Creek Lp (Wilderness Dr to Reliance Dr) 1.03 mi.	58,000	8,000	KER26RTP004	
5	Bakersfield	class III bike bl	SR 178 (City Limits to Masterson St) 6.6 mi.	371,400	51,000	KER26RTP004	
5	Bakersfield	class III bike bl	Stellar Av (Old Farm Rd to Campfire Dr) 0.34 mi.	19,100	2,600	KER26RTP004	
5	Bakersfield	class III bike bl	Sundale Av (La Puente Dr to New Stine Rd) 0.91 mi.	51,200	7,000	KER26RTP004	
5	Bakersfield	class III bike bl	Toluca Dr Rte (Renfro Rd to Allen Rd) 1.48 mi.	83,300	11,400	KER26RTP004	
5	Bakersfield	class III bike bl	University Av (Haley St to River Bl) 0.58 mi.	32,600	4,500	KER26RTP004	
5	Bakersfield	class III bike bl	University/Skyline/Poplar Av (Haley St to Alta Vista Dr) 0.(	38,300	5,300	KER26RTP004	
5	Bakersfield	class III bike bl	W. Jeffrey St (canal overcrossing to River Bl) 1.1 mi.	61,900	8,500	KER26RTP004	
5	Bakersfield	class III bike bl	Watts Dr (Cottonw ood Rd to Madison St) 0.5 mi.	28,100	3,900	KER26RTP004	
5	Bakersfield	class III bike bl	Westholme Bl (Ming Av to Wilson Rd) 0.4 mi.	22,500	3,100	KER26RTP004	
5	Bakersfield	class III bike bl	White Ln (Dovew ood St to Hughes Ln) 1.22 mi.	68,700	9,400	KER26RTP004	
5	Bakersfield	class III bike bl	Wilderness Dr (Harris Rd to Reliance Dr) 0.54 mi.	30,400	4,200	KER26RTP004	
5	Bakersfield	class III bike bl	Yarnell Bike Rte (Paul Av to Callow ay Dr) 0.31 mi.	17,400	2,400	KER26RTP004	
5	Bakersfield/County	class I - IV	Improve non-motorized access to HSR Station 2.5 mi.	2,532,400	347,900	KER26RTP027	
1,5	Bakersfield/County	class I shared use path	Arvin-Edison Canal (Cen Brnch Canal to Mt Vernon Av) -	1,316,800	180,900	KER26RTP055	
1,5	Bakersfield/County	class I shared use path	Arvin-Edison Canal (S Osw ell St to Marion Av) - 1.5 mi.	1,519,400	208,800	KER26RTP056	
5	Bakersfield/County	class I shared use path	Beardsley Canal (Fruitvale Av to Manor St) 4 mi.	4,051,800	556,700	KER26RTP057	
5,8	Bakersfield/County	class I shared use path	Buena Vista Rec Area Loop (Lk Buena Vista to Lk BV) 7.	7,799,800	1,071,600	KER26RTP058	
5	Bakersfield/County	class I shared use path	Callow ay Canal (Coffee Rd to Hw y 99) 3.8 mi.	3,849,200	528,800	KER26RTP059	
5	Bakersfield/County	class I shared use path	Central Branch Canal (E Pacheco Rd to Buckley Av) 0.8 r	810,400	111,300	KER26RTP060	
5	Bakersfield/County	class I shared use path	Central Branch Canal (E Panama Ln to Berkshire Rd) 0.5 r	506,500	69,600	KER26RTP061	

Bikeway Facilities (Continued)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start
5	Bakersfield/County	class I shared use path	Central Branch Canal (Ming Av to Union Av) 1.3 mi.	1,316,800	180,900	KER26RTP062	
5	Bakersfield/County	class I shared use path	East Branch Canal (Belle Terrace to Casa Loma Dr) 0.7 m	709,100	97,400	KER26RTP063	
5	Bakersfield/County	class I shared use path	East Side Canal (E Brundage Ln to Panama Rd) 7.9 mi.	8,002,400	1,099,500	KER26RTP064	
5	Bakersfield/County	class I shared use path	East Side Canal (Kentucky St to Fairfax Rd) 2.7 mi.	2,735,000	375,800	KER26RTP065	
5	Bakersfield/County	class I shared use path	Enos Ln (Panama Ln to Buena Vista Rec Area Loop) 4.5	4,050,000	-	KER26RTP066	2023
5	Bakersfield/County	class I shared use path	Lake Evans Loop (Lake Evans to Lake Evans) 2.7 mi.	2,735,000	375,800	KER26RTP067	
5	Bakersfield/County	class I shared use path	Lake Ming Loop (Kern River Pkwy to Campground Rd) 1	2,340,000	-	KER26RTP068	2023
5	Bakersfield/County	class I shared use path	New Bike Path (Knudsen Dr to SR 99) 0.7 mi.	709,100	97,400	KER26RTP069	
5	Bakersfield/County	class I shared use path	New Bike Path (Arrow St to May St) 0.6 mi.	607,800	83,500	KER26RTP070	
5	Bakersfield/County	class I shared use path	New Bike Path (Beardsley Av to Kern River Parkway) 0.5	506,500	69,600	KER26RTP071	
5	Bakersfield/County	class I shared use path	Norris Rd (Snow Rd to Manor St) 3.3 mi.	3,342,800	459,300	KER26RTP072	
5	Bakersfield/County	class I shared use path	SR 99 Bike/Ped Bridge (Wood Ln to Wood Ln) .1 mi.	101,300	13,900	KER26RTP073	
5	Bakersfield/County	class I shared use path	Stine Canal (Stockdale Hwy to Belle Terrace) 0.5 mi.	506,500	69,600	KER26RTP074	
5,8	Bakersfield/County	class I shared use path	Tupman Path (Enos Ln to Moose St) 5.6 mi.	5,672,600	779,400	KER26RTP075	
5	Bakersfield/County	class II bike ln	Airport Dr (China Grade Lp to Roberts Ln) 1.3 mi.	131,700	18,100	KER26RTP004	
5	Bakersfield/County	class II bike ln	Airport Dr (Merle Haggard Bl to W China Grade Lp) 1 mi.	101,300	13,900	KER26RTP004	
5	Bakersfield/County	class II bike ln	Beardsley Av (McCray St to Chester Av) .5 mi.	50,600	7,000	KER26RTP004	
5	Bakersfield/County	class II bike ln	Brae Burn Dr (Country Club Dr to College Av) 0.6 mi.	60,800	8,400	KER26RTP004	
5	Bakersfield/County	class II bike ln	Braeburn Dr (Country Club Dr to College Av) .6 mi.	60,800	8,400	KER26RTP004	
5	Bakersfield/County	class II bike ln	Brimhall Rd (Enos Ln to Superior Rd) 1 mi.	101,300	13,900	KER26RTP004	
5	Bakersfield/County	class II bike ln	Brimhall Rd (Wegis Av to Rudd Av) 1 mi.	101,300	13,900	KER26RTP004	
5	Bakersfield/County	class II bike ln	Brimhall Rd (Enos Ln to Rudd Av) 4.5 mi.	455,800	62,600	KER26RTP004	
5	Bakersfield/County	class II bike ln	Brundage Ln (Madison St to Edison Hwy) 1.9 mi.	192,500	26,400	KER26RTP004	
5	Bakersfield/County	class II bike ln	Calloway Dr (Rosedale Hwy to Brimhall Rd) 1. mi.	101,300	13,900	KER26RTP004	
5	Bakersfield/County	class II bike ln	China Grade Loop (Carrere St to Manor St) .4 mi.	40,500	5,600	KER26RTP004	
1,5	Bakersfield/County	class II bike ln	Comanche Dr (E Panama Ln to Varsity Av) 5.5 mi.	495,000	-	KER2xRTP000	2023
1,5	Bakersfield/County	class II bike ln	Day Av (N Chester Av to Manor St) 0.5 mi.	45,000	-	KER2xRTP000	2023
5	Bakersfield/County	class II bike ln	Decatur St (Airport Dr to Sequoia Dr) 0.3 mi.	30,400	4,200	KER26RTP004	
5	Bakersfield/County	class II bike ln	Douglas St (McCray St to Chester Av) .5 mi.	50,600	7,000	KER26RTP004	
5	Bakersfield/County	class II bike ln	E Norris Rd (Roberts Ln to N Chester Av) 2.1 mi.	212,700	29,200	KER26RTP004	
1.5	Bakersfield/County	class II bike ln	E Panama Ln (MLK Bl/Cottonwood Rd to S Comanche Dr)	820,500	112,700	KER26RTP004	
1.5	Bakersfield/County	class II bike ln	Edison Hwy (Fairfax Av to S Comanche Dr) 4.8 mi.	432,000	-	KER2xRTP000	2023
1,5	Bakersfield/County	class II bike ln	Edison Hwy (Washington St to Fairfax Av) 3 mi.	303,900	41,800	KER26RTP004	
1,5	Bakersfield/County	class II bike ln	Edison Rd (Breckenridge Rd to Edison Hwy) .8 mi.	81,000	11,100	KER26RTP004	
5	Bakersfield/County	class II bike ln	Fairfax Rd (E Brundage Ln to Redman Rd) 3 mi.	303,900	41,800	KER26RTP004	

Bikeway Facilities (Continued)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start
5	Bakersfield/County	class II bike ln	Fairfax Rd (Redman Rd to Panama Rd) 3 mi.	270,000	-	KER2xRTP000	2023
5	Bakersfield/County	class II bike ln	Flower St (Owens St to Mt Vernon Av) 1 mi.	101,300	13,900	KER26RTP004	
5	Bakersfield/County	class II bike ln	Gilmore Av (Mohawk St to Standard St) 1 mi.	101,300	13,900	KER26RTP004	
5	Bakersfield/County	class II bike ln	Hageman Rd (Jenkins Rd to Nord Av) 2.5 mi.	253,200	34,800	KER26RTP004	
5	Bakersfield/County	class II bike ln	Hageman Rd (Wegis Av to Nord Rd) 0.5 mi.	50,600	7,000	KER26RTP004	
5	Bakersfield/County	class II bike ln	Hart Park Kiddyland Dr (River Crossing to Alfred Harrel H	30,400	4,200	KER26RTP004	
5	Bakersfield/County	class II bike ln	Heath Rd (Hageman Rd to Stockdale Hwy) 3. mi.	303,900	41,800	KER26RTP004	
1,5	Bakersfield/County	class II bike ln	Hermosa Rd (Fairfax Rd to Comanche Dr) 5. mi.	506,500	69,600	KER26RTP004	
5	Bakersfield/County	class II bike ln	Houghton Rd (Old River Rd to Union Av) 6. mi.	607,800	83,500	KER26RTP004	
5	Bakersfield/County	class II bike ln	Knudsen Dr (Norris Rd to Hageman Rd) 0.9 mi.	91,200	12,500	KER26RTP004	
5	Bakersfield/County	class II bike ln	Kratzmeyer Rd (Santa Fe Wy to Enos Ln) 4.5 mi.	455,800	62,600	KER26RTP004	
5	Bakersfield/County	class II bike ln	Landco Dr (Calloway Canal to Rosedale Hwy) 0.7 mi.	70,900	9,700	KER26RTP004	
5	Bakersfield/County	class II bike ln	McCray St (Merle Haggard Dr to China Grade Loop) 1 m	90,000	-	KER2xRTP000	2023
5	Bakersfield/County	class II bike ln	Meacham Rd (Nord Av to Allen Rd) 3. mi.	303,900	41,800	KER26RTP004	
5	Bakersfield/County	class II bike ln	Merle Haggard Dr (Airport Dr/S Granite Rd to N Chester A	101,300	13,900	KER26RTP004	
5	Bakersfield/County	class II bike ln	Merle Haggard Dr (Chester Av to Airport Dr) 1. mi.	101,300	13,900	KER26RTP004	
1.5	Bakersfield/County	class II bike ln	MLK Bl/Cottonwood Rd (E Panama Ln to Panama Rd) 2 r	180,000	-	KER2xRTP000	2023
1,5	Bakersfield/County	class II bike ln	Mountain View Rd (Fairfax Rd to Comanche Dr) 5. mi.	506,500	69,600	KER26RTP004	
1.5	Bakersfield/County	class II bike ln	Muller Rd (S Owell St to Weedpatch Hwy) 2 mi.	202,600	27,800	KER26RTP004	
1,5	Bakersfield/County	class II bike ln	Muller Rd (Comanche Dr to Oswell St) 6. mi.	607,800	83,500	KER26RTP004	
1,5	Bakersfield/County	class II bike ln	Muller Rd (Weedpatch Hwy to S Comanche Dr) 4 mi.	405,200	55,700	KER26RTP004	
5	Bakersfield/County	class II bike ln	N Chester Av (McKelvey Av to Manor St) .3 mi.	30,400	4,200	KER26RTP004	
5	Bakersfield/County	class II bike ln	Niles St (Virginia St to Morning Dr) 3.5 mi.	354,500	48,700	KER26RTP004	
5	Bakersfield/County	class II bike ln	Nord Av (Kratzmeyer Rd to Stockdale Hwy) 4.5 mi.	405,000	-	KER2xRTP000	2023
5	Bakersfield/County	class II bike ln	Norris Rd (Snow Rd to Roberts Ln) 0.7 mi.	70,900	9,700	KER26RTP004	
5	Bakersfield/County	class II bike ln	Old Farm Rd (Palm Av to Brimhall Rd) 0.5 mi.	45,000	-	KER2xRTP000	2023
5	Bakersfield/County	class II bike ln	Old Farm Rd (Good Pl to Rosedale Hwy) 0.5 mi.	50,600	7,000	KER26RTP004	
5	Bakersfield/County	class II bike ln	Old Farm Rd (Rosedale Hwy to Mia Virginia Ct) .5 mi.	50,600	7,000	KER26RTP004	
5	Bakersfield/County	class II bike ln	Old River Rd (Taft Hwy to Shafter Rd) 3 mi.	270,000	-	KER2xRTP000	2023
5	Bakersfield/County	class II bike ln	Palm Av (Heath Rd to Renfro Rd) 1 mi.	101,300	13,900	KER26RTP004	
5	Bakersfield/County	class II bike ln	Palm Av/Country Breeze Pl/Slikker Dr (Old Farm Rd to Cou	172,200	23,700	KER26RTP004	
1,5	Bakersfield/County	class II bike ln	Panama Rd (Buena Vista Rd to S Oswell St) 9.1 mi.	921,800	126,600	KER26RTP004	
1,5	Bakersfield/County	class II bike ln	Panama Rd (S Oswell St to Weedpatch Hwy) 3.0 mi.	270,000	-	KER2xRTP000	2023
5	Bakersfield/County	class II bike ln	Patton Wy (Snow Rd to Hageman Rd) 1.8 mi.	162,000	-	KER2xRTP000	2023
5	Bakersfield/County	class II bike ln	Pegasus Dr (Merle Haggard Dr to Norris Rd) 1.8 mi.	182,300	25,000	KER26RTP004	

Bikeway Facilities (Continued)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start
5	Bakersfield/County	class II bike ln	Pegasus Rd (Merle Haggard Dr to Norris Rd) 1.8 mi.	182,300	25,000	KER26RTP004	
5	Bakersfield/County	class II bike ln	Pioneer Dr (Oswell Steet to Morning Dr) 2 mi.	202,600	27,800	KER26RTP004	
5	Bakersfield/County	class II bike ln	Pioneer Dr (Vineland Rd to Oswell St) 3. mi.	303,900	41,800	KER26RTP004	
5	Bakersfield/County	class II bike ln	River Bl (Panorama Dr to Bernard St) 1.3 mi.	131,700	18,100	KER26RTP004	
5	Bakersfield/County	class II bike ln	Roberts Ln (Norris Rd to Washington Av) 0.5 mi.	50,600	7,000	KER26RTP004	
5	Bakersfield/County	class II bike ln	Roberts Ln (Washington Av to Stanford Dr) 0.7 mi.	70,900	9,700	KER26RTP004	
5	Bakersfield/County	class II bike ln	Roberts Ln (Chester Av to Manor St) .5 mi.	45,000	-	KER2xRTP000	2024
5	Bakersfield/County	class II bike ln	Roberts Ln (Stanford Rd to Chester Av) 1.2 mi.	108,000	-	KER2xRTP000	2024
5	Bakersfield/County	class II bike ln	Rudd Av (Palm Av to Brimhall Rd) 0.5 mi.	50,600	7,000	KER26RTP004	
5	Bakersfield/County	class II bike ln	S H St (Taft Hwy to Shafter Rd) 3.2 mi.	324,100	44,500	KER26RTP004	
5	Bakersfield/County	class II bike ln	Standard St (Rio Mirador Dr to Gilmore Av) 1.1 mi.	111,400	15,300	KER26RTP004	
5	Bakersfield/County	class II bike ln	Superior Rd (Rosedale Hwy/Old 58 to Stockdale Hwy) 2.	202,600	27,800	KER26RTP004	
5	Bakersfield/County	class II bike ln	Taft Hwy (Heath Rd Extension to Buena Vista Rd) 3 mi.	303,900	41,800	KER26RTP004	
1,5	Bakersfield/County	class II bike ln	Union Av (Panama Rd to Bear Mountain Bl) 4 mi.	405,200	55,700	KER26RTP004	
5	Bakersfield/County	class II bike ln	Breckenridge Rd (Weedpatch Hwy to Comanche Dr) 4.3 r	387,000	-	KER2xRTP000	2021
5	Bakersfield/County	class II bike ln	Day Av (Manor St to N Chester Av) .5 mi.	45,000	-	KER2xRTP000	2021
1,5	Bakersfield/County	class II bike ln	Edison Hwy (Mt Vernon Av to Comanche Dr) 7.8 mi.	702,000	-	KER2xRTP000	2023
5	Bakersfield/County	class II bike ln	James Rd (SR 65 to Chester Av) 3.5 mi.	315,000	-	KER2xRTP000	2023
5	Bakersfield/County	class II bike ln	McCray St (Merle Haggard Rd to Day Av) .4 mi.	36,000	-	KER2xRTP000	2023
5	Bakersfield/County	class II bike ln	Old River Rd (Taft Hwy to Shafter Rd) 4. mi.	360,000	-	KER2xRTP000	2023
5	Bakersfield/County	class II buffered bike ln	Airport Dr (Roberts Ln to Merle Haggard Dr) 2.2 mi.	445,700	61,200	KER26RTP004	
5	Bakersfield/County	class II buffered bike ln	California Av (Mt Vernon Av to Edison Hwy) .6 mi.	121,600	16,700	KER26RTP004	
5	Bakersfield/County	class II buffered bike ln	Olive Dr (Coffee Rd to Victor St) 1.7 mi.	344,400	47,300	KER26RTP004	
1,5	Bakersfield/County	class II buffered bike ln	S Union Av (Panama Rd to Bear Mountain Bl) 4. mi.	810,400	111,300	KER26RTP004	
5	Bakersfield/County	class II buffered bike ln	Chester Av (Merle Haggard Rd to Norris Rd) 1.4 mi.	252,000	-	KER2xRTP000	2023
5	Bakersfield/County	class III bike bl	Airport Dr (Bksfld-Glennville Rd to Merle Haggard Dr) 1.9 r	106,900	14,700	KER26RTP004	
5	Bakersfield/County	class III bike bl	Baldwin Rd (Terrace Wy to Ming Av) .8 mi.	45,000	6,200	KER26RTP004	
5	Bakersfield/County	class III bike bl	Breckenridge Rd (End of St to Comanche Dr) 4.5 mi.	253,200	34,800	KER26RTP004	
5	Bakersfield/County	class III bike bl	C Club Dr/H Mann Av/Pentz St (College Av to Ctr St) .8 mi	45,000	6,200	KER26RTP004	
5	Bakersfield/County	class III bike bl	Castro Ln (Wood Ln to La France Dr) .1 mi.	5,600	800	KER26RTP004	
5	Bakersfield/County	class III bike bl	Center St (Pentz St to Pesanta Rd) .8 mi.	45,000	6,200	KER26RTP004	
5	Bakersfield/County	class III bike bl	China Grade Lp (City Limit to Alfred Harrell Hwy) .9 mi.	50,600	7,000	KER26RTP004	
5	Bakersfield/County	class III bike bl	Country Club Dr/Horace Mann Av/Pentz St Rte (College A	45,000	6,200	KER26RTP004	
5	Bakersfield/County	class III bike bl	Culver St (Sterling Rd to Pasante Rd) .1 mi.	5,600	800	KER26RTP004	
5	Bakersfield/County	class III bike bl	Edwards Av (Mt Vernon Av to Oswell St) 1.2 mi.	67,500	9,300	KER26RTP004	

Bikeway Facilities (Continued)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start
5	Bakersfield/County	class III bike bl	Fairfax Rd (Panama Rd to SR 223) 4. mi.	225,100	30,900	KER26RTP004	
5	Bakersfield/County	class III bike bl	Ferguson Av (Chester Av to Manor St) .5 mi.	28,100	3,900	KER26RTP004	
5	Bakersfield/County	class III bike bl	Floral Dr (Camino Real to Mt Vernon Av) .1 mi.	5,600	800	KER26RTP004	
5	Bakersfield/County	class III bike bl	Iron Oak Wy (Norris Rd to Exodus Ln) .1 mi.	5,600	800	KER26RTP004	
5	Bakersfield/County	class III bike bl	N Chester Av (Existing Bike Rte to Merle Haggard Dr) 0.3	16,900	2,300	KER26RTP004	
5	Bakersfield/County	class III bike bl	Norris Rd (Coffee Rd to Knudsen Dr) 1.8 mi.	101,300	13,900	KER26RTP004	
5	Bakersfield/County	class III bike bl	Olive Dr (Sequoia Dr to N Chester Av) .7 mi.	39,400	5,400	KER26RTP004	
5	Bakersfield/County	class III bike bl	Olive Dr (Victor St to SR 99) 0.3 mi.	16,900	2,300	KER26RTP004	
5	Bakersfield/County	class III bike bl	Palm Av (Wagis Av to Heath Rd) .5 mi.	28,100	3,900	KER26RTP004	
5	Bakersfield/County	class III bike bl	Pesante Rd (Culver St to Center St) 0.1 mi.	5,600	800	KER26RTP004	
5	Bakersfield/County	class III bike bl	Round Mountain Rd (End of St to China Grd Lp) 9.8 mi.	551,500	75,800	KER26RTP004	
5	Bakersfield/County	class III bike bl	San Diego St (Di Giorgio Rd to Panama Rd) 1.1 mi.	61,900	8,500	KER26RTP004	
5	Bakersfield/County	class III bike bl	Shafter Rd (Old River Rd to H St) 5. mi.	281,400	38,700	KER26RTP004	
5	Bakersfield/County	class III bike bl	Shalimar Dr (Pioneer Dr to Niles St) .5 mi.	28,100	3,900	KER26RTP004	
5	Bakersfield/County	class III bike bl	Sterling Rd (Brundage Ln to College Av) 2. mi.	112,600	15,500	KER26RTP004	
5	Bakersfield/County	class III bike bl	Terrace Wy (A St to Baldw in Rd) .1 mi.	5,600	800	KER26RTP004	
5	Bakersfield/County	class III bike bl	Valencia Dr (Pioneer Dr to College Av) 1. mi.	56,300	7,700	KER26RTP004	
5	Bakersfield/County	class III bike bl	Wood Ln (99 Overcrossing to Castro Ln) .3 mi.	16,900	2,300	KER26RTP004	
5	Bakersfield/County	class III bike bl	Wood Ln (Stine Rd to 99 Overcrossing) .5 mi.	28,100	3,900	KER26RTP004	
5	Bakersfield/County	class III bike bl	Woodrow Av (Roberts Ln to N Chester Av) 1.8 mi.	101,300	13,900	KER26RTP004	
5	Bakersfield/County	class IV cycle track	Olive Dr (Victor St to Sequoia Dr) 1.6 mi.	540,200	74,200	KER26RTP103	
5	Bakersfield/County	green streets/traffic calming	Center St (Osw ell St to Pesante Rd) 0.8 mi.	517,700	71,100	KER26RTP111	
5	Bakersfield/County	green streets/traffic calming	Center St/Rosew ood Av (Shalimar Dr to Monica St) 1.8 n	1,164,900	160,000	KER26RTP112	
5	Bakersfield/County	green streets/traffic calming	Decatur St (Sequoia Dr to Chester Av) 0.8 mi.	517,700	71,100	KER26RTP113	
5	Bakersfield/County	green streets/traffic calming	Height St (River Bl to Haley St) 0.5 mi.	323,600	44,500	KER26RTP114	
5	Bakersfield/County	green streets/traffic calming	Jeffrey St (Loma Linda Dr to River Bl) 0.7 mi.	453,000	62,200	KER26RTP115	
5	Bakersfield/County	green streets/traffic calming	Jeffrey St (Union Av to River Bl) 0.2 mi.	129,400	17,800	KER26RTP116	
5	Bakersfield/County	green streets/traffic calming	Shalimar Dr (Niles St to Pioneer Dr) 0.5 mi.	323,600	44,500	KER26RTP117	
5	Bakersfield/County	green streets/traffic calming	Valencia Dr (College Av to Pioneer Dr) 1 mi.	647,200	88,900	KER26RTP118	
5	Bakersfield/County	green streets/traffic calming	Wilson Av/Castaic Av Rte (Roberts Ln to N Chester Av) 1	1,255,500	172,500	KER26RTP119	
5	Bakersfield/County	green streets/traffic calming	Woodrow Av (Roberts Ln to N Chester Av) 1.8 mi.	1,164,900	160,000	KER26RTP120	
5	Bakersfield/County/Caltrans	class II bike ln, Caltrans shldr	Rosedale Hw y (Enos Ln to Heath Rd) 4 mi.	405,200	55,700	KER26RTP004	
5	Bakersfield/County/Caltrans	class II bike ln, Caltrans shldr	Rosedale Hw y (Heath Rd to Mohaw k St) 6.9 mi.	621,000	-	KER2xRTP000	2023
5	Bakersfield/County/Caltrans	class II bike ln, Caltrans shldr	SR 43/Enos Ln (Beech Av to Rosedale Hw y) 5.3 mi.	477,000	-	KER2xRTP000	2023
5	Bakersfield/County/Caltrans	class II bike ln, Caltrans shldr	SR 43/Enos Ln (Rosedale Hw y to Panama Ln) 6 mi.	607,800	83,500	KER26RTP004	

Bikeway Facilities (Continued)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start
7	California City	class I shared use path	Mendibur/Gr Cir Cr/Yerba Rushe (CCB to 100' W of 88th)	1,620,700	222,700	KER26RTP076	
7	California City	class I shared use path	North City Path/Mendiburu Rd (88th St to Hacienda Bl) 0.2	202,600	27,800	KER26RTP077	
7	California City	class II bike ln	Airway Bl (Redwood Bl to Sequoia Bl) 1 mi.	101,300	13,900	KER26RTP004	
7	California City	class II bike ln	California City Bl (S College Bl to Proctor Bl fill gap) .7 mi.	70,900	9,700	KER26RTP004	
7	California City	class II bike ln	Hacienda Bl (Redwood Bl to Sequoia Bl) 1 mi.	101,300	13,900	KER26RTP004	
7	California City	class II bike ln	Neuralia Rd (Redwood Bl to Poppy Bl) 1.5 mi.	151,900	20,900	KER26RTP004	
7	California City	class II bike ln	Neuralia Rd (Redwood Bl to Sequoia Bl) 1 mi.	101,300	13,900	KER26RTP004	
7	California City	class II bike ln	Proctor Bl (Randsburg Mojave Rd to College Bl) .5 mi.	50,600	7,000	KER26RTP004	
7	California City	class II bike ln	Redwood Bl (Airway Bl to Neuralia Rd extend new bike lr	70,900	9,700	KER26RTP004	
7	California City	class II bike ln	Redwood Bl (California City Bl to Hacienda Bl on south sic	141,800	19,500	KER26RTP004	
7	California City	class II bike ln	Redwood Bl (Proctor Bl to California City Bl) .7 mi.	70,900	9,700	KER26RTP004	
7	California City	class II bike ln	90th St (California City Bl to Catalpa Av) .2 mi.	18,000	-	KER2xRTP000	2023
7	California City	class II bike ln	Airway Bl (Redwood Bl to S Loop Bl) .6 mi.	54,000	-	KER2xRTP000	2023
7	California City	class II bike ln	Conklin Bl/Heather Av (California City Bl to Calhoun Ct to c	45,000	-	KER2xRTP000	2023
7	California City	class II bike ln	Hacienda Bl (North Loop Bl to California City Bl) .6 mi.	54,000	-	KER2xRTP000	2023
7	California City	class II bike ln	Poppy Bl (Neuralia Rd to N Loop Bl) .8 mi.	72,000	-	KER2xRTP000	2023
7	California City	class II bike ln	Randsburg Mojave Rd (Mcintosh Wy to Hooker Dr extend	63,000	-	KER2xRTP000	2023
7	California City	class II bike ln	S Loop Bl (California City Bl to Hacienda Bl extend new bi	108,000	-	KER2xRTP000	2023
7	California City	class III bike bl	92nd St (Catalpa Av to Fir Av Bl) .1 mi.	5,600	800	KER26RTP004	
7	California City	class III bike bl	92nd St (Fir Av to S Loop Bl) .2 mi.	11,300	1,600	KER26RTP004	
7	California City	class III bike bl	California City Bl (Redwood Bl to Sandy Av) .8 mi.	45,000	6,200	KER26RTP004	
7	California City	class III bike bl	California City Bl (SR 14 to Yerba Bl) 6.8 mi.	382,700	52,600	KER26RTP004	
7	California City	class III bike bl	Catalpa Av (92nd St to 90th St) .2 mi.	11,300	1,600	KER26RTP004	
7	California City	class III bike bl	Conklin Bl (Mendiburu Rd to North Loop Bl) .6 mi.	33,800	4,600	KER26RTP004	
7	California City	class III bike bl	Desert Butte Bl (Forest Bl to Sequoia Bl) .4 mi.	22,500	3,100	KER26RTP004	
7	California City	class III bike bl	Division Rd (Midway Rd to Ironwood St) 1 mi.	5,600	800	KER26RTP004	
7	California City	class III bike bl	Fir Av (92nd St to 92nd St) .1 mi.	5,600	800	KER26RTP004	
7	California City	class III bike bl	Forest Bl (Neuralia Rd to Desert Butte Bl) 2.6 mi.	146,300	20,100	KER26RTP004	
7	California City	class III bike bl	Hacienda Bl (Mendiburu Rd to N Loop Bl) .6 mi.	33,800	4,600	KER26RTP004	
7	California City	class III bike bl	Mendiburu Rd (Baron Bl to Rusche Bl) 2.5 mi.	140,700	19,300	KER26RTP004	
7	California City	class III bike bl	Mendiburu Rd (Hacienda Bl to Randsburg Mojave Rd) 2.1	118,200	16,200	KER26RTP004	
7	California City	class III bike bl	Neuralia Rd (Mendiburu Rd to Poppy Bl) .5 mi.	28,100	3,900	KER26RTP004	
7	California City	class III bike bl	Rusche Bl (Mendiburu Rd to Bolden Dr) .3 mi.	16,900	2,300	KER26RTP004	
7	California City	class III bike bl	Sequoia Bl (Neuralia Rd to Desert Butte Bl) 2.5 mi.	140,700	19,300	KER26RTP004	
7	California City	class III bike bl	Yerba Bl (Mendiburu Rd to California City Bl) 1 mi.	5,600	800	KER26RTP004	

Bikeway Facilities (Continued)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start
9	County/BV Springs	class II bike ln	Bear Valley Rd (Cumberland Rd to Hwy 202) 6.8 mi.	688,800	94,600	KER26RTP004	
9	County/BV Springs	class II bike ln	Bear Valley Rd(Cummings Vly Rd to Proposed Rd)1.25 mi	112,500	-	KER2xRTP000	2023
9	County/BV Springs	class II bike ln	Bear Valley Rd (SR 202 to Cummings Valley Rd) .25 mi.	25,300	3,500	KER26RTP004	
9	County/BV Springs	class II bike ln	Cumberland Rd (Bear Vly Rd to Bear Vly Springs) 3.6 mi.	364,700	50,100	KER26RTP004	
9	County/Cummings V.	class II bike ln	Giraudo Rd (Pellisier Rd to Bailey Rd) 0.5 mi.	50,600	7,000	KER26RTP004	
9	County/Cummings V.	class II bike ln	Pellisier Rd (Banducci Rd to Giraudo Rd) 2 mi.	202,600	27,800	KER26RTP004	
2	County/Frazier Park	class I bike ln	Falcon Wy (Peace Valley Rd to Frazier Mtn HS) 1 mi	604,100	83,000	KER26RTP028	
2	County/Frazier Park	class II bike ln	Frazier Mtn Pk Rd (N Peace V Rd to Tecuya Mtn Rd) 6 mi	1,049,000	144,100	KER26RTP004	
2	County/Frazier Park	class II bike ln	Peace Valley Rd (Frazier Mtn Pk Rd to Falcon Wy) .6 mi	61,200	8,400	KER26RTP004	
2	County/Frazier Park	class III bike ln	Mt Pinos Wy (Frazier Mtn Pk Rd to Frzr Mtn Pk Rd) 2.1 mi	21,500	3,000	KER26RTP004	
2	County/Frazier Park	class III bike ln	Monterey Trail (Mt Pinos wy to Park Dr) .2 mi.	1,900	300	KER26RTP004	
2	County/Frazier Park	class III bike ln	Frazier Mtn Pk Rd (Ivins Dr to Tecuya Mtn Rd) 1 mi	10,200	1,400	KER26RTP004	
9	County/Golden Hills	class II bike ln	Bailey Rd (Giraudo Rd to Cummings Valley Rd 1.5 mi.	151,900	20,900	KER26RTP004	
9	County/Golden Hills	class II bike ln	Banducci Rd (Comanche Point Rd to Pellisier Rd) 2.5 mi.	253,200	34,800	KER26RTP004	
9	County/Golden Hills	class II bike ln	Banducci Rd (SR 202 to Highline Rd) 0.2 mi.	20,300	2,800	KER26RTP004	
9	County/Golden Hills	class II bike ln	Cummings Valley Rd (Bailey Rd to Bear Valley Rd 1 mi.	90,000	-	KER2xRTP000	2023
9	County/Golden Hills	class II bike ln	Cummings Valley Rd (Bailey Rd to SR 202) 0.4 mi.	36,000	-	KER2xRTP000	2023
9	County/Golden Hills	class II bike ln	Golden Hills Bl. (Santa Barbara Dr to Highline Rd 1.1 mi.	111,400	15,300	KER26RTP004	
9	County/Golden Hills	class II bike ln	Highline Rd (Tucker Rd to Banducci Rd) 3.1 mi.	314,000	-	KER2xRTP000	
9	County/Golden Hills	class II bike ln	Old Town Rd (Mariposa Rd to Tehachapi Rd) 0.7 mi.	70,900	9,700	KER26RTP004	
9	County/Golden Hills	class II bike ln	SR 202 (Bear Valley Rd to Woodford Tehachapi Rd) 5.7 I	577,400	79,300	KER26RTP004	
9	County/Golden Hills	class II bike ln	SR 202 Valley Bl (Tucker Rd to Woodford Tehachapi Rd	151,900	20,900	KER26RTP004	
9	County/Golden Hills	class II bike ln	Woodford Tehachapi Rd (202 Valley Bl to Highline Rd) 1	101,300	13,900	KER26RTP004	
9	County/Golden Hills	class III bike bl	Stallion Springs Rd/Comanche Point Rd (Banducci Rd to B	174,500	24,000	KER26RTP004	
9	County/Golden Hills/Caltrans	class II bike ln, Caltrans shldr	SR 202 (Tehachapi Bl to Bear Valley Rd) 5.7 mi.	577,400	79,300	KER26RTP004	
7	County/Indian Wells V.	class II bike ln	Brown Rd (Athel Av to US 395) 7.8 mi.	702,000	-	KER2xRTP000	2023
7	County/Indian Wells V.	class II bike ln	Brown Rd (US 395 Northern Overpass to US 395 Southe	27,000	-	KER2xRTP000	2023
7	County/Indian Wells V.	class II bike ln	Brown Rd (US 395 to Ridgecrest Bl.) 8.2 mi.	738,000	-	KER2xRTP000	2023
7	County/Indian Wells V.	class III bike bl	Athel Av (Us 395 to Brown Rd signage only) 2.6 mi.	146,300	20,100	KER26RTP004	
7	County/Indian Wells V.	class III bike bl	Brown Rd (SR 14 to US 395 signage only) 20 mi.	1,125,500	154,600	KER26RTP004	
7	County/Indian Wells V.	class III bike bl	Brown Rd (US 395 Northern Overpass to US 395 Southe	16,900	2,300	KER26RTP004	
7	County/Indian Wells V.	class III bike bl	Garlock Rd (Redrock 18 mi.	1,013,000	139,200	KER26RTP004	
7	County/Indian Wells V./Caltrans	class II bike ln, Caltrans shldr	SR 14 (Athel Av to SR 178) 5.9 mi.	531,000	-	KER2xRTP000	2023
7	County/Indian Wells V./Caltrans	class II bike ln, Caltrans shldr	SR 14 (US 395 to Athel Av) 1 mi.	90,000	-	KER2xRTP000	2023

Bikeway Facilities (Continued)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start
7	County/Indian Wells V./Caltrans	class II bike ln, Caltrans shldr	SR 178 (SR 14 to Sierra Hwy) 32.3 mi.	3,271,900	449,500	KER26RTP004	
7	County/Indian Wells V./Caltrans	class II bike ln, Caltrans shldr	SR 178 Inyokern Rd (Ridgecrest City Limits to SR 14) 9.2	828,000	-	KER2xRTP000	2023
7	County/Indian Wells V./Caltrans	class II bike ln, Caltrans shldr	US 395 (Brown Rd to China Lake Bl) 10.1 mi.	909,000	-	KER2xRTP000	2023
7	County/Indian Wells V./Caltrans	class II bike ln, Caltrans shldr	US 395 (Brown Rd to Inyo County Line 10.4 mi.	936,000	-	KER2xRTP000	2023
7	County/Inyokern	class II bike ln	Broadway (Orchard Av to Plains Av) 0.5 mi.	50,600	7,000	KER26RTP004	
7	County/Jawbone Cn	class II bike ln, Caltrans shldr	SR 14 (SR 178 to Mojave) 46.6 mi.	4,194,000	-	KER2xRTP000	2023
4	County/Kernville	class I shared use path	Kern River/Lk Isabella (Riverside Pk to Wofford Hts Pk) 4	4,355,700	598,400	KER26RTP078	
4	County/Kernville	class II bike ln	Burlando Rd (Kernville to Wofford Heights) 3 mi.	270,000	-	KER2xRTP000	2023
4	County/Kernville	class III bike bl	Sierra Wy (Valley View Dr to Cyrus Canyon Rd) 2.2 mi.	123,800	17,000	KER26RTP004	
4	County/Kernville	green streets/traffic calming	Burlando Rd (Rio Del Loma/Whiskey Flat to Kernville Rd) 2	1,359,100	186,700	KER26RTP121	
4	County/Kernville	green streets/traffic calming	Sirretta St (Burlando Rd to Existing Class II) 1 mi.	647,200	88,900	KER26RTP122	
4	County/Lake Isabella	class I shared use path	Lake Isabella Bl (Erskine Creek Rd to Alta Vista Av) .3 mi	270,000	-	KER26RTP079	2023
4	County/Lake Isabella	class II bike ln	Bodfish Canyon Rd (Lake Isabella Bl to End of Rd) 2.9 mi	293,800	40,400	KER26RTP004	
4	County/Lake Isabella	class II bike ln	Erskine Creek Rd (Lake Isabella Bl to Pasadena Ln) 1.4 m	126,000	-	KER2xRTP000	2023
4	County/Lake Isabella	class II bike ln	Lake Isabella Bl (Erskine Creek Rd to Kern River Canyon F	225,000	-	KER2xRTP000	2023
4	County/Lake Isabella	class II bike ln	Lake Isabella Bl (Nugget Av to Erskine Creek Rd) 2.2 mi.	222,900	30,600	KER26RTP004	
4	County/Lake Isabella	class III bike bl	Sierra Wy (Kernville Airport to SR 178) 11.2 mi.	630,300	86,600	KER26RTP004	
4	County/Lake Isabella	class III bike bl	SR 155 (Wofford Rd to Lake Isabella Bl) 5.5 mi.	309,500	42,500	KER26RTP004	
4	County/Lake Isabella	green streets/traffic calming	Lynch Canyon Dr (SR 178 to Poplar St) 0.7 mi.	453,000	62,200	KER26RTP123	
4	County/Lake Isabella/Caltrans	class I, Caltrans shldr	SR 155/SR178/Sierra Wy/Lk Isabella Lp (around lake) 3.8	3,849,200	528,800	KER26RTP102	
4	County/Lake Isabella/Caltrans	class II bike ln, Caltrans shldr	SR 155/SR178/Sierra Wy/Lk Isabella Lp (around lake) 26	2,664,100	366,000	KER26RTP004	
4	County/Lake Isabella/Caltrans	class II bike ln, Caltrans shldr	SR 178 (Bakersfield City Limits to Kern River Valley) 26.4	2,674,200	367,400	KER26RTP004	
4	County/Lake Isabella/Caltrans	class II bike ln, Caltrans shldr	SR 178 (SR 155 to Sierra Wy) 11.4 mi.	1,026,000	-	KER2xRTP000	2023
1,5	County/Lamont	class II bike ln	Buena Vista Bl (S Union Av to S Comanche Dr) 9.1 mi.	921,800	126,600	KER26RTP004	
1	County/Lamont	class II bike ln	Hall Rd (SR 184 to Habecker Rd) .5 mi.	50,600	7,000	KER26RTP004	
1,5	County/Lamont	class II bike ln	Panama Rd (Habecker Rd to S Comanche Dr) 3.5 mi.	354,500	48,700	KER26RTP004	
1,5	County/Lamont	class II bike ln	Panama Rd (Weedpatch Hwy to Habecker Rd) .5 mi.	50,600	7,000	KER26RTP004	
1,5	County/Lamont	class II bike ln	Sunset Bl (Weedpatch Hwy to Vineland Rd) 1. mi.	101,300	13,900	KER26RTP004	
1,5	County/Lamont	class II bike ln	Vineland Rd (Pioneer Dr to SR 223) 11. mi.	1,114,300	153,100	KER26RTP004	
1,5	County/Lamont	class II bike ln	Comanche Dr (Panama Ln to Muller Rd) 7.5 mi.	675,000	-	KER2xRTP000	2023
1,5	County/Lamont	class II bike ln	DiGiorgio Rd (Vineland Rd to Comanche Dr) 3. mi.	270,000	-	KER2xRTP000	2023
1,5	County/Lamont	class II bike ln, Caltrans shldr	SR 184 Weedpatch Hwy (SR 58 to Panama Rd) 6 mi.	540,000	-	KER2xRTP000	2021
1,5	County/Lamont	class II buffered bike ln	Di Giorgio Rd (Pierce Dr to S Vineland Rd) 1.8 mi.	364,700	50,100	KER26RTP004	
1,5	County/Lamont	class III bike bl	Edison Rd (Edison Hwy to SR 223) 9.7 mi.	545,900	75,000	KER26RTP004	
1,5	County/Lamont	class III bike bl	Habecker Rd (Panama Rd to Di Giorgio Rd) 1. mi.	56,300	7,700	KER26RTP004	

Bikeway Facilities (Continued)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start
1,5	County/Lamont	class III bike bl	Hall Rd (Main St to Habecker Rd) .4 mi.	22,500	3,100	KER26RTP004	
1,5	County/Lamont	class III bike bl	Myrtle Av (Di Giorgio Rd to Panama Rd) 1. mi.	56,300	7,700	KER26RTP004	
1,5	County/Lamont	class III bike bl	Segrue Rd (San Emidio St to Habecker Rd) .9 mi.	50,600	7,000	KER26RTP004	
1	County/Lamont/Caltrans	class II bike ln, Caltrans shldr	SR 184/Weedpatch Hwy/Main St (Di Giorgio Rd to E Bear	303,900	41,800	KER26RTP004	
1	County/Lamont/Caltrans	Bikeway Study	SR 184/Main St (Panama Rd to Di Giorgio Rd) 1 mi.	150,000	-	KER2xRTP000	
7	County/Mojave	class II bike ln	40th St (Arroyo Av to Purdy Av) 3.1 mi.	314,000	43,100	KER26RTP004	
7	County/Mojave	class II bike ln	5th St (Rosewood Bl to Purdy Av) 5.1 mi.	516,600	71,000	KER26RTP004	
7	County/Mojave	class II bike ln	Arroyo Av (45th St to SR 58) 1.9 mi.	192,500	26,400	KER26RTP004	
7	County/Mojave	class II bike ln	Arroyo Av (5th St to Town Limits) 1.5 mi.	151,900	20,900	KER26RTP004	
7	County/Mojave	class II bike ln	Butte Av (5th St to Town Limits) 1.5 mi.	151,900	20,900	KER26RTP004	
7	County/Mojave	class II bike ln	Camelot Bl (45th St to Holt St) 1.6 mi.	162,100	22,300	KER26RTP004	
7	County/Mojave	class II bike ln	Denise Av (5th St to Town Limits) 1.5 mi.	151,900	20,900	KER26RTP004	
7	County/Mojave	class II bike ln	Holt St (Arroyo Av to Purdy Av) 3 mi.	303,900	41,800	KER26RTP004	
7	County/Mojave	class II bike ln	Inyo St (K St to O St) 0.3 mi.	30,400	4,200	KER26RTP004	
7	County/Mojave	class II bike ln	K St (Oak Creek Rd to Inyo St) 0.5 mi.	50,600	7,000	KER26RTP004	
7	County/Mojave	class II bike ln	Kock St (Arroyo Av to Purdy Av) 3.1 mi.	314,000	43,100	KER26RTP004	
7	County/Mojave	class II bike ln	O St (Inyo St to Park St) 0.4 mi.	40,500	5,600	KER26RTP004	
7	County/Mojave	class II bike ln	Oak Creek Rd (45th St to K St) 2.3 mi.	207,000	-	KER2xRTP000	2023
7	County/Mojave	class II bike ln	Purdy Av (45th St to Town Limits) 6.8 mi.	688,800	94,600	KER26RTP004	
7	County/Mojave	class II bike ln	Rosewood Bl (Kyle St to 5th St) 5 mi.	506,500	69,600	KER26RTP004	
7	County/Mojave/Caltrans	class I shared use path	SR 14 Sierra Hwy (Oak Creek Rd to Purdy Av) 2.4 mi.	2,431,100	334,000	KER26RTP080	
7	County/Mojave/Caltrans	class II bike ln, Caltrans shldr	Mojave-Barstow Hwy/Old SR 58 (SR 14 Sierra Hwy to 5t	261,000	-	KER2xRTP000	2023
4	County/Mtn Mesa	class II bike ln	McCray Rd (SR 178 to Dogwood Rd) 0.4 mi.	40,500	5,600	KER26RTP004	
3	County/Ridgecrest/Caltrans	class II bike ln, Caltrans shldr	US 395 (China Lake Bl to San Bernardino Cty Line) 14 mi.	1,260,000	-	KER2xRTP000	2023
7	County/Rosamond	class II bike ln	Rosamond Bl (60th St to SR 14) 3.7 mi.	333,000	-	KER2xRTP000	2023
7	County/Rosamond	class II bike ln	Rosamond Bl (SR 14 to Sierra Hwy) .5 mi.	50,600	7,000	KER26RTP004	
7	County/Rosamond	class II bike ln	Sierra Hwy (Rosamond Bl to LA County Line) 3 mi.	270,000	-	KER2xRTP000	2023
7	County/Rosamond	class III bike bl	Sierra Hwy (Rosamond Bl to Silver Queen Rd) 9.3 mi.	523,400	71,900	KER26RTP004	
4	County/South Lake/Caltrans	class II bike ln, Caltrans shldr	SR 178 (Mobile Dr to Poplar St) 0.8 mi.	81,000	11,100	KER26RTP004	
8	County/Tupman	class I shared use path	Tule Elk Reserve (Tupman Path to Reserve St Pk) 1.3 mi.	1,316,800	180,900	KER26RTP081	
4	County/Weldon	class II bike ln	Kelso Valley Rd (SR 178 to Adams Dr) 1.8 mi.	182,300	25,000	KER26RTP004	
4	County/Weldon	class III bike bl	Kelso Valley Rd/Kelso Creek Rd (SR 178 to Loops Back t	545,900	75,000	KER26RTP004	
4	County/Weldon/Caltrans	class II bike ln, Caltrans shldr	SR 178 (Kelsy Valley Creek Rd to Kelso Valley Rd) 1.2 mi	121,600	16,700	KER26RTP004	
1	County/West Arvin/Caltrans	class II bike ln, Caltrans shldr	SR 223/E Bear Mountain Bl (S Comanche Dr to Weedpatcl	415,300	57,100	KER26RTP004	
4	County/Wofford Hts	class II bike ln	Wofford Bl (Burlando Rd to SR 155) 2 mi.	180,000	-	KER2xRTP000	2023

Bikeway Facilities (Continued)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start
6	Delano	class II bike ln	20th St (Girard St to Brow ning Rd) 1.5 mi.	151,900	20,900	KER26RTP004	
6	Delano	class II bike ln	Albany St (Garces Hw y to Morse Bl) 1. mi.	90,000	-	KER2xRTP000	2023
6	Delano	class II bike ln	Albany St (Morse Bl to Woollomes Av) 1. mi.	90,000	-	KER2xRTP000	2021
6	Delano	class II bike ln	Brow ning St (9th Av to County Line Rd) 1.5 mi.	135,000	-	KER2xRTP000	2021
6	Delano	class II bike ln	Brow ning St (Garces Hw y to 9th Av) .5 mi.	50,600	7,000	KER26RTP004	
6	Delano	class II bike ln	Cecil Av (Hiett Av to Albany St) 5. mi.	506,500	69,600	KER26RTP004	
6	Delano	class II bike ln	Dover Pkw y (Millenium Pkw y to Garzoli Av) .6 mi.	60,800	8,400	KER26RTP004	
6	Delano	class II bike ln	Ellington St (11th Av to Woollomes Av) 1. mi.	101,300	13,900	KER26RTP004	
6	Delano	class II bike ln	Fresno Av (Palm Av to Shafter Av) 4.1 mi.	415,300	57,100	KER26RTP004	
6	Delano	class II bike ln	Garces Hw y (Hiett Av to Albany St) 5. mi.	450,000	-	KER2xRTP000	2023
6	Delano	class II bike ln	Garzoli Av (Woollomes Av to Pond Rd) 2. mi.	202,600	27,800	KER26RTP004	
6	Delano	class II bike ln	Girard St (20th St to County Line Rd) .5 mi.	450,000	-	KER2xRTP000	2021
6	Delano	class II bike ln	Hiett Av (County Line Rd to Cecil Av) 1. mi.	90,000	-	KER2xRTP000	2021
6	Delano	class II bike ln	Hiett Rd (Cecil Av to SR 155) 1. mi.	90,000	-	KER2xRTP000	2023
6	Delano	class II bike ln	High St (Garces Hw y to Girard St) 1.7 mi.	172,200	23,700	KER26RTP004	
6	Delano	class II bike ln	High St (SR 155 to Woollomes Av) 1.1 mi.	111,400	15,300	KER26RTP004	
6	Delano	class II bike ln	Pond Rd (Benner Av to Stradley Av) 3 mi.	270,000	-	KER2xRTP000	2023
6	Delano	class II bike ln	Randolph St (Garces St to County Line Rd) 2. mi.	180,000	-	KER2xRTP000	2021
6	Delano	class II bike ln	S Lexington St (Woollommes Rd to Garces Hw y) 2.1 mi.	189,000	-	KER2xRTP000	2021
6	Delano	class II bike ln	Schuster Rd (Lexington St to Brow ning Rd) .6 mi.	607,800	83,500	KER26RTP004	
6	Delano	class III bike bl	11th Av (Albany St to Hiett Av) .5 mi.	25,000	-	KER2xRTP000	2021
6	Delano	class III bike bl	20th Av (Albany St to Belmont St) .1 mi.	5,000	-	KER2xRTP000	2021
6	Delano	class III bike bl	9th St (High St to Brow ning Rd) 1.3 mi.	65,000	-	KER2xRTP000	2021
6	Delano	class III bike bl	Belmont St (20th Av to Cecil Av) .5 mi.	28,100	3,900	KER26RTP004	
6	Delano	class III bike bl	Brow ning Rd (SR 155 to Skyline Rd) 2. mi.	112,600	15,500	KER26RTP004	
6	Delano	class III bike bl	Clinton St (Cecil Av to Garces Hw y) 1. mi.	50,000	-	KER2xRTP000	2021
6	Delano	class III bike bl	County Line Rd (Hiett Av to Veneto St) 3. mi.	150,000	-	KER2xRTP000	2023
6	Delano	class III bike bl	Garzoli Av (Pond Rd to Delano City Limit) .5 mi.	28,100	3,900	KER26RTP004	
6	Delano	class III bike bl	Lexington St (Garces Hw y to Cecil Av) 1. mi.	50,000	-	KER2xRTP000	2021
6	Delano	class III bike bl	Melcher Rd (County Line Rd to Cecile Wy) 1. mi.	56,300	7,700	KER26RTP004	
6	Delano	class III bike bl	Norw alk Av (Cecil Av to County Line Rd) 1. mi.	50,000	-	KER2xRTP000	2021
6	Delano	class III bike bl	Veneto St (County Line Rd to 20th St) .5 mi.	28,100	3,900	KER26RTP004	
6	Delano/County	class I shared use path	Lake Woollomes Loop (Lk Wool. to Lk Wool.) 5.3 mi.	5,368,700	737,600	KER26RTP082	
6	Delano/County	class II bike ln	Mast Av (Garces Hw y to Woollomes Av 1 mi.	101,300	13,900	KER26RTP004	
6	Delano/County	class II bike ln	Stradley Av (SR 155 to Sherw ood Av) 6 mi.	607,800	83,500	KER26RTP004	

Bikeway Facilities (Continued)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start
6	Delano/County	class II bike ln	Woollomes Av (Mast Av to Proposed Woollomes) 2.7 mi.	273,500	37,600	KER26RTP004	
8	Maricopa	class I shared use path	Wagy St (Maricopa Hwy to Welch St) .1 mi.	101,300	13,900	KER26RTP083	
8	Maricopa	class II bike ln	Hazelton St (Main St to Poso St) .3 mi.	30,400	4,200	KER26RTP004	
8	Maricopa	class II bike ln	Main St (Hazelton St to California St) .1 mi.	10,100	1,400	KER26RTP004	
8	Maricopa	class II buffered bike ln	SR 166/33/Maricopa Hwy (Fresno St to Scott Dr) 1.1 mi.	222,900	30,600	KER26RTP004	
8	Maricopa	class II buffered bike ln	SR 33/California St (Poso St to Kern St) .5 mi.	101,300	13,900	KER26RTP004	
8	Maricopa	class III bike bl	Chico St (California St to Welch St) .1 mi.	5,600	800	KER26RTP004	
8	Maricopa	class III bike bl	Elkhorn St (SR 33 to Fresno St) .4 mi.	22,500	3,100	KER26RTP004	
8	Maricopa	class III bike bl	Fresno St (Poso St to Elkhorn St) .2 mi.	11,300	1,600	KER26RTP004	
8	Maricopa	class III bike bl	Green St (Hazelton St to California St) .1 mi.	5,600	800	KER26RTP004	
8	Maricopa	class III bike bl	Hazelton St (SR 166 to South City Limits) .3 mi.	16,900	2,300	KER26RTP004	
8	Maricopa	class III bike bl	Stanislaus St (Klipstein St to School St) .2 mi.	11,300	1,600	KER26RTP004	
8	Maricopa	class III bike bl	Union St (Maricopa Hwy SR 33 to Ruth St) .4 mi.	22,500	3,100	KER26RTP004	
8	Maricopa	class III bike bl	Welch St (Chico St to Wagy St) .1 mi.	5,600	800	KER26RTP004	
8	Maricopa/Caltrans	class II bike ln, Caltrans shldr	SR 33/166 (Clark St to South City Limits) 1. mi.	90,000	-	KER2xRTP000	2023
6	McFarland	class I shared use path	Union Pacific RR (Sherwood Av to Elmo Hwy) 1.1 mi.	990,000	-	KER26RTP094	2023
6	McFarland	class II bike ln	Browning Rd (Elmo Hwy to W Taylor Av) 1.5 mi.	151,900	20,900	KER26RTP004	
6	McFarland	class II bike ln	Elmo Hwy (Browning Rd to West City Limits) 3.5 mi.	354,500	48,700	KER26RTP004	
6	McFarland	class II bike ln	Frontage Rd (Hail Ln to Perkins Av) .3 mi.	30,400	4,200	KER26RTP004	
6	McFarland	class II bike ln	Hail Ln (Garzoli Av to Frontage Rd) .7 mi.	70,900	9,700	KER26RTP004	
6	McFarland	class II bike ln	Kendra St (Elmo Hwy to Perkins Av) .5 mi.	50,600	7,000	KER26RTP004	
6	McFarland	class II bike ln	Mast Av (Taylor Av to Whisler Rd) 1.5 mi.	151,900	20,900	KER26RTP004	
6	McFarland	class II bike ln	Perkins Av (Garzoli Av to Stradley Av) 1. mi.	101,300	13,900	KER26RTP004	
6	McFarland	class II bike ln	Sherwood Access Ramps (SR 99 to Sherwood Av) .3 mi	30,400	4,200	KER26RTP004	
6	McFarland	class II bike ln	Sherwood Av (Browning Rd to Wiley St 1 mi.	90,000	-	KER2xRTP000	2023
6	McFarland	class II bike ln	Sherwood Av (Wiley St to Driver Rd) .7 mi.	70,900	9,700	KER26RTP004	
6	McFarland	class II bike ln	Taylor Av (Mast Av to Frontage Rd) .4 mi.	40,500	5,600	KER26RTP004	
6	McFarland	class II bike ln	Taylor Av (SR 99 to Driver Rd) 1.1 mi.	111,400	15,300	KER26RTP004	
6	McFarland	class II bike ln	W Kern Av (5th St to Garzoli Av) .4 mi.	40,500	5,600	KER26RTP004	
6	McFarland	class II bike ln	Davis Av (Elmo Hwy to Perkins Av) .5 mi.	45,000	-	KER2xRTP000	2023
6	McFarland	class II bike ln	Frontage Rd (Sherwood Av to Taylor Av) .6 mi.	60,800	8,400	KER26RTP004	
6	McFarland	class II buffered bike ln	E Perkins Av (Industrial St to Bowman Rd) .7 mi.	141,800	19,500	KER26RTP004	
6	McFarland	class II buffered bike ln	Garzoli Av (Hanahwalt Av to Elmo Hwy) 2. mi.	405,200	55,700	KER26RTP004	
6	McFarland	class II buffered bike ln	Perkins Av (Garzoli Av to Frontage Rd) .7 mi.	141,800	19,500	KER26RTP004	
6	McFarland	class II buffered bike ln	Perkins Av Access Ramp (W Prkns Av to E Prkns Av) .3	60,800	8,400	KER26RTP004	

Bikeway Facilities (Continued)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start
6	McFarland	class II buffered bike ln	E Sherwood Av (Browning Rd to Wiley St) .3 mi.	54,000	-	KER2xRTP000	2023
6	McFarland	class II buffered bike ln	E Sherwood Av (Industrial St to Browning Rd) .1 mi.	20,300	2,800	KER26RTP004	
6	McFarland	class III bike bl	3rd St (Perkins Av to Sherwood Av) .5 mi.	28,100	3,900	KER26RTP004	
6	McFarland	class III bike bl	5th St (Hail Ln to Ebell St) .9 mi.	50,600	7,000	KER26RTP004	
6	McFarland	class III bike bl	E Kern Av (McFarland Bridge to Wiley St) .5 mi.	28,100	3,900	KER26RTP004	
6	McFarland	class III bike bl	Ebell St (5th St to Mast Av) .1 mi.	5,600	800	KER26RTP004	
6	McFarland	class III bike bl	W Kern Av (1st St to 5th St) .3 mi.	16,900	2,300	KER26RTP004	
6	McFarland/County	class II bike ln	Perkins Av (Stradley Av to S Garzoli Av 1 mi.	101,300	13,900	KER26RTP004	
6	McFarland/County	class II bike ln	Sherwood Av (Stradley Av to S Garzoli Av 1 mi.	101,300	13,900	KER26RTP004	
3	Ridgecrest	class I shared use path	E Jarvis Av (S Gateway Bl to College Heights Bl) 1. mi.	1,013,000	139,200	KER26RTP084	
3	Ridgecrest	class I shared use path	Jarvis Av (S Downs St to Lacey St) .5 mi.	506,500	69,600	KER26RTP085	
3	Ridgecrest	class I shared use path	W Kendall Av (S Downs St to S Del Rosa Dr) .8 mi.	810,400	111,300	KER26RTP086	
3	Ridgecrest	class I shared use path	Bowman Path (Brady St to S Downs St) 1. mi.	900,000	-	KER26RTP095	2023
3	Ridgecrest	class I shared use path	Bowman Path (Richmond Rd to San Bernardino Bl) 1.1 mi	990,000	-	KER26RTP096	2023
3	Ridgecrest	class II bike ln	Bowman Rd (Gateway Bl to San Bernardino Bl) 1. mi.	101,300	13,900	KER26RTP004	
3	Ridgecrest	class II bike ln	Dolphin Av (S Mahan St to S China Lake Bl) .9 mi.	91,200	12,500	KER26RTP004	
3	Ridgecrest	class II bike ln	E Dolphin Av (S China Lake Bl to S Gateway Bl) 1.5 mi.	151,900	20,900	KER26RTP004	
3	Ridgecrest	class II bike ln	E Las Flores Av (French Av to N China Lake Bl) .3 mi.	30,400	4,200	KER26RTP004	
3	Ridgecrest	class II bike ln	Javis Av (College Heights Bl to Lacey St) .5 mi.	50,600	7,000	KER26RTP004	
3	Ridgecrest	class II bike ln	Kendall Av (S Del Rosa Dr to S Gateway Bl) 1.2 mi.	121,600	16,700	KER26RTP004	
3	Ridgecrest	class II bike ln	Mahan St (Upjohn Av to W Springer Av) 1. mi.	101,300	13,900	KER26RTP004	
3	Ridgecrest	class II bike ln	Mahan St (W Inyokern Rd to W Springer Av) 2. mi.	202,600	27,800	KER26RTP004	
3	Ridgecrest	class II bike ln	S Gateway Bl (Bowman Rd to E Kendall Av) 1.6 mi.	162,100	22,300	KER26RTP004	
3	Ridgecrest	class II bike ln	Saratoga Av (Lauritsen Rd to Blue Ridge Rd) .9 mi.	91,200	12,500	KER26RTP004	
3	Ridgecrest	class II bike ln	Springer Av (Jack Ranch Rd to S Gateway Bl) 4. mi.	405,200	55,700	KER26RTP004	
3	Ridgecrest	class II bike ln	Sunland St (Dolphin Av to E Kendall Av) 2. mi.	202,600	27,800	KER26RTP004	
3	Ridgecrest	class II bike ln	W Upjohn Av (Brady St to S Downs St) 1. mi.	101,300	13,900	KER26RTP004	
3	Ridgecrest	class II bike ln	178 Inyokern Rd (Hawk to Mahan St) 10.1 mi.	909,000	-	KER2xRTP000	2023
3	Ridgecrest	class II bike ln	Drummond Av (N Mahan St to N Down St) .5 mi.	45,000	-	KER2xRTP000	2023
3	Ridgecrest	class II bike ln	Mahan St (W Ridgecrest Bl to Upjohn Av) 1. mi.	90,000	-	KER2xRTP000	2023
3	Ridgecrest	class II bike ln	Norma St (Bowman Rd to W Upjohn Av) .5 mi.	45,000	-	KER2xRTP000	2023
3	Ridgecrest	class II bike ln	Richmond Rd (Inyokern Rd to Ridgrecrest Bl) 2. mi.	180,000	-	KER2xRTP000	2023
3	Ridgecrest	class II bike ln	Ridgecrest Bl (S Brady St to S Norma Streeet) 1.5 mi.	135,000	-	KER2xRTP000	2023
3	Ridgecrest	class II bike ln	Ridgecrest Bl SR 178 (Richmd Rd to San Bdno Bl) .8 mi.	72,000	-	KER2xRTP000	2023
3	Ridgecrest	class II bike ln	S Gateway Bl (E Upjohn Av to Ridgecrest Bl) .5 mi.	45,000	-	KER2xRTP000	2023

Bikeway Facilities (Continued)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start
3	Ridgecrest	class II bike ln	Sunland St (E Upjohn Av to Dolphin Av) 2. mi.	180,000	-	KER2xRTP000	2023
3	Ridgecrest	class II buffered bike ln	Downs St (Inyokern Rd to Springer Av) 4. mi.	720,000	-	KER2xRTP000	2023
3	Ridgecrest	class II buffered bike ln	Drummond Av (N China Lake Bl to French Av) .6 mi.	108,000	-	KER2xRTP000	2023
3	Ridgecrest	class II buffered bike ln	E Rcrest Bl SR 178 (N Chna Lk Bl to S Richmd Rd) 1.2 mi.	216,000	-	KER2xRTP000	2023
3	Ridgecrest	class II buffered bike ln	French Av (Drummond Av to N China Lake Bl) .8 mi.	144,000	-	KER2xRTP000	2023
3	Ridgecrest	class II buffered bike ln	Norma St (W Upjohn Av to W Inyokern Rd) 2.5 mi.	450,000	-	KER2xRTP000	2023
3	Ridgecrest	class III bike bl	Gold Canyon St (Ridgecrest Bl to Richmond Rd) 1.3 mi.	73,200	10,100	KER26RTP004	
3	Ridgecrest	class III bike bl	N Brady St (China Lake Bl to Inyokern Rd) 4.7 mi.	264,500	36,300	KER26RTP004	
3	Ridgecrest	class III bike bl	Norma St (Bowman Rd to S China Lake Bl) .4 mi.	22,500	3,100	KER26RTP004	
3	Ridgecrest	class III bike bl	Pilot Plant Rd (Richmond Rd to East City Limits) .7 mi.	39,400	5,400	KER26RTP004	
3	Ridgecrest	class III bike bl	Rowe St (Knox Rd to Richmond Rd) 1. mi.	56,300	7,700	KER26RTP004	
3	Ridgecrest	class III bike bl	S Richmond Rd (E Ridgecrest Bl to Upjohn Av) .6 mi.	33,800	4,600	KER26RTP004	
3	Ridgecrest	class III bike bl	W Las Flores Av (N Brady St to N Mahan St) .5 mi.	28,100	3,900	KER26RTP004	
3	Ridgecrest	class III bike bl	W Ridgecrest Bl (N Norma St to N China Lake Bl) .5 mi.	28,100	3,900	KER26RTP004	
3	Ridgecrest	class IV cycle track	S China Lake Bl (W Springs Av to E Inyokern Rd) 4.5 mi.	1,519,400	208,800	KER26RTP104	
3	Ridgecrest/County	class I shared use path	Bowman Rd (Jacks Ranch Rd to Brady St) 1 mi.	1,013,000	139,200	KER26RTP087	
3	Ridgecrest/County	class I shared use path	IWV Pkwy Tr (N Jacks Ranch Rd to Jk Rnch Rd) 12.6 mi	2,633,700	361,800	KER26RTP088	
3	Ridgecrest/County	class I shared use path	Javis Av Pkwy (China Lake Bl to S Downs St Pkwy) 1.2	1,215,500	167,000	KER26RTP089	
3	Ridgecrest/County	class II bike ln	Brady St (SR 178 Inyokern Rd to South China Lake Bl) 4.	476,100	65,400	KER26RTP004	
3	Ridgecrest/County	class II bike ln	Drummond Av (Jacks Ranch Rd to Downs St) 1 mi.	101,300	13,900	KER26RTP004	
3	Ridgecrest/County	class II bike ln	Jacks Ranch Rd (Ridgecrest Bl to Springer Av) 2 mi.	202,600	27,800	KER26RTP004	
3	Ridgecrest/County	class II bike ln	Javis Av (South China Lake Bl to Norma St Pkwy) 1.8 mi.	182,300	25,000	KER26RTP004	
3	Ridgecrest/County	class II bike ln	S Downs St (S China Lake Bl to E Javis Av) 1.1 mi.	111,400	15,300	KER26RTP004	
3	Ridgecrest/County	class II bike ln	Springer Av (College Heights Bl to Gateway Bl) 1 mi.	101,300	13,900	KER26RTP004	
3	Ridgecrest/County	class II bike ln	Springer Av (Jacks Ranch Rd to Brady St) 1 mi.	101,300	13,900	KER26RTP004	
3	Ridgecrest/County	class II bike ln	Springer Av (S Downs St to Norma St Parkway) 0.5 mi.	50,600	7,000	KER26RTP004	
3	Ridgecrest/County	class III bike bl	E Belle Vista Parkway (Gateway Bl to Summit St) 0.4 mi.	22,500	3,100	KER26RTP004	
3	Ridgecrest/County	class III bike bl	E Dolphin Av (Gateway Bl to Lumill St) 0.5 mi.	28,100	3,900	KER26RTP004	
6	Shafter	class II bike ln	Fresno Av (Palm Av to Cherry Av) 6.1 mi.	617,900	84,900	KER26RTP004	
6	Shafter	class II bike ln	Poplar Av (Fresno Av to Riverside St) 2. mi.	202,600	27,800	KER26RTP004	
6	Shafter	class II bike ln	Santa Fe Wy (Driver Rd to Riverside St) 3.6 mi.	364,700	50,100	KER26RTP004	
6	Shafter	class II bike ln	Beech Av (SR 43 to 7th Std Rd) 4.8 mi.	432,000	-	KER2xRTP000	2023
6	Shafter	class II buffered bike ln	Los Angeles Av (Mettler Av to Thompson St) .7 mi.	141,800	19,500	KER26RTP004	
6	Shafter	class II buffered bike ln	Shafter Av (Lerdo Hwy to Riverside St) 1. mi.	202,600	27,800	KER26RTP004	
6	Shafter	class II buffered bike ln	Shafter Av (Redwood Dr to Lerdo Hwy) .7 mi.	141,800	19,500	KER26RTP004	

Bikeway Facilities (Continued)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start
6	Shafter	class II buffered bike ln	E Lerdo Hwy (Cherry Av to Mannel Av) 1.5 mi.	270,000	-	KER2xRTP000	2023
6	Shafter	class II buffered bike ln	E Tulare Av (Mannel Av to N Beech Av) .5 mi.	90,000	-	KER2xRTP000	2023
6	Shafter	class II buffered bike ln	Lerdo Hwy (Poplar Av to SR 43) 1.4 mi.	252,000	-	KER2xRTP000	2023
6	Shafter	class II buffered bike ln	Mannel Av (E Tulare Av to E Lerdo Hwy) .5 mi.	90,000	-	KER2xRTP000	2023
6	Shafter	class II buffered bike ln	Shafter Av (Poso Av to Lerdo Hwy) .7 mi.	126,000	-	KER2xRTP000	2023
6	Shafter	class III bike bl	Beech Av (Fresno Av to Tulare Av) .5 mi.	28,100	3,900	KER26RTP004	
6	Shafter	class III bike bl	Burbank St (Diver Rd to Zachary Av) 1. mi.	56,300	7,700	KER26RTP004	
6	Shafter	class III bike bl	Cherry Av (Fresno Av to Riverside St) 2. mi.	112,600	15,500	KER26RTP004	
6	Shafter	class III bike bl	Driver Rd (Riverside St to Burbank St) 1. mi.	56,300	7,700	KER26RTP004	
6	Shafter	class III bike bl	E Los Angeles Av (Thompson St to SR 43) .8 mi.	45,000	6,200	KER26RTP004	
6	Shafter	class III bike bl	E Tulare Av (Shafter Av to Mannel Av) .5 mi.	28,100	3,900	KER26RTP004	
6	Shafter	class III bike bl	James St (Shafter Av to E Lerdo Hwy) .4 mi.	22,500	3,100	KER26RTP004	
6	Shafter	class III bike bl	Mannel Av (Redwood Dr to E Tulare Av) .2 mi.	11,300	1,600	KER26RTP004	
6	Shafter	class III bike bl	Mark Av (Knight St to N Valley St) .4 mi.	22,500	3,100	KER26RTP004	
6	Shafter	class III bike bl	N Beech Av (E Tulare Av to E Lerdo Hwy) .5 mi.	28,100	3,900	KER26RTP004	
6	Shafter	class III bike bl	N Wall St (Richland Dr to W Tulare Av) .2 mi.	11,300	1,600	KER26RTP004	
6	Shafter	class III bike bl	Poso Av (N Valley St to Shafter Av) .2 mi.	11,300	1,600	KER26RTP004	
6	Shafter	class III bike bl	Redwood Dr (Shafter Av to Mannel Av) .5 mi.	28,100	3,900	KER26RTP004	
6	Shafter	class III bike bl	Riverside St (SR 99 to Driver Rd) 5.1 mi.	287,000	39,400	KER26RTP004	
6	Shafter	class III bike bl	Schnaidt St (W Los Angeles St to Mark Av) .7 mi.	39,400	5,400	KER26RTP004	
6	Shafter	class III bike bl	Shafter Av (Kimberlina Rd to Redwood Dr) 3.3 mi.	185,700	25,500	KER26RTP004	
6	Shafter	class III bike bl	Valley St (Poso Av to Rodriguez Av) .7 mi.	39,400	5,400	KER26RTP004	
6	Shafter	class III bike bl	Zachary Av (Burbank St to 7th Std Rd) 2. mi.	112,600	15,500	KER26RTP004	
6	Shafter/County	class II bike ln	Fresno Av (Palm Av to Shafter Av) 4.1 mi.	415,300	57,100	KER26RTP004	
6	Shafter/County	class II bike ln	Palm Av (Kimberlina Rd to Fresno Av) 3 mi.	303,900	41,800	KER26RTP004	
6	Shafter/County	class II bike ln	Palm Av (Lupine Ct to Kimberlina Rd 1.5 mi.	151,900	20,900	KER26RTP004	
6	Shafter/County	class II bike ln	Poplar Av (Fresno Av to Riverside St) 2 mi.	202,600	27,800	KER26RTP004	
6	Shafter/County	class II bike ln	Riverside St (Central Valley Hwy to Driver Rd) 2.6 mi.	263,400	36,200	KER26RTP004	
6	Shafter/County	class II bike ln	Riverside St (Poplar Av to Cherry Av) 2.5 mi.	253,200	34,800	KER26RTP004	
6	Shafter/County	class II bike ln	Shafter Av (Sierra Av (Shafter) to Kimberlina Rd) 3.3 mi.	334,300	45,900	KER26RTP004	
6	Shafter/County	class II bike ln	SR 43/Beech Av (E Los Angeles to Enos Ln) 2.3 mi.	207,000	-	KER2xRTP000	2023
8	Taft	class II bike ln	SR 33 (Kern St to SR 119) .5 mi.	50,600	7,000	KER26RTP004	
8	Taft	class II bike ln	SR 33 (West City Limits to Cascade Pl) 1.2 mi.	121,600	16,700	KER26RTP004	
8	Taft	class II bike ln	10th St (Center St to F St) .7 mi.	63,000	-	KER2xRTP000	2021
8	Taft	class II bike ln	A St (Terrace Dr to S 10th St) .9 mi.	81,000	-	KER2xRTP000	2021

Bikeway Facilities (Continued)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start
8	Taft	class II bike ln	Ash St (N 10th St to Airport Rd) 1.9 mi.	171,000	-	KER2xRTP000	2021
8	Taft	class II bike ln	SR 119 (Midway Rd to South City Limits) 6.6 mi.	594,000	-	KER2xRTP000	2023
8	Taft	class II bike ln	Wood St (S 10th St to SR 33) 1.1 mi.	99,000	-	KER2xRTP000	2021
8	Taft	class II buffered bike ln	Cedar St (Division Rd to Airport Rd) 2.1 mi.	425,400	58,400	KER26RTP004	
8	Taft	class II buffered bike ln	SR 33 Kern St (Cascade Pl to 1st St) 1.2 mi.	243,100	33,400	KER26RTP004	
8	Taft	class II buffered bike ln	1st St (West Side Hwy SR 33 to Calvin St) .3 mi.	54,000	-	KER2xRTP000	2021
8	Taft	class II buffered bike ln	2nd St (Calvin St to Williams Wy) .3 mi.	54,000	-	KER2xRTP000	2021
8	Taft	class II buffered bike ln	6th St (Oak St to Ash St) 1.1 mi.	198,000	-	KER2xRTP000	2021
8	Taft	class III bike bl	Airport Rd (Ash St to SR 119) 1.1 mi.	55,000	-	KER2xRTP000	2021
8	Taft	class III bike bl	Cadet Rd (SR 33 to Duval Rd) 2. mi.	112,600	15,500	KER26RTP004	
8	Taft	class III bike bl	Church St (F St to Ranier Av) .9 mi.	45,000	-	KER2xRTP000	2021
8	Taft	class III bike bl	Gardner Field Rd (SR 33 to East City Limits) 4.2 mi.	236,400	32,500	KER26RTP004	
8	Taft	class III bike bl	Midoil Rd (Thomas St to Terrace Dr) .7 mi.	35,000	-	KER2xRTP000	2021
8	Taft	class III bike bl	SR 33 (Cadet Rd to California St) 2.3 mi.	129,400	17,800	KER26RTP004	
8	Taft	class III bike bl	2nd St (Calvin St to Supply Row) .6 mi.	30,000	-	KER2xRTP000	2021
8	Taft	class III bike bl	Harding Av (A St to E St) .4 mi.	20,000	-	KER2xRTP000	2021
8	Taft	class III bike bl	Oak St (Lierly Av to S 10th St) .2 mi.	10,000	-	KER2xRTP000	2021
8	Taft	class IV cycle track	10th St (Center St to Ash St) .6 mi.	180,000	-	KER2xRTP000	2021
8	Taft/County	class I	Gardner Field Rd (County to Aqueduct) 1.0 mi.	1,013,000	139,200	KER26RTP026	
8	Taft/County	class I shared use path	Kern R. Pkwy (Western end of Path to L Buena Vista) 2.!	2,610,000	-	KER26RTP090	2023
8	Taft/County	class I shared use path	Taft Path (Kern River Parkway to Gardner Field Rd) 10.6 I	10,737,400	1,475,200	KER26RTP091	
8	Taft/County	class II bike ln	A St (Arroyo Dr to Hilard St) 0.3 mi.	30,400	4,200	KER26RTP004	
8	Taft/County	class II bike ln	Ash St (Emmons Park to Harrison St) 0.2 mi.	20,300	2,800	KER26RTP004	
8	Taft/County	class II bike ln	Asher Av (Supply Row to South St) 0.5 mi.	50,600	7,000	KER26RTP004	
8	Taft/County	class II bike ln	Cedar St (Division Rd to Tyler St) 0.4 mi.	40,500	5,600	KER26RTP004	
8	Taft/County	class II bike ln	Cedar St (Harrison St to Airport Rd 1.6 mi.	162,100	22,300	KER26RTP004	
8	Taft/County	class II bike ln	Division Rd (Grevillea St to Ash St) 0.7 mi.	70,900	9,700	KER26RTP004	
8	Taft/County	class II bike ln	E Ash St (Adams St to Airport Rd) 0.9 mi.	91,200	12,500	KER26RTP004	
8	Taft/County	class II bike ln	E St (Harding Av to 10th St) 0.6 mi.	60,800	8,400	KER26RTP004	
8	Taft/County	class II bike ln	Elm St (Division Rd to Harrison St) 0.5 mi.	50,600	7,000	KER26RTP004	
8	Taft/County	class II bike ln	Gardner Field Rd (County to Aqueduct) 0.5 mi.	50,600	7,000	KER26RTP004	
8	Taft/County	class II bike ln	General Petroleum (2nd St to Wood St) 0.4 mi.	40,500	5,600	KER26RTP004	
8	Taft/County	class II bike ln	Grevillea St (Division Rd to Harrison St) 0.5 mi.	50,600	7,000	KER26RTP004	
8	Taft/County	class II bike ln	Harding Av (A St to E St) 0.2 mi.	20,300	2,800	KER26RTP004	
8	Taft/County	class II bike ln	Olive Av (Supply Row to Wood St) 0.3 mi.	30,400	4,200	KER26RTP004	

Bikeway Facilities (Continued)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start
8	Taft/County	class II bike ln	Pico St (S 6th St to Asher Wy) 0.1 mi.	10,100	1,400	KER26RTP004	
9	Tehachapi	class I shared use path	East City Path (Tucker Rd to Mount View Av) .5 mi.	506,500	69,600	KER26RTP092	
9	Tehachapi	class I shared use path	Orchard Path Highline Rd .3 mi.	270,000	-	KER26RTP097	2021
9	Tehachapi	class I shared use path	Tehachapi Bl (S Hayes St to Monolith St) 2. mi.	1,800,000	-	KER26RTP098	2023
9	Tehachapi	class I shared use path	Tehachapi Bl (Steuber Rd to Snyder Av) 1.4 mi.	1,260,000	-	KER26RTP099	2021
9	Tehachapi	class I shared use path	Valley Bl (S Snyder Av to Steuber Rd) 1.4 mi.	1,260,000	-	KER26RTP100	2021
9	Tehachapi	class II bike ln	Anita Dr (S Snyder Av to Dennison Rd) .4 mi.	40,500	5,600	KER26RTP004	
9	Tehachapi	class II bike ln	Challenger Dr (Burnett Rd to Capital Hills Pkwy) 1.1 mi.	111,400	15,300	KER26RTP004	
9	Tehachapi	class II bike ln	Cherry Ln (Tucker Rd to Elm St) .7 mi.	70,900	9,700	KER26RTP004	
9	Tehachapi	class II bike ln	Classico Dr (Pinon St to Alder Av) .1 mi.	10,100	1,400	KER26RTP004	
9	Tehachapi	class II bike ln	Dennison Rd (SR 58 to Highline Rd) 2.1 mi.	212,700	29,200	KER26RTP004	
9	Tehachapi	class II bike ln	E C St (Pepper Dr to S Snyder Av) .2 mi.	20,300	2,800	KER26RTP004	
9	Tehachapi	class II bike ln	E I St (N Curry St to N Mojave St) .4 mi.	40,500	5,600	KER26RTP004	
9	Tehachapi	class II bike ln	E J St (N Curry St to N Hayes St) .4 mi.	40,500	5,600	KER26RTP004	
9	Tehachapi	class II bike ln	E Orchard Pkwy (Classico Dr to S Curry St) .1 mi.	10,100	1,400	KER26RTP004	
9	Tehachapi	class II bike ln	Enterprise Wy (Mill St to Tucker Rd) 1.1 mi.	111,400	15,300	KER26RTP004	
9	Tehachapi	class II bike ln	H St (N Green St to S Hayes St) .6 mi.	60,800	8,400	KER26RTP004	
9	Tehachapi	class II bike ln	Industrial Pkwy (N Mill St to N Curry St) .2 mi.	20,300	2,800	KER26RTP004	
9	Tehachapi	class II bike ln	Mojave St (J St to E H St) .1 mi.	10,100	1,400	KER26RTP004	
9	Tehachapi	class II bike ln	N Curry St (E J St to W H St) .1 mi.	10,100	1,400	KER26RTP004	
9	Tehachapi	class II bike ln	N Curry St (Industrial Pkwy to W J St) .1 mi.	10,100	1,400	KER26RTP004	
9	Tehachapi	class II bike ln	N Mill St (Challenger Dr to W H St) .8 mi.	81,000	11,100	KER26RTP004	
9	Tehachapi	class II bike ln	Pepper Dr (S Mojave St to E C St) .1 mi.	10,100	1,400	KER26RTP004	
9	Tehachapi	class II bike ln	Pinon St (Brandon Ln to Dennison Rd) .5 mi.	45,000	-	KER2xRTP000	2023
9	Tehachapi	class II bike ln	Pinon St (Classico Dr to Applewood Dr) .1 mi.	10,100	1,400	KER26RTP004	
9	Tehachapi	class II bike ln	S Hayes St (Pepper Dr to E H St) .3 mi.	30,400	4,200	KER26RTP004	
9	Tehachapi	class II bike ln	E St (Mulberry St to S Mojave St) .7 mi.	63,000	-	KER2xRTP000	2023
9	Tehachapi	class II bike ln	H St (N Mill St to N Green St) .6 mi.	54,000	-	KER2xRTP000	2023
9	Tehachapi	class II bike ln	Mount View Av (W D St to Maple St) .1 mi.	9,000	-	KER2xRTP000	2023
9	Tehachapi	class II bike ln	Pinon St (S Curry St to Brandon Ln) .5 mi.	45,000	-	KER2xRTP000	2023
9	Tehachapi	class II bike ln	S Snyder Av (E Tehachapi Bl to Valley Bl) .5 mi.	45,000	-	KER2xRTP000	2023
9	Tehachapi	class II bike ln	Steuber Rd (E Tehachapi Bl to Highline Rd) 1.2 mi.	108,000	-	KER2xRTP000	2023
9	Tehachapi	class II bike ln	Tehachapi Willow Springs Rd (E Teh Bl to Highline Rd) 1.1	99,000	-	KER2xRTP000	2023
9	Tehachapi	class II bike ln	Tucker Rd SR 202 (Enterprise Wy to Tehachapi Bl) .7 mi.	63,000	-	KER2xRTP000	2023
9	Tehachapi	class II buffered bike ln	E Tehachapi Bl (Dennison Rd to Teh Willow Spr Rd) 1. mi.	202,600	27,800	KER26RTP004	

Bikeway Facilities (Continued)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start
9	Tehachapi	class II buffered bike ln	Tucker Rd (Tehachapi Bl to Highline Rd) 1.5 mi.	303,900	41,800	KER26RTP004	
9	Tehachapi	class II buffered bike ln	W Tehachapi Bl (Mt View Av to S Snyder Av) 1.2 mi.	243,100	33,400	KER26RTP004	
9	Tehachapi	class II buffered bike ln	W Valley Bl (McIntosh St to Las Colinas St) .3 mi.	60,800	8,400	KER26RTP004	
9	Tehachapi	class III bike bl	Applew ood Dr (Elm St to Pinon St) .2 mi.	11,300	1,600	KER26RTP004	
9	Tehachapi	class III bike bl	Brentw ood Dr (Clearview St to Cherry Ln) .9 mi.	50,600	7,000	KER26RTP004	
9	Tehachapi	class III bike bl	Clearview St (Valley Bl to White Oak Dr) .3 mi.	16,900	2,300	KER26RTP004	
9	Tehachapi	class III bike bl	Elm St (Cherry Ln to Applew ood Dr) .2 mi.	11,300	1,600	KER26RTP004	
9	Tehachapi	class III bike bl	Elm St (Maple St to Cherry Ln) .5 mi.	28,100	3,900	KER26RTP004	
9	Tehachapi	class III bike bl	Maple St (Mt View Av to S Mill St) .3 mi.	16,900	2,300	KER26RTP004	
9	Tehachapi	class III bike bl	Pinon St (Applew ood Dr to S Curry St) .2 mi.	11,300	1,600	KER26RTP004	
9	Tehachapi	class III bike bl	S Green St (H St to C St) .3 mi.	16,900	2,300	KER26RTP004	
9	Tehachapi	class III bike bl	S Mojave St (E Tehachapi Bl to Pepper Dr) .3 mi.	16,900	2,300	KER26RTP004	
9	Tehachapi	class III bike bl	White Oak Dr (S Curry St to Clearview St) .2 mi.	11,300	1,600	KER26RTP004	
9	Tehachapi/County	class II bike ln	White Pine Dr (Tehachapi Bl to Mariposa Rd) 0.4 mi.	40,500	5,600	KER26RTP004	
6	Wasco	class I shared use path	SR 46 Wasco Av (Filburn Av to Palm Av) 2.5 mi.	2,532,400	347,900	KER26RTP093	
6	Wasco	class I shared use path	Filburn/Central Av Path (Palm Av to North Palm Av) 2.5 mi	2,250,000	-	KER26RTP101	2023
6	Wasco	class II bike ln	6th St (Broadw ay St to D St) .1 mi.	10,100	1,400	KER26RTP004	
6	Wasco	class II bike ln	Central Av (Filburn St to Jackson St) .5 mi.	50,600	7,000	KER26RTP004	
6	Wasco	class II bike ln	Central Av (Flow er St to Poso Av) .3 mi.	30,400	4,200	KER26RTP004	
6	Wasco	class II bike ln	D St (Filburn St to 4th St) 1.3 mi.	131,700	18,100	KER26RTP004	
6	Wasco	class II bike ln	E St (6th St to SR 46) .4 mi.	40,500	5,600	KER26RTP004	
6	Wasco	class II bike ln	Filburn St (Central Av to G St) 1.4 mi.	141,800	19,500	KER26RTP004	
6	Wasco	class II bike ln	Jackson St (Central Av to Shared Use Path) 1.5 mi.	151,900	20,900	KER26RTP004	
6	Wasco	class II bike ln	SR 46 (East City Limits to SR 43) .6 mi.	54,000	-	KER2xRTP000	2023
6	Wasco	class II buffered bike ln	4th St (F St to G St) .1 mi.	20,300	2,800	KER26RTP004	
6	Wasco	class II buffered bike ln	6th St (D St to Wasco Av) .5 mi.	101,300	13,900	KER26RTP004	
6	Wasco	class II buffered bike ln	Central Av (Paso Robles Hw y SR 46 to Posos Av) 1. mi.	202,600	27,800	KER26RTP004	
6	Wasco	class II buffered bike ln	Palm Av (Gromer Av to Jackson St) 2.5 mi.	506,500	69,600	KER26RTP004	
6	Wasco	class II buffered bike ln	Poplar Av (Filburn St to Sunset St) .8 mi.	162,100	22,300	KER26RTP004	
6	Wasco	class II buffered bike ln	7th St (Central Av to Griffith Av) 1. mi.	180,000	-	KER2xRTP000	2023
6	Wasco	class III bike bl	16th St (Shamrock Ct to G St) .5 mi.	28,100	3,900	KER26RTP004	
6	Wasco	class III bike bl	1st St (Peters St to E St) .9 mi.	50,600	7,000	KER26RTP004	
6	Wasco	class III bike bl	5th St (Woodside Dr to G St) 1.4 mi.	78,800	10,800	KER26RTP004	
6	Wasco	class III bike bl	7th St (G St to Griffith Av) .5 mi.	28,100	3,900	KER26RTP004	
6	Wasco	class III bike bl	9th Pl (Beckes St to D St) 1. mi.	56,300	7,700	KER26RTP004	

Bikeway Facilities (Continued)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start
6	Wasco	class III bike bl	9th St (G St to D St) .2 mi.	11,300	1,600	KER26RTP004	
6	Wasco	class III bike bl	Beckes St (Camellia St to SR 46) 1.2 mi.	67,500	9,300	KER26RTP004	
6	Wasco	class III bike bl	Krista St (Beckes St to Central Av) .3 mi.	16,900	2,300	KER26RTP004	
6	Wasco	class III bike bl	Poplar Av (Sunset Av to SR 46) .7 mi.	39,400	5,400	KER26RTP004	
6	Wasco	complete streets	Griffith St (Gromer Av to Jackson St) 2.5 mi.	1,617,900	222,300	KER26RTP109	
6	Wasco	class III bike bl, Caltans Shldr	Filburn/McCombs Path (I-5 N to SR 43) 22.6 mi.	1,271,800	174,700	KER26RTP004	
6	Wasco/Caltrans	class IV cycle track	SR 43 (Paso Robles Hwy SR 46 to Filburn St) 1.5 mi.	506,500	69,600	KER26RTP105	
6	Wasco/Caltrans	class IV cycle track	SR 46 (Central Av to F St) 1.4 mi.	472,700	64,900	KER26RTP106	
6	Wasco/County	class II bike ln	Central Av (Filburn Av to Kimberlina Rd) 1.5 mi.	151,900	20,900	KER26RTP004	
6	Wasco/County	class II bike ln	Kimberlina Rd (Magnolia Av to Shafter Av) 5.1 mi.	516,600	71,000	KER26RTP004	
6	Wasco/County	class II bike ln	Magnolia Av (McCombs Rd to Kimbelina Rd) 4 mi.	405,200	55,700	KER26RTP004	
6	Wasco/County/Caltrans	class II bike ln, Caltrans shldr	SR 46 (Gun Club Rd to Magnolia Av) 8 mi.	720,000	-	KER2xRTP000	2023
1,2,3,4,5, 6,7,8,9	Countywide	Various locations	Construct Class I, II or III Bike Path; striping; signage	100,000	13,700	KER26RTP004	
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**298,900,000**	**32,600,000**	**Sub-total**	

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

Bicycle and Pedestrian Complete Streets Improvements and Maintenance

Pedestrian Facilities

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
1	Arvin	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc	11,040,700	1,516,900	KER26RTP025	
1	Arvin	Complete Streets	Comanche Dr (Varsity Av to Franklin St) 1.5 mi.	971,400	133,500	KER26RTP025	
1	Arvin	Corridor Improvement	A St (Simpson St to Franklin St) .9 mi.	264,200	36,300	KER26RTP025	
1	Arvin	Corridor Improvement	El Camino Real (S Comanche Rd to Tejon Hwy) 1. mi.	97,100	13,300	KER26RTP025	
1	Arvin	Corridor Improvement	Franklin St (Walnut Dr to Tejon Hwy) .8 mi.	235,000	32,300	KER26RTP025	
1	Arvin	Corridor Improvement	Haven Dr (Comanche Dr to Varsity Av) 1. mi.	96,500	13,300	KER26RTP025	
1	Arvin	Corridor Improvement	Meyer St (Ellen Wy to El Camino Real) .2 mi.	21,600	3,000	KER26RTP025	
1	Arvin	Corridor Improvement	Meyer St (Varsity Av to Hwy 223) .5 mi.	47,400	6,500	KER26RTP025	
1	Arvin	Corridor Improvement	N Hill St (Varsity Av to Hwy 223) .5 mi.	47,500	6,500	KER26RTP025	
1	Arvin	Corridor Improvement	Sycamore Rd (Comanche Dr to Tejon Hwy) 1. mi.	97,500	13,400	KER26RTP025	
1	Arvin	Corridor Improvement	Varsity Av (Comanche Dr to Carmel St) .7 mi.	215,000	29,500	KER26RTP025	
1	Arvin	Corridor Improvement	Walnut Dr (W Sycamore Rd to Alderete Dr) 1.2 mi.	254,000	34,900	KER26RTP025	
1	Arvin	High-Visibility Crosswalk	Franklin St (Meyer St)	12,600	1,700	KER26RTP025	
1	Arvin	High-Visibility Crosswalk	Hood St (Butte Av)	12,600	1,700	KER26RTP025	
1	Arvin	High-Visibility Crosswalk	Hood St (Meyer St)	12,600	1,700	KER26RTP025	
1	Arvin	High-Visibility Crosswalk	Meyer St (Hanson Ln)	3,200	400	KER26RTP025	
1	Arvin	High-Visibility Crosswalk	Varsity Av shared-use path (Campus Dr)	3,200	400	KER26RTP025	
1	Arvin	Sidewalk Improvement	Meyer St (Ellen Wy to Hwy 223) 1.3 mi.	269,900	37,100	KER26RTP025	
1	Arvin	Sidewalk Improvement	Tejon Hwy (Hwy 223 to Sycamore Rd) 1. mi.	214,000	29,400	KER26RTP025	
1	Arvin/Caltrans	Corridor Improvement	SR 223 Bear Mountain Blvd (Comanche Dr to Derby St) 1.	96,700	13,300	KER26RTP025	
5	Bakersfield	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc	122,733,900	16,862,600	KER26RTP025	
5	Bakersfield	Corridor Improvement	18th St (F St to Mill Creek Park) .8 mi.	80,800	11,100	KER26RTP025	
5	Bakersfield	Corridor Improvement	21st St (F St to M St) .5 mi.	44,700	6,100	KER26RTP025	
5	Bakersfield	Corridor Improvement	28th St (F St to Golden State Av) .5 mi.	44,500	6,100	KER26RTP025	
5	Bakersfield	Corridor Improvement	Ashe Rd (McKee Rd to Taft Highway) .5 mi.	48,200	6,600	KER26RTP025	
5	Bakersfield	Corridor Improvement	Baker St (E California Av to Niles St) 1. mi.	93,300	12,800	KER26RTP025	
5	Bakersfield	Corridor Improvement	Brimhall Rd (Renfro Rd to Coffee Rd) 4. mi.	1,242,800	170,700	KER26RTP025	
5	Bakersfield	Corridor Improvement	Calloway Dr (Olive Dr to Harris Rd) 7.7 mi.	2,385,700	327,800	KER26RTP025	
5	Bakersfield	Corridor Improvement	Chester Av (Beardsley Av to 30th St) 1.4 mi.	439,300	60,400	KER26RTP025	
5	Bakersfield	Corridor Improvement	Chester Av (China Grade Loop to Planz Rd) 1.5 mi.	144,100	19,800	KER26RTP025	
5	Bakersfield	Corridor Improvement	Chester Av (Golden State Av to Planz Rd) 4.4 mi.	421,800	58,000	KER26RTP025	

Pedestrian Facilities (continued)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
5	Bakersfield	Corridor Improvement	Clay Patrick Farr Wy (Hageman Rd to Rosedale Hw y) 1.1	326,200	44,800	KER26RTP025	
5	Bakersfield	Corridor Improvement	Columbus St (Chester Av to Panorama Dr) 4.7 mi.	1,448,400	199,000	KER26RTP026	
5	Bakersfield	Corridor Improvement	Echo Av (Castro Ln to Benton St) .4 mi.	34,100	4,700	KER26RTP025	
5	Bakersfield	Corridor Improvement	F St (30th St to Truxton Av) .9 mi.	88,400	12,100	KER26RTP025	
5	Bakersfield	Corridor Improvement	Fairfax Rd (Brundage Ln to Muller Rd) 1.9 mi.	579,000	79,500	KER26RTP025	
5	Bakersfield	Corridor Improvement	Flow er St (Union Av to Mt Vernon St) 2.1 mi.	641,700	88,200	KER26RTP025	
5	Bakersfield	Corridor Improvement	Gossford Rd (Stockdale Hw y to Panama Ln) 4. mi.	384,200	52,800	KER26RTP025	
5	Bakersfield	Corridor Improvement	H St (Brundage Ln to Golden State Av) 2.4 mi.	225,600	31,000	KER26RTP025	
5	Bakersfield	Corridor Improvement	Hosking Av (99 FreeWy to Cottonw ood Rd) 2.3 mi.	723,600	99,400	KER26RTP025	
5	Bakersfield	Corridor Improvement	Hosking Av (Stine Rd to Golden State Hw y) 1.7 mi.	160,600	22,100	KER26RTP025	
5	Bakersfield	Corridor Improvement	Jew etta Av (Olive Dr to Rosedale Hw y) 2.5 mi.	758,800	104,300	KER26RTP025	
5	Bakersfield	Corridor Improvement	Jew etta Av (Rosedale Hw y to Pecos River Dr) 1.4 mi.	425,400	58,400	KER26RTP025	
5	Bakersfield	Corridor Improvement	Kratzmeyer Rd (Enos Ln to Nord Av) 3. mi.	934,800	128,400	KER26RTP025	
5	Bakersfield	Corridor Improvement	L St (Brundage Ln to Golden State Av) 2.2 mi.	207,100	28,500	KER26RTP025	
5	Bakersfield	Corridor Improvement	Ming Av (Gosford Rd to S Union Av) 5.2 mi.	1,601,700	220,100	KER26RTP025	
5	Bakersfield	Corridor Improvement	Ming Av (Old River Rd to Gossford Rd) 1.2 mi.	381,700	52,400	KER26RTP025	
5	Bakersfield	Corridor Improvement	Monitor St (Merrimac Av to Berkshire Rd) 2.3 mi.	215,500	29,600	KER26RTP025	
5	Bakersfield	Corridor Improvement	Morning Dr (College Av to Brundage Ln) 2. mi.	619,600	85,100	KER26RTP025	
5	Bakersfield	Corridor Improvement	Mr Vernon Av (Panorama Dr to Columbus St) 1. mi.	324,400	44,600	KER26RTP025	
5	Bakersfield	Corridor Improvement	Oak St (24th St to Rosa Parks Hw y) 1.9 mi.	186,400	25,600	KER26RTP025	
5	Bakersfield	Corridor Improvement	Olive Dr (Renfro Rd to Sanford Dr) 6.5 mi.	1,998,700	274,600	KER26RTP025	
5	Bakersfield	Corridor Improvement	Osw ell St (Edison Hw y to Brundage Ln) .9 mi.	278,000	38,200	KER26RTP025	
5	Bakersfield	Corridor Improvement	Osw ell St (Edison Hw y to Columbus St) 2.3 mi.	221,800	30,500	KER26RTP025	
5	Bakersfield	Corridor Improvement	Pacheco Rd (Stine Rd to Monitor St) 2.5 mi.	242,700	33,300	KER26RTP025	
5	Bakersfield	Corridor Improvement	Panama Ln (Stine Rd to S Union Av) 3. mi.	289,500	39,800	KER26RTP025	
5	Bakersfield	Corridor Improvement	Panama Ln (Union Av to Cottonw ood Rd) 1. mi.	307,900	42,300	KER26RTP025	
5	Bakersfield	Corridor Improvement	Panama Rd (Wible Rd to Main St) 7. mi.	2,178,900	299,400	KER26RTP025	
5	Bakersfield	Corridor Improvement	Panorama Dr (Columbus St to Morning Dr) 5.8 mi.	1,786,200	245,400	KER26RTP025	
5	Bakersfield	Corridor Improvement	Pensinger Rd (Buena Vista Rd to Wible Rd) 5.1 mi.	1,571,700	215,900	KER26RTP025	
5	Bakersfield	Corridor Improvement	Planz Rd (Stine Rd to S H St) 2. mi.	192,200	26,400	KER26RTP025	
5	Bakersfield	Corridor Improvement	Renfro Rd (Rosedale Hw y to Stockdale Hw y) 2. mi.	619,800	85,200	KER26RTP025	
5	Bakersfield	Corridor Improvement	Truxtun Av (Oak St to Mt Vernon Av) 4.2 mi.	401,500	55,200	KER26RTP025	
5	Bakersfield	Corridor Improvement	Union Av (21st St to California Av) .7 mi.	63,100	8,700	KER26RTP025	
5	Bakersfield	Corridor Improvement	Wall St Paseo (F St to 322' East of R St) .9 mi.	263,100	36,100	KER26RTP025	
5	Bakersfield	Corridor Improvement	White Ln (Buena Vista Rd to S Union Av) 7.3 mi.	696,000	95,600	KER26RTP025	

Pedestrian Facilities (continued)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
5	Bakersfield	Corridor Improvement	Wible Rd (Rosedale Hw y to Taft Hw y/Panama Rd) 5.9 mi.	1,837,200	252,400	KER26RTP025	
5	Bakersfield	Corridor Improvement	Wilson Rd (Wible Rd to H St) 1. mi.	312,900	43,000	KER26RTP025	
5	Bakersfield	High-Visibility Crossw alk	Renfro Rd (Johnson Rd)	12,600	1,700	KER26RTP025	
5	Bakersfield	High-Visibility Crossw alk	Wharton Av (Main St)	12,600	1,700	KER26RTP025	
5	Bakersfield	Sidew alk Improvement	Belle Terrace (Daw n Street to Cottonw ood Road) 1.3 mi.	287,000	39,400	KER26RTP025	
5	Bakersfield	Sidew alk Improvement	Coffee Rd Path (Truxtun Avenue to Kern River Pkw y) .1 r	13,500	1,900	KER26RTP025	
5	Bakersfield	Sidew alk Improvement	Mt Vernon Av (California Ave to Brundage Lane) 1. mi.	214,100	29,400	KER26RTP025	
5	Bakersfield	Sidew alk Improvement	N Chester Av (Universe Avenue to Kern River Bike Trail)	439,800	60,400	KER26RTP025	
5	Bakersfield	Sidew alk Improvement	Pacheco Rd (Gordon St to Sparks St) .6 mi.	138,200	19,000	KER26RTP025	
5	Bakersfield	Sidew alk Improvement	Potomac Av (Collins Way to Osw ell St) 1.7 mi.	366,200	50,300	KER26RTP025	
5	Bakersfield	Sidew alk Improvement	S Chester Av (Ming Av to Union Av) 1.7 mi.	363,900	50,000	KER26RTP025	
5	Bakersfield	Sidew alk Improvement	Santa Fe Way (Reina Rd to Hageman Rd) 1.3 mi.	278,500	38,300	KER26RTP025	
5	Bakersfield	Sidew alk Improvement	Stine Rd (Stockdale Hw y to Park Circle Dr) .8 mi.	168,600	23,200	KER26RTP025	
5	Bakersfield	Sidew alk Improvement	Verdugo Ln (Hageman Rd to Rosedale Hw y) 1. mi.	210,900	29,000	KER26RTP025	
5	Bakersfield	Sidew alk Improvement	Virginia Av (Osw ell Street to Sterling Rd) .5 mi.	106,500	14,600	KER26RTP025	
5	Bakersfield	Sidew alk Improvement	Virginia St (Niles Street to Ridge Rd) .6 mi.	126,800	17,400	KER26RTP025	
5	Bakersfield/Caltrans	Corridor Improvement	23rd St (24th St to Q St) 1. mi.	313,200	43,000	KER26RTP025	
5	Bakersfield/Caltrans	Corridor Improvement	24th St (Oak St to Q St) 1.6 mi.	490,200	67,300	KER26RTP025	
5	Bakersfield/Caltrans	Corridor Improvement	Golden State Av (Kern River Pkw y Bike Trail to 24th St) 1	471,600	64,800	KER26RTP025	
5	Bakersfield/Caltrans	Corridor Improvement	Rosedale Hw y (Camino Del Rio Court to Nord Av) 8.5 mi.	816,900	112,200	KER26RTP025	
5	Bakersfield/Caltrans	Corridor Improvement	Rosedale Hw y (Camino Del Rio Court to Oak St) .5 mi.	167,900	23,100	KER26RTP025	
5	Bakersfield/Caltrans	Corridor Improvement	Weedpatch Hw y (Brundage Ln to E Bear Mountain Blvd)	3,109,900	427,300	KER26RTP025	
5	Bakersfield/County	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc	51,621,000	7,092,300	KER26RTP025	
5	Bakersfield/County	Corridor Improvement	Airport Dr (Norris Rd to Roberts Ln) .7 mi.	71,100	9,800	KER26RTP025	
5	Bakersfield/County	Corridor Improvement	Brundage Ln (Fairfax Rd to VineLn Rd) 1.9 mi.	593,700	81,600	KER26RTP025	
5	Bakersfield/County	Corridor Improvement	Decatur St (N Chester Av to Sandord Dr) 1.3 mi.	119,900	16,500	KER26RTP025	
5	Bakersfield/County	Corridor Improvement	E Fairview Rd (Hughes Ln to Farrel Dr) 2.2 mi.	207,700	28,500	KER26RTP025	
5	Bakersfield/County	Corridor Improvement	Garber Wy (Bryant St to Malibar Av) .4 mi.	36,200	5,000	KER26RTP025	
5	Bakersfield/County	Corridor Improvement	Hall Rd (San Emidio St to Habecker Rd) .5 mi.	159,000	21,800	KER26RTP025	
5	Bakersfield/County	Corridor Improvement	McCray St (Merle Haggard Dr to China Grade Loop) 1. mi.	299,900	41,200	KER26RTP025	
5	Bakersfield/County	Corridor Improvement	McCray St, Oildale Dr (W China Grade Loop to Roberts Lr	121,000	16,600	KER26RTP025	
5	Bakersfield/County	Corridor Improvement	Merle Haggard Dr (Pegasus Rd to Chester Av) 3.1 mi.	950,200	130,500	KER26RTP025	
5	Bakersfield/County	Corridor Improvement	Myrtle Av (Panama Ln to Wharton Av) .9 mi.	291,100	40,000	KER26RTP025	
5	Bakersfield/County	Corridor Improvement	Pioneer Dr (Osw ell St to Morning Dr) .6 mi.	171,600	23,600	KER26RTP025	
5	Bakersfield/County	Corridor Improvement	Pioneer Dr (Osw ell St to Normandy Dr) 1.5 mi.	139,000	19,100	KER26RTP025	

Pedestrian Facilities (continued)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
5	Bakersfield/County	Corridor Improvement	Roberts Ln (Sanford Ln to Manor St) 1.8 mi.	169,100	23,200	KER26RTP025	
5	Bakersfield/County	Corridor Improvement	San Diego St (Burgundy Av to Wharton Av) .7 mi.	213,400	29,300	KER26RTP025	
5	Bakersfield/County	Corridor Improvement	W China Grade Loop (Airport Dr to N Chester Av) 1. mi.	96,900	13,300	KER26RTP025	
5	Bakersfield/County	Sidew alk Improvement	Alta Vista Dr (Bernard Street to Panorama Drive) 1.1 mi.	245,100	33,700	KER26RTP025	
5	Bakersfield/County	Sidew alk Improvement	Belle Terrace (Stine Road to H Street) 1.5 mi.	324,000	44,500	KER26RTP025	
5	Bakersfield/County	Sidew alk Improvement	Bonita Rd (Main St to Habecker Rd) .5 mi.	109,600	15,100	KER26RTP025	
5	Bakersfield/County	Sidew alk Improvement	Buena Vista Blvd (May Street to Buena Vista Blvd Mobile	157,000	21,600	KER26RTP025	
5	Bakersfield/County	Sidew alk Improvement	Carnation Ave (Mc Kee Road to Panama Road) .5 mi.	107,400	14,800	KER26RTP025	
5	Bakersfield/County	Sidew alk Improvement	China Grade Loop (Chester Avenue to Manor Street) .5 m	106,800	14,700	KER26RTP025	
5	Bakersfield/County	Sidew alk Improvement	College Av (Mt. Vernon Ave to Osw ell St) 1. mi.	214,000	29,400	KER26RTP025	
5	Bakersfield/County	Sidew alk Improvement	Collision St (Main St to Carnation Av) .2 mi.	53,500	7,400	KER26RTP025	
5	Bakersfield/County	Sidew alk Improvement	Columbus St (Loma Linda Drive to Alta Vista Drive) .2 mi.	52,800	7,300	KER26RTP025	
5	Bakersfield/County	Sidew alk Improvement	Di Giorgio Rd (Fairfax Rd to Main St) 1. mi.	213,400	29,300	KER26RTP025	
5	Bakersfield/County	Sidew alk Improvement	Di Giorgio Rd (Pierce Drive to Weedpatch Highw ay) .7 mi.	160,400	22,000	KER26RTP025	
5	Bakersfield/County	Sidew alk Improvement	Dunnsmere St (San Diego Street to Weedpatch Highw ay)	51,300	7,000	KER26RTP025	
5	Bakersfield/County	Sidew alk Improvement	Field St (Di Giorgio Rd to Tri Duncan Avenue) .5 mi.	107,600	14,800	KER26RTP025	
5	Bakersfield/County	Sidew alk Improvement	Habecker Rd (Panama Rd to Segrue Rd) .7 mi.	160,300	22,000	KER26RTP025	
5	Bakersfield/County	Sidew alk Improvement	Hall Rd (San Diego St to Main St) .3 mi.	53,900	7,400	KER26RTP025	
5	Bakersfield/County	Sidew alk Improvement	Madison St (Belle Terrace to Casa Loma Drive) .4 mi.	77,000	10,600	KER26RTP025	
5	Bakersfield/County	Sidew alk Improvement	Man O War St (Whirlaw ay St to Main St) .3 mi.	66,900	9,200	KER26RTP025	
5	Bakersfield/County	Sidew alk Improvement	McKee Rd (H St to Shannon Dr) .5 mi.	112,900	15,500	KER26RTP025	
5	Bakersfield/County	Sidew alk Improvement	McKee Rd (Main St to Carnation Av) .3 mi.	55,400	7,600	KER26RTP025	
5	Bakersfield/County	Sidew alk Improvement	Mtn View Rd (RR xing to Sherman Rd) .8 mi.	164,000	22,500	KER26RTP025	
5	Bakersfield/County	Sidew alk Improvement	Panama Rd (Gilbert St to Habecker Rd) .7 mi.	150,000	20,600	KER26RTP025	
5	Bakersfield/County	Sidew alk Improvement	Panama Rd (Habecker Rd to Main St) .5 mi.	110,800	15,200	KER26RTP025	
5	Bakersfield/County	Sidew alk Improvement	Pioneer Dr (Normandy Dr to Morning Dr) 1.4 mi.	307,800	42,300	KER26RTP025	
5	Bakersfield/County	Sidew alk Improvement	Reynolds St (Whirlaw ay St to Main St) .3 mi.	63,300	8,700	KER26RTP025	
5	Bakersfield/County	Sidew alk Improvement	Sanford Dr (Castaic Av to McKinley Av) .3 mi.	60,800	8,400	KER26RTP025	
5	Bakersfield/County	Sidew alk Improvement	Segrue Rd (San Emidio St to Habecker Rd) 1. mi.	204,100	28,000	KER26RTP025	
5	Bakersfield/County	Sidew alk Improvement	Shannon Dr (Astor Av to McKee Rd) .3 mi.	54,200	7,400	KER26RTP025	
5	Bakersfield/County	Sidew alk Improvement	Sterling Rd (Hillburn Rd to Niles St) .3 mi.	53,700	7,400	KER26RTP025	
5	Bakersfield/County	Sidew alk Improvement	Union Av (McKee Rd to Taft Hw y) .5 mi.	107,500	14,800	KER26RTP025	
5	Bakersfield/County	Sidew alk Improvement	Wharton Av (San Emidio St to Myrtle Av) .7 mi.	148,800	20,400	KER26RTP025	
7	California City	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc	50,302,600	6,911,100	KER26RTP025	
7	California City	High-Visibility Crossw alk	90th St (Fir Av) 1 mi.	3,200	400	KER26RTP025	

Pedestrian Facilities (continued)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
7	California City	High-Visibility Crossw alk	Catalpa Av (90th St) 4 mi.	12,600	1,700	KER26RTP025	
7	California City	Pedestrian Improvement Corridor	N Loop Blvd (Hacienda Bl to Lake Shore Dr) 1.3 mi.	394,500	54,200	KER26RTP025	
7	California City	Pedestrian Improvement Corridor	Redw ood Blvd (Neuralia Rd to California City Blvd) 2.9 mi.	908,100	124,800	KER26RTP025	
6	County/Buttonw illow	Corridor Improvement	Tracy Av (Willow Dr to Hw y 58) .4 mi.	132,400	18,200	KER26RTP025	
6	County/Buttonw illow	High-Visibility Crossw alk	Buttonw illow Dr - W 1st St	6,300	900	KER26RTP025	
2	County/Frazier Park	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc	5,418,100	744,400	KER26RTP025	
2	County/Frazier Park	Corridor Improvement	Frazier Mountain Park Rd (Monterey Trail to Camelia Trail)	122,500	16,800	KER26RTP025	
2	County/Frazier Park	Sidew alk Improvement	Monterey Trail (Park Dr to Mount Pinos Wy) .2 mi.	40,300	5,500	KER26RTP025	
2	County/Frazier Park	Sidew alk Improvement	Mount Pinos Wy (Johnson Rd to Pomeroy Trail) .9 mi.	182,100	25,000	KER26RTP025	
9	County/Golden Hills	Sidew alk Improvement	Park Rd (Madre St-Santa Maria Dr) .2 mi.	42,700	5,900	KER26RTP025	
4	County/Lake Isabella	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc	8,011,900	1,100,800	KER26RTP025	
4	County/Lake Isabella	Corridor Improvement	Nugget Av (Suhre St to Golden Spur St) .3 mi.	94,400	13,000	KER26RTP025	
4	County/Lake Isabella	High-Visibility Crossw alk	Lake Isabella Blvd - Crestview Av	12,600	1,700	KER26RTP025	
4	County/Lake Isabella	High-Visibility Crossw alk	Lake Isabella Blvd - Elizabeth Norris Rd	12,600	1,700	KER26RTP025	
4	County/Lake Isabella	Sidew alk Improvement	Erskine Creek Rd (Lake Isabella Blvd to Hall Ct) 1.4 mi.	305,700	42,000	KER26RTP025	
4	County/Lake Isabella	Sidew alk Improvement	Lake Isabella Blvd (Erskine Creek Rd to Lakeland St) 1.7 r	358,400	49,200	KER26RTP025	
4	County/Lake Isabella	Sidew alk Improvement	Lake Isabella Blvd (Lakeland Street to Kilbreth Dr) 1.2 mi.	263,500	36,200	KER26RTP025	
4	County/Lake Isabella	Sidew alk Improvement	Webb Av (Lake Isabella Blvd to School) .9 mi.	188,200	25,900	KER26RTP025	
1	County/Lamont	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc	2,459,300	337,900	KER26RTP025	
1	County/Lamont	Corridor Imp. lights	Santa Ana St (Hall Rd to Wharton Av) .4 mi.	132,800	18,200	KER26RTP025	
1	County/Lamont	Corridor Imp. lights	Santa Barbara St (Hall Rd to Wharton Av) .4 mi.	134,000	18,400	KER26RTP025	
1	County/Lamont	Corridor Imp. lights	Santa Clara St (Hall Rd to Wharton Av) .4 mi.	136,700	18,800	KER26RTP025	
1	County/Lamont	Corridor Improvement	Hall Rd (San Emidio St to Habecker Rd) .5 mi.	159,000	21,800	KER26RTP025	
1	County/Lamont	Corridor Improvement	Myrtle Av (Panama Ln to Wharton Av) .9 mi.	291,100	40,000	KER26RTP025	
1	County/Lamont	Corridor Improvement	Panama Rd (Wible Rd to Main St) 7. mi.	2,178,900	299,400	KER26RTP025	
1	County/Lamont	Corridor Improvement	San Diego St (Burgundy Av to Wharton Av) .7 mi.	213,400	29,300	KER26RTP025	
1	County/Lamont	High-Visibility Crossw alk	Wharton Av (Main St)	12,600	1,700	KER26RTP025	
1	County/Lamont	Sidew alk Improvement	Bertal St (CA-184 to Carnation Ave) 0.3 mi.	51,700	7,100	KER26RTP025	
1	County/Lamont	Sidew alk Improvement	Bonita Rd (Main St to Habecker Rd) .5 mi.	109,600	15,100	KER26RTP025	
1	County/Lamont	Sidew alk Improvement	Buena Vista Blvd (May Street to Buena Vista Blvd Mobile	157,000	21,600	KER26RTP025	
1	County/Lamont	Sidew alk Improvement	Burger Way (San Diego St to San Fernando St) 0.1 mi.	29,900	4,100	KER26RTP025	
1	County/Lamont	Sidew alk Improvement	Carnation Ave (Mc Kee Road to Panama Road) .5 mi.	107,400	14,800	KER26RTP025	
1	County/Lamont	Sidew alk Improvement	Carnation Ave (Panama Rd to Collison St) 0.3 mi.	742,800	102,100	KER26RTP025	
1	County/Lamont	Sidew alk Improvement	Collision St (Main St to Carnation Av) .2 mi.	53,500	7,400	KER26RTP025	
1	County/Lamont	Sidew alk Improvement	Collison St (CA-184 to Carnation Ave) 0.3 mi.	53,500	7,400	KER26RTP025	

Pedestrian Facilities (continued)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
1	County/Lamont	Sidew alk Improvement	Delight Ave (San Emideo St to San Diego St) 0.2 mi.	45,200	6,200	KER26RTP025	
1	County/Lamont	Sidew alk Improvement	Di Giorgio Rd (Fairfax Rd to Main St) 1. mi.	213,400	29,300	KER26RTP025	
1	County/Lamont	Sidew alk Improvement	Di Giorgio Rd (Pierce Drive to Weedpatch Highw ay) .7 mi.	160,400	22,000	KER26RTP025	
1	County/Lamont	Sidew alk Improvement	Dunnsmere St (San Diego Street to Weedpatch Highw ay)	51,300	7,000	KER26RTP025	
1	County/Lamont	Sidew alk Improvement	Emperor Ave (How ard to San Diego St) 0.1 mi.	26,000	3,600	KER26RTP025	
1	County/Lamont	Sidew alk Improvement	Field St (Di Giorgio Rd to Tri Duncan Avenue) .5 mi.	107,600	14,800	KER26RTP025	
1	County/Lamont	Sidew alk Improvement	Gilbert St (Emperor Ave to Panama Rd) 0.1 mi.	27,700	3,800	KER26RTP025	
1	County/Lamont	Sidew alk Improvement	Habecker Rd (Panama Rd to Segrue Rd) .7 mi.	160,300	22,000	KER26RTP025	
1	County/Lamont	Sidew alk Improvement	Hall Rd (San Diego St to Main St) .3 mi.	53,900	7,400	KER26RTP025	
1	County/Lamont	Sidew alk Improvement	How ard St (Emperor Ave to Panama Rd) 0.1 mi.	27,700	3,800	KER26RTP025	
1	County/Lamont	Sidew alk Improvement	Lana St (CA-184 to Carnation Ave) 0.3 mi.	54,100	7,400	KER26RTP025	
1	County/Lamont	Sidew alk Improvement	Man O War St (Whirlaw ay St to Main St) .3 mi.	66,900	9,200	KER26RTP025	
1	County/Lamont	Sidew alk Improvement	McKee Rd (Main St to Carnation Av) .3 mi.	55,400	7,600	KER26RTP025	
1	County/Lamont	Sidew alk Improvement	Montal St (CA-184 to Carnation Ave) 0.3 mi.	54,800	7,500	KER26RTP025	
1	County/Lamont	Sidew alk Improvement	Mtn View Rd (RR xing to Sherman Rd) .8 mi.	164,000	22,500	KER26RTP025	
1	County/Lamont	Sidew alk Improvement	Panama Rd (Gilbert Street to Habecker Rd) .7 mi.	150,000	20,600	KER26RTP025	
1	County/Lamont	Sidew alk Improvement	Panama Rd (Habecker Rd to Main St) .5 mi.	110,800	15,200	KER26RTP025	
1	County/Lamont	Sidew alk Improvement	Reynolds St (Whirlaw ay St to Main St) .3 mi.	63,300	8,700	KER26RTP025	
1	County/Lamont	Sidew alk Improvement	Ribier Ave (San Emideo St to End of street) 0.1 mi.	29,900	4,100	KER26RTP025	
1	County/Lamont	Sidew alk Improvement	San Diego St (Delight Ave to Burgundy Ave) 0.2 mi.	213,400	29,300	KER26RTP025	
1	County/Lamont	Sidew alk Improvement	San Emidio St (Delight Ave to End of street) 0.2 mi.	60,800	8,400	KER26RTP025	
1	County/Lamont	Sidew alk Improvement	San Fernando St (Delight Ave to Mataro Ct) 0.2 mi.	37,300	5,100	KER26RTP025	
1	County/Lamont	Sidew alk Improvement	San Gorgonio (Panama Rd to Delight Ave) 203 ft. mi.	10,900	1,500	KER26RTP025	
1	County/Lamont	Sidew alk Improvement	Segrue Rd (San Emidio St to Habecker Rd) 1. mi.	204,100	28,000	KER26RTP025	
1	County/Lamont	Sidew alk Improvement	Wharton Av (San Emidio St to Myrtle Av) .7 mi.	148,800	20,400	KER26RTP025	
1	County/Lamont	Sidew alk/Corridor Imp.	Hall Rd (San Emidio to Habecker Rd) 1. mi.	159,000	21,800	KER26RTP025	
1	County/Lamont	Sidew alk/Corridor Imp.	Hope Ln (Tatum St to Habecker Rd) .1 mi.	21,000	2,900	KER26RTP025	
1	County/Lamont	Sidew alk/Corridor Imp.	Tatum St (Hope Ln to Hall Rd) .09 mi.	21,400	2,900	KER26RTP025	
1	County/Lamont	Sidew alk/Corridor Imp.	Wilson (Hope Ln to end of street) .04 mi.	23,400	3,200	KER26RTP025	
1	County/Lamont/Caltrans	Corridor Improvement	San Diego St (Burgundy Av-Wharton Av) .5 mi.	158,100	21,700	KER26RTP025	
1	County/Lamont/Caltrans	Corridor Improvement	SR 184 Weedpatch Hw y (Brundage Ln to E Bear Mtn Bl)	3,109,900	427,300	KER26RTP025	
6	County/Lost Hills	Bicycle and Ped Bridge	Lost Hills Rd (Lost Hill Park to Woodw ard Av) 1. mi.	5,000,000	687,000	KER2xRTP000	2024
7	County/Mojave	Corridor Improvement	Douglas Av (Koch St-Mojave West Park) .3 mi.	91,800	12,600	KER26RTP025	
7	County/Mojave	Corridor Improvement	M St (Belshaw St-Shasta St) .4 mi.	112,800	15,500	KER26RTP025	
7	County/Mojave	Corridor Improvement	O St (Cerro Gordo St-Park St) .5 mi.	145,200	19,900	KER26RTP025	

Pedestrian Facilities (continued)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
7	County/Mojave	Corridor Improvement	SR 14 (Cypress-Silver Queen) 5.4 mi.	2,813,800	386,600	KER26RTP025	
7	County/Mojave	Corridor Improvement	SR 58 (Sierra Hwy-Nadene St) .7 mi.	202,600	27,800	KER26RTP025	
7	County/Mojave	Fence Removing	Q St (Belshaw St) 1. mi.	600	100	KER26RTP025	
7	County/Mojave	High-Visibility Crosswalk	Gregory Dr (Pat Av) 4 mi.	12,600	1,700	KER26RTP025	
7	County/Mojave	High-Visibility Crosswalk	SR 58 (Kern County Fire Department) 4 mi.	12,600	1,700	KER26RTP025	
6	County/North Kern	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc	4,406,300	605,400	KER26RTP025	
7	County/Rosamond	County Aeras Complete Streets/ITS	Other future developments funded by mitigation, fees, etc	44,930,900	6,173,100	KER26RTP025	
7	County/Rosamond	Sidewalk Improvement	20th St W (Marie Av-Rosamond Bl) 1 mi.	213,600	29,300	KER26RTP025	
7	County/Rosamond	Sidewalk Improvement	35th St W (Holiday Av-Felsite Av) 1.5 mi.	318,900	43,800	KER26RTP025	
7	County/Rosamond	Sidewalk Improvement	Mojave Tropico Rd (Rosamond Blvd-Cobalt Av) .3 mi.	58,900	8,100	KER26RTP025	
7	County/Rosamond	Sidewalk Improvement	Rosamond Blvd (Mojave Tropico Rd-10th St W) 4.5 mi.	968,300	133,000	KER26RTP025	
7	County/Rosamond	Sidewalk Improvement	Sierra Hwy (Hillcrest Av-Orange St) 1 mi.	219,400	30,100	KER26RTP025	
6	Delano	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc	28,952,200	3,977,800	KER26RTP025	
6	Delano	Bulbouts	10th Av (Main St)	67,500	9,300	KER26RTP025	
6	Delano	Bulbouts	13th Av (Main St)	67,500	9,300	KER26RTP025	
6	Delano	Bulbouts	Garces Hwy (S Lexington St)	67,500	9,300	KER26RTP025	
6	Delano	Corridor Improvement	11th Av (Timmons Av to Randolph St) 2.3 mi.	701,500	96,400	KER26RTP025	
6	Delano	Corridor Improvement	Albany St (County Line Rd to Woollomes Av) 3. mi.	929,000	127,600	KER26RTP025	
6	Delano	Corridor Improvement	Ellington St (Cecil Av to Garces Hwy) 1. mi.	315,600	43,400	KER26RTP025	
6	Delano	Corridor Improvement	Jefferson St (Cecil Av to Garces Hwy) 1. mi.	315,100	43,300	KER26RTP025	
6	Delano	Corridor Improvement	Woollomes Av (Albany St to Ellington St) .8 mi.	245,700	33,800	KER26RTP025	
6	Delano	High-Visibility Crosswalk	Cecil Av (Clinton St)	12,600	1,700	KER26RTP025	
6	Delano	Retangular Rapid Flash Beacon	Norwalk St (17th Av)	33,800	4,600	KER26RTP025	
6	Delano/County	Sidewalk Improvement	Mathews Av (Christina Street to Melcher Road) .3 mi.	1,688,300	232,000	KER26RTP025	
8	Maricopa	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc	203,300	27,900	KER26RTP025	
8	Maricopa	Sidewalk Improvement	Stanislaus St (School St to Klipstein St) .2 mi.	48,400	6,600	KER26RTP025	
8	Maricopa/Caltrans	Corridor Improvement	California St (Main St to Poso St) .4 mi.	130,000	17,900	KER26RTP025	
8	Maricopa/Caltrans	Corridor Improvement	Klipstein St (Fiester St to Stanislaus St) .4 mi.	129,100	17,700	KER26RTP025	
8	Maricopa/Caltrans	Sidewalk Improvement	Poso St (Stanislaus St to S Kern St) .2 mi.	38,300	5,300	KER26RTP025	
6	McFarland	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc	4,382,200	602,100	KER26RTP025	
6	McFarland	Corridor Improvement	5th St (Perkins Av to Sherwood Av) .5 mi.	154,400	21,200	KER26RTP025	
6	McFarland	Corridor Improvement	Browning Rd (Glenwood Av to Sherwood Av) .7 mi.	209,900	28,800	KER26RTP025	
6	McFarland	Corridor Improvement	E Kern Av (McFarland Bridge to Wiley St) .5 mi.	152,200	20,900	KER26RTP025	
6	McFarland	Corridor Improvement	Perkins Av Access Ramp (West Perkins Av to Christophe	100,100	13,800	KER26RTP025	
6	McFarland	Corridor Improvement	Sherwood Av Access Ramp (West Sherwood Av to Eas	101,200	13,900	KER26RTP025	

Pedestrian Facilities (continued)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
6	McFarland	High-Visibility Crossw alk	2nd St (Kern Av)	12,600	1,700	KER26RTP025	
6	McFarland	High-Visibility Crossw alk	Mast Av (Cliff Av)	12,600	1,700	KER26RTP025	
6	McFarland	High-Visibility Crossw alk	Taylor Av (Mast Av)	12,600	1,700	KER26RTP025	
6	McFarland	Sidew alk Improvement	1st St (W Kern Av to W Sherw ood Av) .2 mi.	52,600	7,200	KER26RTP025	
6	McFarland	Sidew alk Improvement	1st St (W Perkins Av to W Kern Av) .3 mi.	55,500	7,600	KER26RTP025	
6	McFarland	Sidew alk Improvement	W Kern Av (9th St to 1st St) .6 mi.	121,300	16,700	KER26RTP025	
6	McFarland	Sidew alk Improvement	W Perkins Av (Garzoli Av to Frontage Rd) .7 mi.	145,900	20,000	KER26RTP025	
3	Ridgecrest	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc	9,898,600	1,360,000	KER26RTP025	
3	Ridgecrest	Bicycle Signal	Inyokern Rd (N China Lake Bl)	28,100	3,900	KER26RTP025	
3	Ridgecrest	Corridor Improvement	N China Lake Blvd (E Inyokern Rd to Bow man Rd) 3. mi.	285,700	39,300	KER26RTP025	
3	Ridgecrest	Corridor Improvement	Norma St (Sydnor Av to Bow man Rd) 2.3 mi.	217,200	29,800	KER26RTP025	
3	Ridgecrest	Corridor Improvement	Norma St (W Inyokern Rd to Sydnor Av) .8 mi.	232,900	32,000	KER26RTP025	
3	Ridgecrest	Corridor Improvement	Ridgecrest Blvd (Dow ns St to S Gatew ay Blvd) 2. mi.	192,500	26,400	KER26RTP025	
3	Ridgecrest	High-Visibility Crossw alk	Bow man Rd (Sunland St)	12,600	1,700	KER26RTP025	
3	Ridgecrest	High-Visibility Crossw alk	Drummond Av (French Av)	12,600	1,700	KER26RTP025	
3	Ridgecrest	High-Visibility Crossw alk	Inyokern Rd (N China Lake Bl)	12,600	1,700	KER26RTP025	
3	Ridgecrest	High-Visibility Crossw alk	Las Flores Av (Sierra View St)	12,600	1,700	KER26RTP025	
3	Ridgecrest	Sidew alk Improvement	Bow man St (Dow ns St to S Mahan St) .5 mi.	104,800	14,400	KER26RTP025	
3	Ridgecrest	Sidew alk Improvement	China Lake Blvd (Bow man Rd to Dow ns St) 1.3 mi.	286,700	39,400	KER26RTP025	
3	Ridgecrest	Sidew alk Improvement	Dow ns St (Bow man Rd to W Springer Av) 1. mi.	211,600	29,100	KER26RTP025	
3	Ridgecrest	Sidew alk Improvement	S Mahan St (W Springer Av to Bow man St) 1. mi.	211,500	29,100	KER26RTP025	
3	Ridgecrest	Sidew alk Improvement	Sandquist Rd (Inyokern Rd to E St) .4 mi.	80,500	11,100	KER26RTP025	
3	Ridgecrest	Sidew alk Improvement	W Springer Av (Dow ns St to S Mahan St) .5 mi.	103,000	14,200	KER26RTP025	
3	Ridgecrest/County	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc	3,503,500	481,400	KER26RTP025	
6	Shafter	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc	9,048,000	1,243,100	KER26RTP025	
6	Shafter	Corridor Improvement	E Munzer St (E Lerdo Hw y to Shafter Av) .2 mi.	22,700	3,100	KER26RTP025	
6	Shafter	Corridor Improvement	James St (E Lerdo Hw y to Shafter Av) .4 mi.	40,100	5,500	KER26RTP025	
6	Shafter	Corridor Improvement	Shafter Av (W Munzer St to Poso Av) .2 mi.	20,400	2,800	KER26RTP025	
6	Shafter	High-Visibility Crossw alk	Central Av (Callow ay St)	12,600	1,700	KER26RTP025	
6	Shafter	High-Visibility Crossw alk	Kern St (Central Av)	3,200	400	KER26RTP025	
6	Shafter	High-Visibility Crossw alk	N Shafter Av (BNSF Railroad)	12,600	1,700	KER26RTP025	
6	Shafter/Caltrans	Corridor Improvement	Lerdo Hw y (Shafter Av to Hw y 43) .4 mi.	136,100	18,700	KER26RTP025	
8	Taft	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc	3,684,800	506,300	KER26RTP025	
8	Taft	Corridor Improvement	10th St (Ash St to Main St) .6 mi.	198,100	27,200	KER26RTP025	
8	Taft	Corridor Improvement	6th St (Ash St to Main St) .8 mi.	246,700	33,900	KER26RTP025	

Pedestrian Facilities (continued)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
8	Taft	Corridor Improvement	San Emidio St (N 10th St to 1st St) .8 mi.	76,600	10,500	KER26RTP025	
8	Taft	High-Visibility Crossw alk	Kern St (6th St)	12,600	1,700	KER26RTP025	
8	Taft	Sidew alk Improvement	Ash St (10th Street to 4th St) .7 mi.	153,300	21,100	KER26RTP025	
8	Taft	Sidew alk Improvement	Olive Av (Supply Row to South St) .5 mi.	104,000	14,300	KER26RTP025	
8	Taft	Sidew alk Improvement	Wood St (S 10th St to SR 33) 1.1 mi.	236,900	32,500	KER26RTP025	
8	Taft/Caltrans	Corridor Improvement	Kern Av (Cascade Pl to Taft Hw y) 1.2 mi.	379,700	52,200	KER26RTP025	
8	Taft/Caltrans	High-Visibility Crossw alk	SR 119 (Gardner Field Rd/E Main St)	12,600	1,700	KER26RTP025	
8	Taft/County	Kern - Complete Streets/ITS Improv	Other future developments funded by mitigation, fees, etc	791,900	108,800	KER26RTP025	
8	Taft/County	Sidew alk Improvement	Cedar St (Lincoln Street to SR 119) 1. mi.	209,900	28,800	KER26RTP025	
8	Taft/County	Sidew alk Improvement	Date St (Division Rd to Monroe St) .7 mi.	154,000	21,200	KER26RTP025	
8	Taft/County	Sidew alk Improvement	Elm St (Lincoln Street to Harrison St) .5 mi.	106,600	14,600	KER26RTP025	
8	Taft/County	Sidew alk Improvement	S 10th St (A Street to Buena Vista Place) .3 mi.	68,200	9,400	KER26RTP025	
9	Tehachapi	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc	1,210,800	166,400	KER26RTP025	
9	Tehachapi	Corridor Improvement	Curry St (E St to Pinon St) .9 mi.	283,000	38,900	KER26RTP025	
9	Tehachapi	Corridor Improvement	D St (Mt View Av to Robinson St) .7 mi.	222,700	30,600	KER26RTP025	
9	Tehachapi	Corridor Improvement	East E St (Mt View Av to Snyder Av) 1.2 mi.	370,400	50,900	KER26RTP025	
9	Tehachapi	Corridor Improvement	Green St (J St to C St) .5 mi.	154,400	21,200	KER26RTP025	
9	Tehachapi	Corridor Improvement	Hayes St (H St to Pepper Dr) .3 mi.	97,500	13,400	KER26RTP025	
9	Tehachapi	Corridor Improvement	I St (Curry St to Hayes St) .5 mi.	158,800	21,800	KER26RTP025	
9	Tehachapi	Corridor Improvement	Mt View Av (Tehachapi Blvd to Valley Blvd) .5 mi.	161,300	22,200	KER26RTP025	
9	Tehachapi	Corridor Improvement	Robinson St (E St to D St) .1 mi.	23,400	3,200	KER26RTP025	
9	Tehachapi	Corridor Improvement	Tehachapi Blvd (Tucker Rd to Pauley St) 1. mi.	311,800	42,800	KER26RTP025	
9	Tehachapi	Corridor Improvement	Valley Blvd (Curry St to Dennison Rd) 1. mi.	311,200	42,800	KER26RTP025	
9	Tehachapi	High-Visibility Crossw alk	Dennison Rd (Tehachapi Bl)	12,600	1,700	KER26RTP025	
9	Tehachapi	High-Visibility Crossw alk	Park Rd (elementary school entrance)	3,200	400	KER26RTP025	
9	Tehachapi	High-Visibility Crossw alk	S Hayes St (E Tehachapi Bl)	3,200	400	KER26RTP025	
9	Tehachapi/County	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc	17,881,500	2,456,800	KER26RTP025	
9	Tehachapi/Caltrans	Sidew alk Improvement	SR 202 (Woodford-Tehachapi Rd to Tucker Rd) 1.5 mi.	327,500	45,000	KER26RTP025	
9	Tehachapi/County	Corridor Improvement	San Diego St (Burgundy Av to Wharton Av) .5 mi.	158,100	21,700	KER26RTP025	
9	Tehachapi/County	Sidew alk Improvement	Park Rd (Madre St to Santa Maria Dr) .2 mi.	42,700	5,900	KER26RTP025	
6	Wasco/Caltrans	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc	1,649,100	226,600	KER26RTP025	
6	Wasco	Corridor Improvement	1st St (Peters St to E St) .9 mi.	285,500	39,200	KER26RTP025	
6	Wasco	Corridor Improvement	7th St (Griffith Av to G St) .4 mi.	42,500	5,800	KER26RTP025	
6	Wasco	Corridor Improvement	7th St (Magnolia Av to Griffith Av) 1.5 mi.	464,300	63,800	KER26RTP025	
6	Wasco	Corridor Improvement	8th St (D St to G St) .2 mi.	21,600	3,000	KER26RTP025	

Pedestrian Facilities (continued)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
6	Wasco	Corridor Improvement	F St (Filburn Av to Poso Dr) .5 mi.	154,500	21,200	KER26RTP025	
6	Wasco	Corridor Improvement	Palm Av (Gromer Av to Filburn St) 2. mi.	619,700	85,100	KER26RTP025	
6	Wasco	Corridor Improvement	Poso Av (Central Av to G St) 1.5 mi.	459,700	63,200	KER26RTP025	
6	Wasco	Sidew alk Improvement	F St, Hw y (43) (Paso Robles Hw y (46) to Poso Av) 1. mi.	214,200	29,400	KER26RTP025	
6	Wasco/Caltrans	Sidew alk Improvement	Paso Robles Hw y (46) (Central Av to F St) 1.4 mi.	293,800	40,400	KER26RTP025	
1,2,3,4,5, 6,7,8,9	Countyw ide	Various locations	Safe, Complete Streets, Pedestrian Enhancements	-	-	KER26RTP025	
1,2,3,4,5, 6,7,8,9	Countyw ide	Various locations	Construct Complete Streets Improvements	-	-	KER26RTP025	
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**468,100,000**	**64,300,000**	**Sub-total**	

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

TABLE 5-1 - 2026-49 Priority Transportation Projects - Constrained Capital Improvement Program (CIP) (Continued)

Priority Regional Projects

Freight Rail***

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
1,2,3,5,6, 7,8,9	County/Tehachapi	Freight Rail	Double-track sections (Bakersfield to Mojave) - Phase 2	101,300,000	13,900,000	KER26RTP086	
1,5,6,8	Shafter/Bakersfield	Freight Rail	Intermodal Rail Facility - Phase 3	100,000,000		KER26RTP087	2026
1,2,3,4,5, 6,7,8,9	Countyw ide	Freight Rail	Private Sector Rail Netw ork Improvments, supporting rail freight movement	56,300,000	7,700,000	KER26RTP089	
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**257,600,000**	**21,600,000**	**Sub-total**	
**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.							
***Freight rail projects are usually privately funded however some competetive government grant funding is available.							

Priority Regional Projects

2026-2029 Major Roadway Improvements

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
1,5,6,7,8,9	Bakersfield	Centennial Corridor	At Rte 99 & 58 – operational improvements	84,000,000	-	KER22RTP003	2026
5	Bakersfield/County	Hageman Flyover	Knudsen Dr to Rt 204 - construct extension	77,500,000	-	KER08RTP013	2026
5	Bakersfield/County	Route 58	Rosedale Hw y @ Landco Sub (Minkler Spur) - new grade separation	30,400,000	-	KER08RTP118	2029
5,6	County	Route 65	James Rd to Merle Haggard Dr - E-truck access, safety w idening, flow imprvmnts.	83,400,000	-	KER08RTP094	2026
1,5,9	County	Route 184	At Union Pacific Railroad - new grade separation	29,700,000	-	KER08RTP108	2026
1,5,6,7,8,9	County	Centennial Corridor	Stockdale Hw y (SR 43 to Heath Rd) safety w idening, traffic flow impvmts.	66,400,000	-	KER22RTP005	2026
7,9	County/California City	Route 58	SR 58 Cal City Bl to Edw ards AFB N. Gate - safety improvements Phase 1 (KARGO 12.1&2)	38,400,000	-	KER22RTP007	2026
1,2,3,4,5, 6,7,8,9	County/Keene	Route 58	W of Tehachapi to General Beale Rd - new truck climbing lanes	140,000,000	-	KER22RTP006	2026
1,5,6,8	Shafter	Cherry Av	Intermodal Rail Freight Hub Connector Improvements - Phase I - Shafter Greenpass (KARGO 13.9)	111,100,000	-	KER23RTP001	2027
1,5,6	Shafter	Merced Av	Intermodal Rail Freight Hub Connector Improvements - Phase I - Shafter Greenpass (KARGO 13.7)	111,100,000	-	KER23RTP001	2027
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**772,000,000**		**Sub-total**	
**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.							

2030-34 - Major Roadway Improvements

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start
4,5	Bakersfield	Route 178	Near Oswell St to Vineland Rd - safety widening, traffic flow improvements	19,100,000	2,600,000	KER08RTP111	2034
1,5	County/Bakersfield	Route 184	Morning Dr to Rt 178 - safety widening, traffic flow improvements	5,600,000	800,000	KER08RTP101	2032
6	Delano	Route 99	High Street Flyover/99 access improvements	42,000,000	5,800,000	KER26RTP172	2030
3,4,7,9	County/Ridgecrest	Route 14	Redrock / Inyokern Rd to Rt 178 - safety widening, traffic flow improvements (Ph. 2)	47,300,000	6,500,000	KER08RTP017	2031
5,8	County/Taft	Route 119	Cherry Ave to Elk Hills Rd - safety widening, traffic flow impvmts. (Ph. 1 bypass)	117,400,000	16,100,000	KER08RTP022	2031
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**231,400,000**	**31,800,000**	**Sub-total**	
**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.							

2035-39 - Major Roadway Improvements

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start
5,6	County/Bakersfield	Route 99	At Olive Dr - Improve i-change/construct UP grade sep.	121,600,000	16,700,000	KER08RTP021	2036
1,5	County/Bakersfield	Route 184	Rt 58 to 178 via Morning Dr - safety widening, traffic flow improvements	101,300,000	13,900,000	KER08RTP045	2036
5,8	County/Bakersfield	Route 119	I-5 to Buena Vista - safety widening, traffic flow improvements	35,200,000	4,800,000	KER08RTP099	2036
5,6,8	County/Bakersfield	7th Standard Rd	Rt 43 to Santa Fe Wy - safety widening, traffic flow improvements	15,800,000	2,200,000	KER08RTP113	2036
5,6	County/Bakersfield	Route 99	At/near Snow Rd - relocate/improve interchange connections	125,500,000	17,200,000	KER08RTP115	2036
1,2,5,6,9	County/Bakersfield	Route 99	Beardsley Canal to N of 7th Standard Rd - safety widening, traffic flow improvements	102,200,000	14,000,000	KER08RTP138	2036
3,4,7,9	County/Indian Wells V.	Route 14	Redrock / Inyokern Rd to Rt 178 - safety widening, traffic flow improvements (Ph. 3)	36,000,000	4,900,000	KER08RTP024	2036
1,5	County/Lamont-Fuller Acres	Route 184	Panama Rd to Rt 58 - safety widening, traffic flow improvements	11,800,000	1,600,000	KER08RTP100	2036
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**549,400,000**	**75,300,000**	**Sub-total**	
**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.							

2040-49 - Major Roadway Improvements							
Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start
4,5	Bakersfield	Route 178	Alfread Harold Hwy to Rancheria - safety widening, traffic flow improvements	22,300,000	3,100,000	KER08RTP084	2049
4,5	County/Bakersfield	Route 178	Vineland to E. of Alfred Harrell Hwy - new freeway segment, interchange	133,900,000	18,400,000	KER08RTP025	2049
5,6	County/Bakersfield	West Urban Corridor	Rosedale Hwy to Westside Pkwy - construct new facility	105,200,000	14,500,000	KER08RTP016	2049
5,6	County/Bakersfield	West Urban Corridor	Rosedale Hwy to Cherry via Santa Fe Wy - construct new facility	130,300,000	17,900,000	KER08RTP102	2049
5,6,8	County/Bakersfield	West Urban Corridor	White Lane to Westside Pkwy-construct new facility	130,300,000	17,900,000	KER08RTP139	2049
5,6,8	County/Bakersfield	West Urban Corridor	Taft Hwy to White Lane - construct new facillity	101,300,000	13,900,000	KER08RTP097	2049
3,7	Ridgecrest	US 395	Between Rt 178 and S. of China Lake Blvd - passing lanes/intersection improvments	22,500,000	3,100,000	KER08RTP089	2049
8	Taft	Route 119	Elk Hills - County Rd to Tupman Ave - safety widening, traffic flow impvmts. (Ph. 2)	54,000,000	7,400,000	KER08RTP086	2049
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**699,800,000**	**96,200,000**	**Sub-total**	
**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.							
				2,252,600,000	**203,300,000**	**Roadways Total**	

TABLE 5-1 - 2026-49 Priority Transportation Projects - Constrained Capital Improvement Program (CIP) (Continued)

Regional Projects Under Construction / Recently Completed - 2025 Status							
Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Savings ($)**	RTP Project ID	Start
5	Bakersfield	Route 58	Rosedale Hwy - Callow ay Dr to Rt 99 - widen existing Hw	29,000,000		KER08RTP007	2014
2,5	Bakersfield	Route 99	Hosking Ave - construct interchange	31,000,000		KER08RTP009	2014
4,5	Bakersfield	Route 178	Vineland Rd to east of Miramonte Dr - widen existing Hw	54,000,000		KER08RTP011	2014
5	Bakersfield	Route 178	24th/23rd St -- SR-99 to M Street - widen existing Hwy	55,000,000		KER08RTP014	2015
1,5,6,7,8,9	Bakersfield	Route 58	I-5 to 58/Cottonwood Rd - new freeway/operatational Imp	698,000,000		KER08RTP020	2016
1,5,6,7,8,9	Bakersfield	Passenger Rail	Amtrak Station - Phase 3	13,000,000		KER2xRTP000	2022
5,6	County	Route 99	Olive Dr - new I-change upgrades	6,100,000		KER08RTP091	2023
1,5,6,9	County/Lost Hills	Route 46	Brown Material Rd to I-5 - i-change upgrade at I-5 Ph. 4B	40,000,000		KER08RTP018	2022
1,5,6,9	County/Lost Hills	Route 46	Brown Material Rd to I-5 - i-change upgrade at I-5 Ph. 4C	37,000,000		KER08RTP018	2023
3,4,7	Inyokern	Route 14	Redrock / Inyokern Rd to Rt 178 - widen to 4 lanes (Ph. 1)	42,000,000		KER08RTP006	2016
1,5,6,9	Lost Hills	Route 46	Brown Material Rd to I-5 - i-change upgrade at I-5 Ph. 4A	27,000,000		KER14RTP001	2016
5,6	Shafter	Freight Rail	Shafter Intermodal Rail Facility Phase 2 - Container Yard	30,000,000		KER2xRTP000	2017
5,7,9	Tehachapi	Freight Rail	Double-track sections (Bakersfield to Mojave) - Phase 1	111,700,000		KER2xRTP000	2017
6	Wasco	Route 46	Rt 46 @ BNSF - widen grade separation / roundabouts	39,500,000		KER08RTP119	2024
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**1,184,300,000**			

Project Listing – Table 5-2: Beyond 2049 - Next-In-Line (Unconstrained Program of Projects)

Beyond 2049 - Summary of Next-In-Line Projects*

Program Category	YOE Cost ($)**	Maint./Inflation Savings ($)**
Fix-It-First, Keep-It-Local / Cost-Efficient--Roadway Safety, Maintenance, Operations	698,400,000	328,200,000
Advanced Tech, Safe, Clean Transportation--Transportation Control Measures (TCM)****	39,244,800,000	6,250,700,000
Active Transportation***	0	0
Rail Freight	1,709,100,000	264,700,000
Major Roadway Improvements	10,313,650,000	1,642,600,000
Grand Total****	51,965,950,000	8,486,200,000

* Next-In-Line (unconstrained) projects have no funding identified yet. However, if early expenditure projects in Table 5.1 are delivered early and under budget, these projects would be the next in line for funding.

** Year of expenditure (YOE) 1) Assumes 3% annl. inflation, assumed extra funding allows delivery of projects 5 yrs. early resulting in inflation savings, 2) Prioritize preventative maint., lowers cost by est. 47%.

*** Active Transportation (bike & pedestrian) projects identified in the Kern COG Active Transportation Plan are fully funded and listed in table 5.1.

**** Next-In-Line (unconstrained) projects include unfunded high speed rail segments in Kern totalling an estimated $30 Billion. Any potential new local funding sources/savings shall not be used for this project.

TABLE 5.2 - Beyond 2049 - Next-In-Line Projects (Unconstrained Program of Projects) (Continued)

Fix-It-First, Keep-It-Local / Cost-Efficient--Roadway Safety, Maintenance, Operations

Next-In-Line - Local Streets and Roads (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maintenance Savings ($)**	RTP Project ID
1,2,3,4,5, 6,7,8,9	Region	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc.	698,400,000	328,200,000	KER26RTP001
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**698,400,000**	**328,200,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

TABLE 5.2 - Beyond 2049 - Next-In-Line Projects (Unconstrained Program of Projects) (Continued)

Advanced Tech, Safe, Clean Transportation--Transportation Control Measures (TCM)

Next-In-Line - Transit, Passenger Rail, Aviation (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
5,6	Shafter, Bakersfield	Local Passenger Rail	Amtrak San Joaquins/Commuter Rail stop in NW Bakersfield - platform, track turnout , park&ride, ticket both, RoW (2012 Commuter Rail Study)	5,000,000	800,000	KER26RTP100
5,6	Shafter, Bakersfield	Local Passenger Rail	Up to 4 Amtrak San Joaquins/Commuter Rail stops on BNSF - platform, track turnout , park&ride, ticket both, RoW (2012 Commuter Rail Study)	20,000,000	3,200,000	KER26RTP101
5,6	Shafter, NW Bakersfield	Local Passenger Rail	Double Track BNSF Jastro/Landco to Shafter (2012 State Rail Plan)	71,300,000	11,400,000	KER26RTP102
5,6	Shafter, Wasco	Local Passenger Rail	Double Track BNSF Shafter to Wasco (2012 State Rail Plan)	37,000,000	5,900,000	KER26RTP103

Next-In-Line - Transit, Passenger Rail, Aviation (Unconstrained Projects) (Continued)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
5,6	Wasco, County	Local Passenger Rail	Double Track BNSF Wasco to Corcoran (2012 State Rail Plan)	200,000,000	31,900,000	KER26RTP104
3.4.7.9	Eastern California	Local Passenger Rail	Mammoth Lakes to Lancaster/Palmdale (2005 E. Sierra Public Transit Study)	3,335,000,000	531,200,000	KER26RTP105
5	Metro Bakersfield	Local Passenger Rail	Rail Connections to High Speed Rail Station (2012 Commuter Rail Study)	200,000,000	31,900,000	KER26RTP106
5	Buttonw illow , SW Bakersfield	Commuter Rail	Metro/Southw est Corridor (2012 Commuter Rail Study)	158,300,000	25,200,000	KER26RTP107
1,5	Arvin, Lamont, SE Bakersfield	Commuter Rail	Metro/Southeast Corridor (2012 Commuter Rail Study)	162,400,000	25,900,000	KER26RTP108
5,6	Wasco, Shafter, NW Bakersfield	Commuter Rail	Metro/Northw est Corridor (2012 Commuter Rail Study)	220,600,000	35,100,000	KER26RTP109
7,9	Mojave, Cal City, Tehachapi	Commuter Rail	Metrolink Service Extension - Tehachapi Corridor (2012 Commuter Rail Study)	231,300,000	36,800,000	KER26RTP110
5,6	Delano, McFarland	Commuter Rail	Metro/Airport, Delano Corridor (2012 Commuter Rail Study)	317,800,000	50,600,000	KER26RTP111
5	Bakersfield	Light Rail	Metropolitan Bakersfield Light Rail System (Long Range Transit Plan)	4,000,000,000	637,100,000	KER26RTP112
1,2,3,4,5, 6,7,8,9	Kern County, Bakersfield, Tehachapi	High Speed Rail	Northw est of Bakersfield to Palmdale connecting to Palmdale Metrolink Station	30,000,000,000	4,778,100,000	KER26RTP113
5	Bakersfield	Bakersfield Municipal Airport	Capital Improvements	5,700,000	900,000	KER26RTP114
7	California City	Cal City Municipal Airport	Capital Improvements	4,800,000	800,000	KER26RTP115
6	Delano	Delano Municipal Airport	Capital Improvements	1,170,000	200,000	KER26RTP116
6.8	County	Buttonw illow Airport	Capital Improvements	-	-	KER26RTP117
3	County	Inyokern Airport	Capital Improvements	16,645,000	2,700,000	KER26RTP118
4	County	Kern Valley Airport	Capital Improvements	5,215,000	800,000	KER26RTP119
6	County	Lost Hills Airport	Capital Improvements	-	-	KER26RTP120
1,2,4,5,6, 8,9	County, Bksfld	Meadow s Field (BFL)	Capital Improvements	54,600,000	8,700,000	KER26RTP121
1,2,4,5,6, 8,9	County, Bksfld	Meadow s Field (BFL)	Meadow s Field Air Freight Terminal	75,020,000	11,900,000	KER26RTP122
3,7,9	County	Mojave Air/Space Port	Capital Improvements	102,300,000	16,300,000	KER26RTP123
6	County	Famoso/Poso Airport	Capital Improvements	460,000	100,000	KER26RTP124
6	Shafter	Minter Field	Capital Improvements	8,280,000	1,300,000	KER26RTP125
8	County	Taft Airport	Capital Improvements	2,050,000	300,000	KER26RTP126
9	Tehachapi	Tehachapi Municipal Airport	Capital Improvements	9,860,000	1,600,000	KER26RTP127
6	County	Wasco Airport	Capital Improvements	-	-	KER26RTP128
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**39,244,800,000**	**6,250,700,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

TABLE 5.2 - Beyond 2049 - Next-In-Line Projects (Unconstrained Program of Projects) (Continued)

Next-In-Line - Active Transportation (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
1,2,3,4,5, 6,7,8,9	all	The intent of this plan is to fully fund bike and pedestrian projects as identified in the most recent active transportation plan. For a complete listing of projects see Table 5.1.				
			Sub-total	**$0**	**$0**	**Sub-total**

TABLE 5.2 - Beyond 2049 - Next-In-Line Projects (Unconstrained Program of Projects) (Continued)

Next-In-Line - Freight rail (Unconstrained Projects)

Sub Areas* Benefttd	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
1,2	Arvin, Tejon	shorthaul rail	SJVR/UP - Arvin-Tejon Rail Spur Extension (2013 SJV IGMP, KARGO Study)	264,000,000	42,000,000	KER27RTP143
1,5,6	Bakersfield	Intermodal hub	Shafter Inland Port Phase 4 (2013 SJV IGMP)	100,000,000	15,900,000	KER27RTP131
5,6	Bakersfield	shorthaul rail	Expand Bakersfield Yard Capacity (2013 SJV IGMP)	250,000,000	39,800,000	KER27RTP142
5,6	Bakersfield, County/Buttnw.	shorthaul rail	SJVR - South Valley Loop Shortline Rail Improvments (2013 SJV IGMP, KARGO Study)	25,000,000	4,000,000	KER27RTP144
8	County	Intermodal hub	Sunset Line Intermodal Rail Facilities	20,000,000	3,200,000	KER27RTP138
1,5,6,9	County	UPRR	UP Tehachapi Pass Additions Seg 1 (KARGO 2.71-3)	104,000,000	16,600,000	KER27RTP145
1,5,6,9	County	UPRR	UP Tehachapi Pass Improvements (KARGO 2.8)	16,400,000	2,600,000	KER27RTP146
5	County/Bakersfield	Intermodal hub	Edison/Bolthouse Intermodal Rail Terminals (KARGO Study)	20,000,000	3,200,000	KER27RTP137
7	County/Boron	Intermodal hub	Rio Tinto Intermodal Rail Faciity (KARGO Study)	20,000,000	3,200,000	KER27RTP140
1,2	County/Grapevine	Intermodal hub	Tejon Commerece Center Intermodal Rail Terminal (KARGO Study 1.3)	75,000,000	11,900,000	KER27RTP134
7	County/Mojave	Intermodal hub	Mojave Inland Port on UP spur at Routes 58 & 14 (KARGO Study)	75,000,000	11,900,000	KER27RTP133
3,7	County/Ridgecrest	Intermodal hub	Searles Station Intermodal Rail Terminal on UP spur (KARGO Study 6.3)	109,000,000	17,400,000	KER27RTP132
6	Delano	Intermodal hub	UP Cold Connect (frmrly RailEx) Expansion Phase 3 (2013 SJV Interregional Goods Movement Plan IGM)	20,000,000	3,200,000	KER27RTP130
5,6	Delano/Shafter/McFarland	shorthaul rail	Shortline Rail Rehabilitation and Gap Closure (2013 SJV IGMP)	100,000,000	15,900,000	KER27RTP141
6	McFarland	Intermodal hub	South McFarland/Famoso Intermodal Rail Terminal (KARGO Study)	75,000,000	11,900,000	KER27RTP135
7	County/Mojave	Freight Rail	Mojave Inland Port Intermodal Rail Facility	337,700,000	46,400,000	KER26RTP088
7	Mojave	shorthaul rail	Mojave - Airport Rail Access Improvements (2013 SJV IGMP)	3,000,000	500,000	KER27RTP147
6	Shafter	Intermodal hub	UP Intermodal Rail Terminal (KARGO Study)	75,000,000	11,900,000	KER27RTP136
6	Wasco	Intermodal hub	Wasco Intermodal Rail Terminal	20,000,000	3,200,000	KER27RTP139
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**1,709,100,000**	**264,700,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

TABLE 5.2 - Beyond 2049 - Next-In-Line Projects (Unconstrained Program of Projects) (Continued)

Next-In-Line - Major Roadway Improvements (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
1,9	Arvin	Route 223	East Arvin city limits to Rt 58 - safety w idening	64,700,000	10,300,000	KER08RTP049
5	Bakersfield	Beale Road	L St/Beale @ BNSF - construct grade separation	69,000,000	11,000,000	KER08RTP127
1,4,5	Bakersfield	Eastern Urban Corridor	Rt 58 to Morning Drive - construct new facility	200,000,000	31,900,000	KER08RTP078
5	Bakersfield	Q Street	Q St @ UPRR near Golden State Hw y - construct grade s	59,000,000	9,400,000	KER08RTP136
5	Bakersfield	Route 204	(Golden State Ave) Rt 99 to M St - construct operational i	100,000,000	15,900,000	KER08RTP082
1,4,5,9	Bakersfield	Route 58	Comanche Dr - construct UPRR grade sep/upgrade interc	54,000,000	8,600,000	KER08RTP037
1,5,8,9	Bakersfield	Route 58	New 58 from I-5 to Heath Rd at Stockdale Hw y - construc	500,000,000	79,600,000	KER08RTP114
5,6	Bakersfield	Santa Fe Way/Rudd Rd	Burbank to Rosedale Hw y (KARGO 7.3)	187,000,000	29,800,000	KER08RTP051
1,5,8,9	Bakersfield	Southern Urban Corridor	I-5 to Rt 58 - new facility	610,000,000	97,200,000	KER08RTP074
7	California City	California City Blvd	Rt 14 east six miles -safety w idening	22,000,000	3,500,000	KER08RTP052
7,9	California City	CCB/Northgate Bl/140th St	SR 58 Cal City Bl to Edw ards AFB N. Gate - safety improv	56,850,000	9,100,000	KER08RTP054
7	California City	Tw enty Mule Team Rd	California City Blvd to Rt 58 -safety w idening	21,600,000	3,400,000	KER08RTP053
1,4,5	Cnty/Bkfd	Comanche Drive	Comanche Dr @ UPRR - construct grade separation	59,000,000	9,400,000	KER08RTP123
5,6	County	7th Std Rd/Lerdo Hw y	Lost Hills Greenpass - 7th Std Rd/Main Drain Rd/Lerdo Hw	22,350,000	3,600,000	KER26RTP178
5	County	Airport Drive	Airport Dr. @ UPRR - grade separation safety improvmen	69,000,000	11,000,000	KER08RTP131
1,2,8	County	Copus Rd	Copus Rd Safety Realignment (KARGO 1.4)	19,150,000	3,100,000	KER26RTP168
2	County	Frazier Park	Park and Ride facility near Frazier Park Blvd	12,900,000	2,100,000	KER08RTP060
1,2,8	County	Future Route 166	Arvin Greenpass Corr. Copus/David Rd; I-5 to Wheeler Rd	104,000,000	16,600,000	KER26RTP167
1,2,8	County	Future Route 166	Realign SR 166 to Copus Rd via Old River Rd (KARGO 1.5	45,000,000	7,200,000	KER26RTP169
1,5	County	Future Route 184	S Lamont Greenpass - Edison Rd, 223 to S Arvin Greenpa	115,000,000	18,300,000	KER26RTP164
1,5	County	Future Route 184	S Lamont Greenpass - Edison Rd, 223 to S Arvin Greenpa	12,150,000	1,900,000	KER26RTP165
1,2,5,6,8	County	Interstate 5	Grapevine southbound w eigh station relocation (KARGO	100,000,000	15,900,000	KER18RTP004
1,2,5,8	County	Interstate 5	Southbound truck w eigh station new location - Tejon Pas	66,600,000	10,600,000	KER26RTP150
5,6	County	Kratzmeyer Road	Kratzmeyer Rd @ BNSF - construct grade separation	59,000,000	9,400,000	KER08RTP128
5,6	County	Main Drain Rd	Main Drain Rd, Lerdo Hw y, Row lee to 7th Std Rd Safety F	60,100,000	9,600,000	KER26RTP179
9	County	Red Apple Rd	Tucker Rd to Westw ood Blvd - safety w idening	4,300,000	700,000	KER08RTP058
7	County	Rosamond Blvd	Rosamond Blvd @ UPRR - construct grade separation	69,000,000	11,000,000	KER08RTP133
4,5	County	Route 178	Kern River Canyon - Vineland to China Garden - new free	500,000,000	79,600,000	KER08RTP044
1,5,6,7,8,9	County	Route 58	Route 223 new interchange (KARGO 2.3)	244,000,000	38,900,000	KER26RTP155
1,5,6,7,8,9	County	Route 58	Cultural Biological Interpretive Visitors Center (KARGO 2.4	17,550,000	2,800,000	KER26RTP156
5,6	County	Route 65	James Rd to County Line - safety w idening	216,000,000	34,400,000	KER08RTP039
4	County	Sierra Way	Lake Isabella at South Fork Bridge - reconstruct bridge	51,800,000	8,300,000	KER08RTP059

Next-In-Line - Major Roadway Improvements (Unconstrained Projects) (Continued)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
1,2,5	County	Wheeler Ridge Rd	I-5 to Rt 223 -safety w idening	129,400,000	20,600,000	KER08RTP061
1,5	County / Arvin	Future Route 223	Arvin Greenpass Corridor incl. pre-diagonal Herring Rd pl	257,000,000	40,900,000	KER26RTP166
1,5	County / Lamont	Future Route 184	Lamont Greenpass - Edison Rd, 58 to 223 (KARGO 5.1)	164,000,000	26,100,000	KER26RTP160
7	County / Mojave	K Street	Mojave - extend K St to Rt 14	12,900,000	2,100,000	KER08RTP063
7	County / Mojave	K Street	K St @ UPRR - construct grade separation	69,000,000	11,000,000	KER08RTP135
5,6	County / Shafter	Cherry Av	Shafter/Bakersfield Greenpass: Cherry Av Expw y Merce	10,300,000	1,600,000	KER26RTP182
5,6	County / Shafter	Future Route 43	Shafter/Bakersfield Greenpass: Cherry Av Expw y S of 7	94,100,000	15,000,000	KER26RTP180
5,6	County / Shafter	Merced Av	Shafter/Bakersfield Greenpass: Merced Av Expw y 99-Cl	18,100,000	2,900,000	KER26RTP181
6	County / Wasco	Kimberlina Rd	Kimberlina Rd @ BNSF - construct grade separation	59,000,000	9,400,000	KER08RTP132
6	County / Wasco	Merced Av	Merced Av Safety Rehab (KARGO 11.1)	73,000,000	11,600,000	KER26RTP175
6	County / Wasco	Wasco Av	Wasco Av HSR Frontage Rd to Kimbrelina-Jackson (KAR	23,450,000	3,700,000	KER26RTP176
1,5	County/Bkfd	Mt Vernon Av	Bakersfield Greenpass, Mt Vernon Av Safety Rehab (KA	81,500,000	13,000,000	KER26RTP161
1,5	County/Bkfd	Mt Vernon Av	Bakersfield Greenpass, Mt Vernon Av extension (KARGC	67,100,000	10,700,000	KER26RTP162
5	County/Bkfd	Olive Drive	Olive Dr. @ UPRR - construct grade separation	69,000,000	11,000,000	KER08RTP129
5	County/Bkfd	Renfro Road	Renfro Rd @ BNSF - construct grade separation,	59,000,000	9,400,000	KER08RTP130
1,5,8,9	County/Bkfd	Route 58	I-5/Rt 58 Stockdale Hw y I-change improvements (KARGO	9,650,000	1,500,000	KER26RTP152
1,5,8,9	County/Bkfd	Route 58	SR 58 Stockdale Hw y Safety Passing Lanes (KARGO 10.	66,500,000	10,600,000	KER26RTP153
5	County/Bkfd	Route 99	Rt 99 @ Landco Sub(Minkler Spur) - reconstruct grade s	69,000,000	11,000,000	KER08RTP134
5,6	County/Bkfd	Route 99	Rt 204 to 7th Standard Rd - Phase 2 traffic/bus flow impr	100,000,000	15,900,000	KER08RTP138
5,6	County/Bkfd	Route 99	7th Standard Road to Lerdo Highw ay - safety w idening	90,000,000	14,300,000	KER18RTP003
5,6	County/Bkfd	Route 99	New i-change at Burbank/James Rd	120,000,000	19,100,000	KER26RTP159
1,5	County/Bkfd	White Ln	Bakersfield Greenpass, White Ln Safety Rehab, extensio	22,300,000	3,600,000	KER26RTP163
5,6	County/Buttonw illow	Hageman Rd	Old 58 - I-5 to Rt 43 - safety w idening (resiliency route fc	31,000,000	4,900,000	KER08RTP038
7,9	County/Cal City	Route 58	Convert from expressw ay to freew ay adding frontage rc	112,000,000	17,800,000	KER22RTP004
1,2,5,8	County/Grapevine	Interstate 5	Grapevine interchange - construct new interchange / relc	76,000,000	12,100,000	KER18RTP004
1,2	County/Grapevine	Interstate 5	Laval Road - interchange improvements	4,000,000	600,000	KER18RTP005
1,5,9	County/Keene	Route 58	Near Hart Flat/Keene - expand commiercial truck w eigh st	22,250,000	3,500,000	KER08RTP034
1,2,5,6,8	County/Lebec	Interstate 5	Grapevine to Lebec - truck passing lanes - habitat crossi	257,800,000	41,100,000	KER08RTP027
6	County/McFarland	Driver Rd	McFarland resiliency truck route: Pond Rd to Famoso Rd (	137,000,000	21,800,000	KER26RTP158
3,7	County/Mojave	Route 14	Purdy Rd - interchange & grade separated overpass at U	60,000,000	9,600,000	KER22RTP008
3,7	County/Mojave	Route 14	Silver Queen / Backus / Daw n Rd - grade separated over	120,000,000	19,100,000	KER22RTP009
5,6	County/Shafter	Interstate 5	7th Standard Rd Interchange - reconstruct (KARGO 9.5)	70,000,000	11,100,000	KER08RTP028
1,5,6,7,8, 9	County/Tehachapi	Route 58	W of Teh. to Gen Beale Rd - truck climb/safety passing lanes seg 1 (KARGO 2.1)	230,000,000	36,600,000	KER08RTP035

Next-In-Line - Major Roadway Improvements (Unconstrained Projects) (Continued)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
1,5,6,7,8, 9	County/Tehachapi	Route 58	W of Teh. to Gen Beale Rd - truck climb/safety passing lanes seg 3 (KARGO 2.2)	301,000,000	47,900,000	KER26RTP154
6	Delano	Cecil Ave.	Wasco Pond Rd to Albany St - safety widening	17,800,000	2,800,000	KER08RTP055
6	Delano	Garces Highway	Interstate 5 to Rt 99 -safety widening	289,000,000	46,000,000	KER08RTP057
6	Delano	Pond Rd-Famoso Hwy	Delano Greenpass Pond Rd/Famoso-Porterville Hwy (KA	116,000,000	18,500,000	KER26RTP173
6	Delano	Route 155	Rt 155 @ UPRR - construct grade separation	39,500,000	6,300,000	KER08RTP120
6	Delano	Route 155	Rt 99 to Browning Rd - four lanes; reconstruct	32,000,000	5,100,000	KER08RTP042
6	Delano	Route 99	Pond Rd I-change improvments (KARGO 3.3)	1,730,000	300,000	KER26RTP174
6	Delano	Woollomes Ave.	Rt 99 - widen bridge to four lanes; reconstruct ramps	134,000,000	21,300,000	KER08RTP056
3,7	Johannesburg	US 395	San Bdo County Line to Rt 14 - safety widening	244,000,000	38,900,000	KER08RTP050
3,7	Johannesburg	US 395	Safety passing lane extension (KARGO 6.1)	80,800,000	12,900,000	KER26RTP170
8	Maricopa	Route 166	Basic School Rd - reconstruct intersection grade	520,000	100,000	KER08RTP043
8	Maricopa	Route 33	Welch St to Midway Rd - widen to four lanes	88,000,000	14,000,000	KER08RTP029
8	Maricopa/Taft	Route 33	Safety improvements, extend existing passing lanes S. of	20,000,000	3,200,000	KER26RTP151
6	McFarland	Elmo Highway	Elmo Hwy @ UPRR - construct grade separation	69,000,000	11,000,000	KER08RTP124
6	McFarland	Route 99	Construct new interchange at Hanawalt	88,800,000	14,100,000	KER18RTP001
6	McFarland	Route 99	Whistler Rd interchange improvements	9,650,000	1,500,000	KER26RTP157
1,5	Near Arvin	Route 223	Rt 99 to Rt 184 - safety widening	69,000,000	11,000,000	KER08RTP048
5,6	North metro	West Urban Corridor	Olive Dr to Renfro to Zerker to Burbank to Route 99 (KAR	276,000,000	44,000,000	KER08RTP076
3	Ridgecrest	Bowman Rd	China Lake to San Bernardino Blvd - reconstruct	4,300,000	700,000	KER08RTP069
3	Ridgecrest	Mahan St	Inyokern to South China Lake Blvd - safety widening	32,300,000	5,100,000	KER08RTP067
3	Ridgecrest	Richmond Rd	E Ridgecrest Blvd - safety widening	6,500,000	1,000,000	KER08RTP068
3	Ridgecrest	S. China Lake Blvd	Rt 395 to College Heights - reconstruct	36,700,000	5,800,000	KER08RTP070
3,7	Ridgecrest	US 395	China Lake Bl Intersection Improvments (KARGO 6.2)	59,400,000	9,500,000	KER26RTP171
5,6	Shafter	7th Standard Rd	I-5 to Santa Fe Way - safety widening	90,600,000	14,400,000	KER08RTP072
6	Shafter	Burbank Street	Burbank St @ BNSF - construct grade separation	59,000,000	9,400,000	KER08RTP126
6	Shafter	Lerdo Highway	Lerdo Hwy / Beech Ave @ BNSF - construct grade sepa	69,000,000	11,000,000	KER08RTP125
5,6	Shafter	North Urban Corridor	I-5 to SR 65 - Burbank Street Alignment - construct new h	500,000,000	79,600,000	KER18RTP002
5,6	Shafter	Route 43	7th Standard Rd to Euclid Ave - safety widening	37,000,000	5,900,000	KER08RTP030
5,6	Shafter	Zachary Rd	7th Standard Rd to Lerdo Hwy - safety widening	34,500,000	5,500,000	KER08RTP073
5,6,8	South metro	West Urban Corridor	Taft Hwy to I-5 - extend facility	100,000,000	15,900,000	KER08RTP075
8	Taft	Route 119	Rt 33 to Cherry Ave - safety widening	54,000,000	8,600,000	KER08RTP040
8	Taft	Route 119	Tupman Rd to I-5 - safety widening	60,000,000	9,600,000	KER08RTP041
9	Tehachapi	Dennison Road	Green St/ Dennison Rd @ UPRR - construct grade separa	69,000,000	11,000,000	KER08RTP121
9	Tehachapi	Route 202	Tucker to Woodford-Tehachapi Rd - safety widening	9,700,000	1,500,000	KER08RTP047

Next-In-Line - Major Roadway Improvements (Unconstrained Projects) (Continued)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
9	Tehachapi	Route 58	Dennison Rd - construct interchange	33,000,000	5,300,000	KER08RTP036
9	Tehachapi	Route 58	E. Tehachapi Blvd. - Construct Interchange operational / s	18,000,000	2,900,000	KER22RTP005
7,9	Tehachapi	Teh Willow Sps(WS)Rd	Rt 58 to Rosamond Blvd - safety w idening	151,000,000	24,000,000	KER08RTP064
7,9	Tehachapi	Teh WS Rd/Av A/United	Tehahcapi-Willow Spriings Rd, Av A, United Greenpass r	122,000,000	19,400,000	KER26RTP177
9	Tehachapi	Valley Blvd	Tucker Rd to Curry St - safety w idening	23,700,000	3,800,000	KER08RTP065
6	Wasco	Route 46	I-5 to Jumper Ave - safety w idening (resiliency route for	118,000,000	18,800,000	KER08RTP031
6	Wasco	Route 46	Rt 43 to Rt 99 - safety w idening (resiliency route for 58)	70,000,000	11,100,000	KER08RTP032
6	Wasco	Route 46	Jumper Ave (North) to Rt 43 - safety w idening (resilienc	130,000,000	20,700,000	KER08RTP079
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**10,313,650,000**	**1,642,600,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

Projects reflected in the Kern COG 2026 Regional Transportation Improvement Program and Interregional Transportation Improvement Program submittal are consistent with the goals and policies of the 2026 Regional Transportation Plan and Sustainable Communities Strategy. The first four years of the RTP CIP are consistent with the first four years of the approved 2026 State Transportation Improvement Program (STIP) (Gov. Code § 65080(b)(4)(A)).

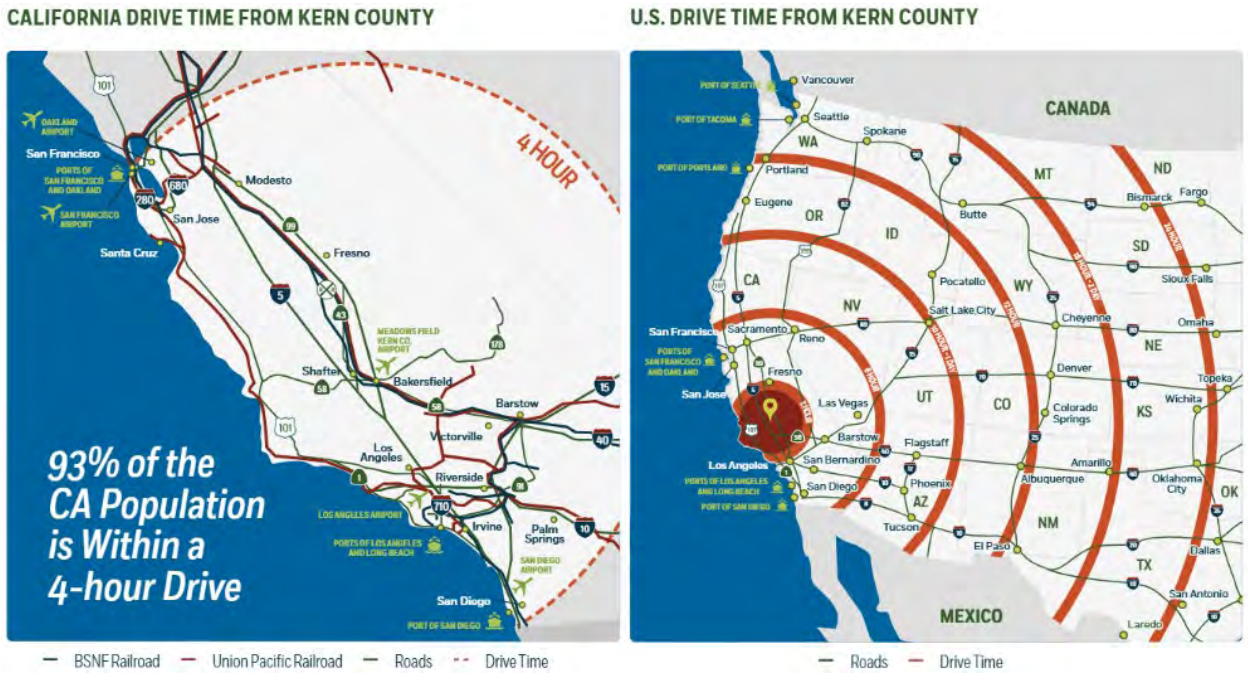
FREIGHT MOVEMENT ACTION ELEMENT

See also the Land Use Action Element – Highway/Road Land Use Actions; Land Use Action Element – Rail/Transit Land Use Actions; Land Use Action Element – Global Gateways Land Use Actions; Land Use Action Element for freight movement proposed actions. See Chapter 4, Sustainable Communities Strategy, for further discussion on sustainable land use decisions related to freight movement.

Efficient freight transportation is critical to the economic health of the Kern region. As one of the prime agricultural regions in the nation, the intra-county road linkage of goods to processing plants, and the intercounty linkage of goods to other regions, manufacturers, and shipping ports is essential tradeable sectors and the associated economic benefits. Kern, and two other counties just to the north in the San Joaquin Valley have regularly ranked as the top three agricultural producing counties in the nation, and Kern is the "Energy Capitol of California" with 75% of the State's oil production and 60% of its renewable energy. These industries rely heavily on bulk goods movement by truck, rail and pipeline.

The San Joaquin Valley is also becoming a prominent location for regional distribution centers of consumer products, providing service to California/West U.S. population centers as well as its own growing population (see **Figure 5-2**). In addition, the manufacturing and

Figure 5-2: California/West U.S. Logistics Distribution Center Cluster



employment base of the valley is increasing. All these factors contribute to increasing demand for freight transportation by rail, truck, pipeline and air.

Existing System

Rail

As passenger rail provides a backbone service for passenger travel in congested corridors, rail freight provides a similar backbone service for transporting goods over long distances. Rail's ability to haul large amounts of cargo make for an overall low energy requirement per unit of weight when compared to truck or air transport while diverting wear and tear away from highways. However, the cost and labor associated with loading and unloading trains inhibit use of rail for short hauls locally and within the state.

Two major class I rail companies, Union Pacific (UP) and Burlington Northern Santa Fe (BNSF), serve Kern County. UP representatives report that they operate an average of 19 trains per day through the San Joaquin Valley, carrying general freight such as petroleum products, food products, grain, lumber and containerized cargo. The San Joaquin Valley Railroad, a small class III railroad owned by the Genesee & Wyoming (G&W), operates a regional freight service between Tulare, Fresno, and Kern counties on leased UP and BNSF branch lines connecting outlying areas to the mainline class I carriers. They move freight dominated by agricultural and petroleum products.

Most cargoes shipped by rail to and from Kern are bulk items. Rail transport provides the option of specialized rail cars such as bulk hoppers, flatbeds, refrigerated boxcars, fuel tankers, and piggyback flat cars. These specialized rail cars allow movement of a large

Figure 5-3: Kern Existing and Planned Rail Backbone Freight Network

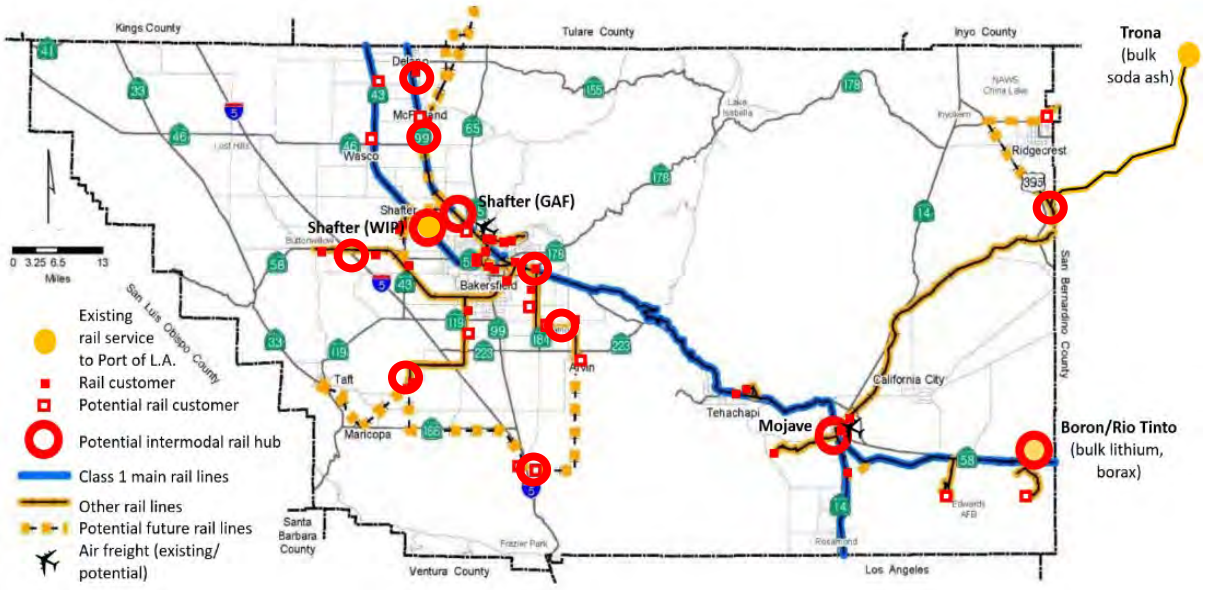
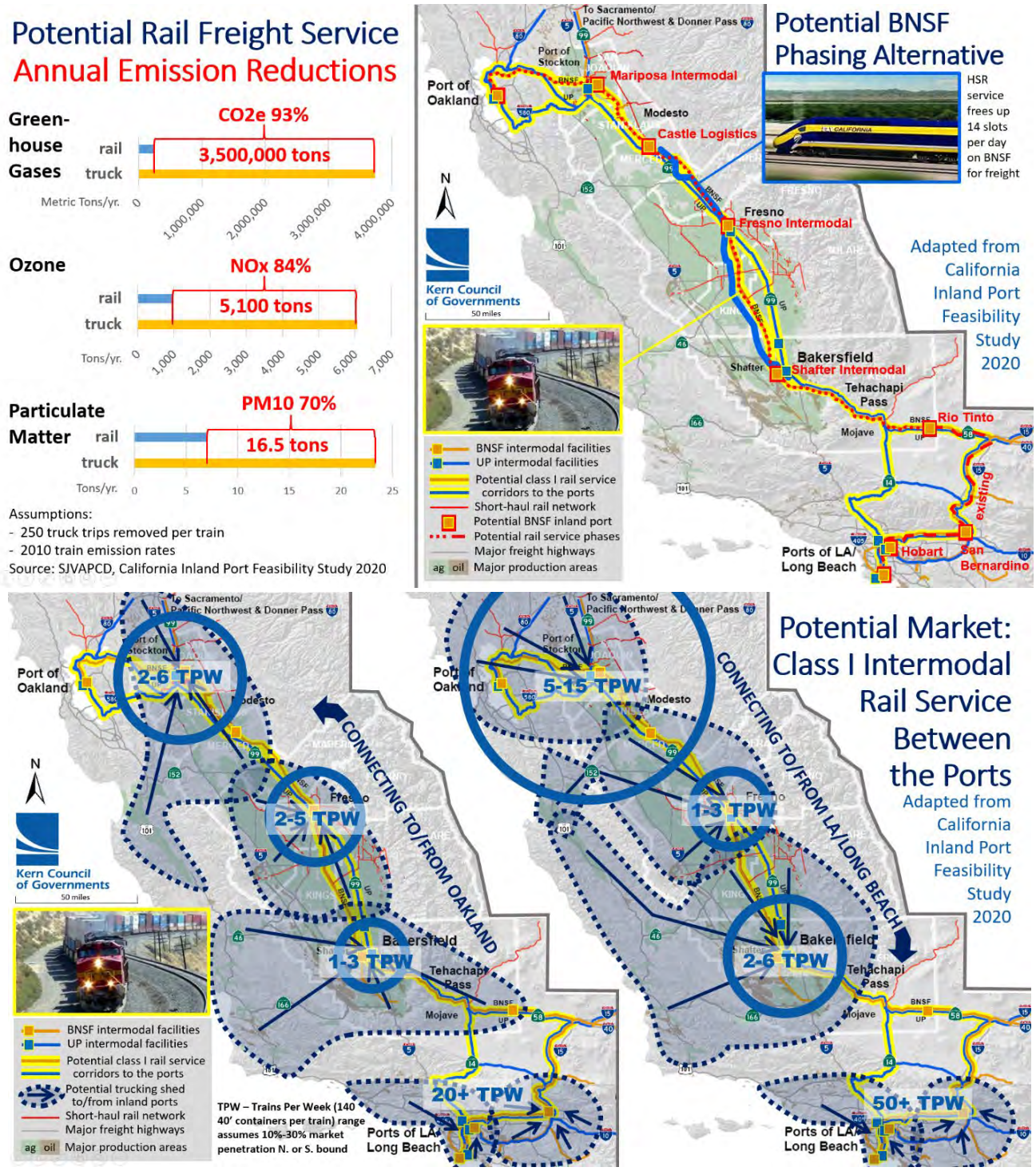


Figure 5-4: Potential Rail Freight Service Connecting the SJV to the Inland Ports



variety of goods, giving rail an advantage over other transportation modes for distances over 500 miles. Transport by rail is generally less expensive for long hauls than air or truck transport; however, rail is limited by speed, fixed track, and scheduling.

Kern has one of the primary rail bottlenecks in the state. The UP/BNSF route over the Tehachapi Mountains is mostly single track. Traffic in the downhill eastbound direction must stop on sidings, and speeds are limited to 25 MPH. Tehachapi Pass capacity improvements, jointly funded by the State of California and the BNSF, added or extended three more sidings, the former capacity of 35 trains per day, has now increased to 50 trains per day.

Inland Intermodal Rail Ports - The region could benefit from increased diversion of truck shipments to rail through creation of an inland intermodal rail port or trade port. According to a recent SJV Air District Study, an inland port could facilitate a 70-93% reduction in emissions and a corresponding reduction in highway maintenance costs. Two key elements for the success of an inland port in Kern are 1) sufficient shipping distance to warrant the cost of loading and unloading trains and 2) a supply of empty containers nearby. The planned Shafter Intermodal rail hubs (see **Figures 5-3 & 5-4**) or inland ports are ideally located approximately 300 miles by rail from the Port of Oakland and 150 miles from the Ports of L.A./Long Beach, and has a ready supply of empty shipping containers collected from the Wonderful Industrial Park (WIP) a.k.a. Wonderful Logistics Center, as well as multiple distribution centers located within 50 miles of the facility (see **Figure 5-5**).

An inland port would serve as a cargo facilitation center, where a number of import/export, manufacturing, processing, packing, warehousing, forwarding, customs, and other activities could take place in close proximity or at the same site. This facility could function as an inland sorting and depository center for ocean containers transported to the inland port via truck or rail. A major issue regarding the rail facility is the need for regular rail service to the ports or back East. Based on the SJV inland port study, **Figure 5-4** denotes an estimated market for rail service of 1-3 trains per week (TPW) between Shafter and Port of Oakland, and 2-6 TPW between Shafter and the Ports of L.A./Long Beach. **Figure 5-5** illustrates the rapidly growing clusters of warehousing in close proximity to the Shafter inland ports and the geographic center of population for the state.

The City of Shafter has promoted two inland port locations through long range planning and investment. Early efforts are more focused on the BNSF mainline adjacent the WIP. The facility's first phase, a truck container depot or hub allows distributors to drop empty containers at the site that other drivers can pick up. Filling empty containers has the potential to eliminate a large number of truck trips over the Grapevine and through the Los Angeles Basin. The plan would benefit regional air quality by bringing efficiency to the logistics system in addition to creating jobs. A second facility has been discussed with the UP near the GAF Materials Corp. It is important to note that inland ports are being discussed in McFarland, Edison, Mojave, Boron, and Searles Station. Delano has been a site for UP's refrigerated boxcar food train service for more than 10 years which closed when fuel prices dropped to where their rail services was less competitive than trucking.

Figure 5-5: Kern Logistics Distribution Center Cluster

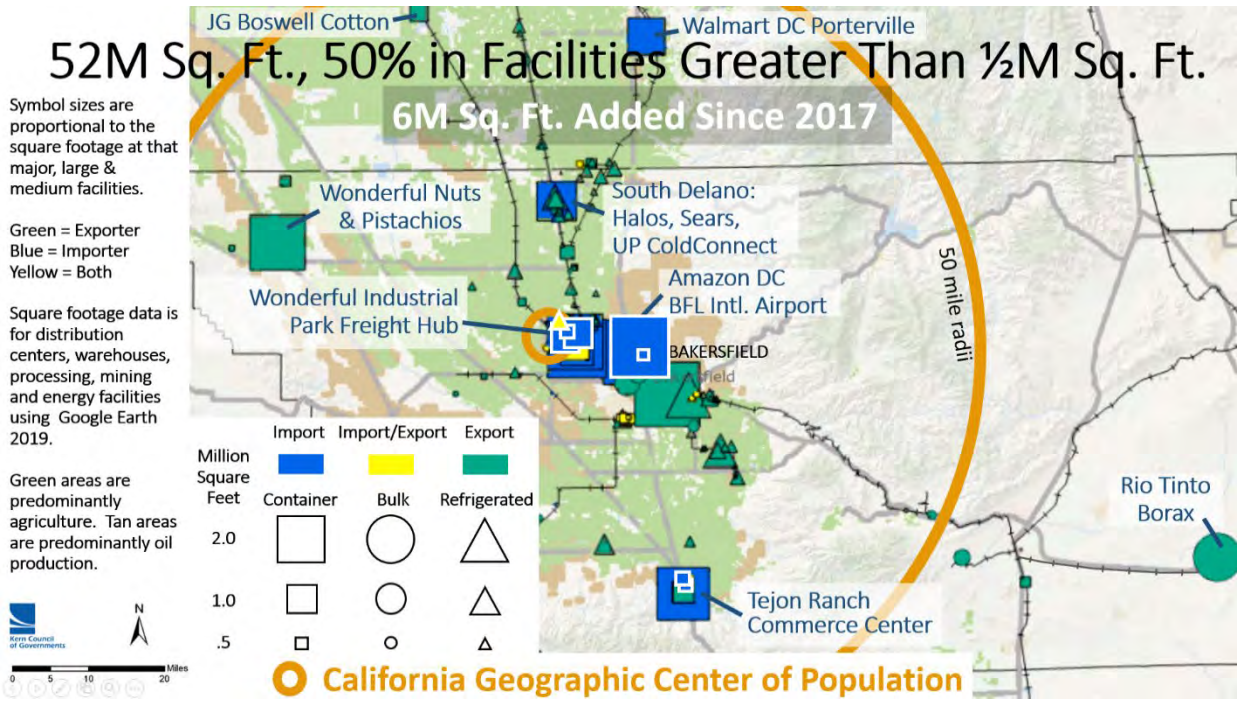


Figure 5-6: Intermodal Truck Hub/Spoke Network



The Tejon Ranch Commerce Center (TRCC) is the site of the largest activated Foreign Trade Zone (FTZ) in California. Rosedale Ranch adjacent the WIP is applying for an FTZ as well. FTZ's are sites near ports of entry where foreign and domestic merchandise considered international trade can provide important cost-savings benefits involving customs duties and other charges. Users can obtain permission from customs to move merchandise directly from the port of arrival to the FTZ avoiding delays at congested ports. Other major intermodal rail hubs include the Delano UP Cold Connect food train service (temporarily closed in part due to competition from low trucking fuel costs); Bolthouse and Grimmway packing facilities in southeast Bakersfield; and numerous bulk shippers including expanding oil and gas refining operations that receive oil shipments from the Mid-West and send refined products as far away as New England.

Another transfer facility worth exploring is a RoadRailer facility, where custom truck trailers designed to connect directly to rail wheelsets can easily switch from truck to rail; many RoadRailers use existing rail yards as transfer points. Kern has major existing operational rail yards in Bakersfield, & Mojave that could be used for this operation, providing an important weather resiliency option for the Tehachapi and Tejon Passes should rail or highway closures occur.

Trucks

Trucking is the dominant mode for transporting freight; its popularity stems from its flexibility, timely delivery, and efficiency for hauling distances up to 600 miles. Trucking, however, can be more expensive than rail for longer hauls because of its higher energy costs. Trucking is also the primary mode of transport at each end of a rail haul. **Figure 5-6** demonstrates how highways serve as a "last-mile" system of spokes connecting to a cluster of intermodal hubs anchoring a new trade port district. Comparable to the last mile road network connecting to a high-speed rail station for passenger travel.

…highways serve as a "last-mile" system of spokes connecting to a cluster of intermodal hubs anchoring a new trade-port district.

Trucking is a major source of emissions in the rural, underserved communities of Kern. To combat the effects of increased trucking, the Phase III KARGO study is recommending the creation of trucking bypasses around existing communities. These new corridors have been dubbed "Greenpasses" because the reduce the impact of trucks to rural communities for both emissions and road maintenance.

In addition, trucking is a major cause of street- and highway-surface failures, necessitating a high level of road maintenance. Heavy trucks contribute to roadway deterioration much faster than do automobiles; however, deferred maintenance and water intrusion in the roadbed continue to be additional causes of road damage. As a result, Kern County streets

and highways are subject to rapid deterioration and failure. According to the American Association of Highway Officials, a fully loaded 80,000-pound truck has an impact on roads equal to the passage of approximately 9,600 cars[18].

While the San Joaquin Valley's major trucking corridors are centered on the north-south arteries of I-5 and SR 99, other state highways, such as SRs 46 and 58, play key distribution roles as well. As Kern County expands its population and employment base, the need for direct, high-capacity east/west truck corridors become increasingly crucial. Special attention must be given to the interregional routes to ensure that they remain in serviceable condition and that major reconstruction costs are minimized.

Air Freight Service

Air freight service is commonly characterized by the fast shipment of small items of high value over long distances for the high cost. Goods movement by air is an emerging element of freight activity in the San Joaquin Valley. Statewide, 23 out of 43 commercial air carrier airports account for almost 3 million tons of freight transported by air. While air freight is a specialized transportation mode, it accounts for an estimated 33% of the export values in California.

Air carriers depend heavily on truck transportation to deliver goods for transport. A significant feature of air shipment is its dependability and very short in-transit time. Air freight has not played a large role in the Kern area, but with the continued growth of the Los Angeles basin, it is feasible that air freight carriers would consider Kern a favorable alternative location. The easternmost Metro Bakersfield/Shafter hub in **Figure 5-6** is a potential auxiliary air-freight hub connector for Southern California. Mojave has also provided Air Freight Service on the I-14 corridor to Southern California.

Pipelines

Various pipelines carry natural gas, crude oil, and other petroleum products throughout Kern County. Storage, pumping, and branch lines are used to distribute those products. Southern California Edison (SCE) and Pacific Gas and Electric Company (PG&E) are responsible for the maintenance and operation of the natural gas line, while major petroleum corporations are responsible for crude oil pipelines throughout the region. State and federal agencies regulate the use of pipelines.

Kern lies at the crossroads of many pipeline systems connecting the West Coast and the nation. This pipeline network provides opportunities for the expansion and creation of new terminal facilities. Kern is host to both natural gas and propane intermodal terminals. There

[18] Truck Weight and Its Effects on Highways https://www.gao.gov/products/109954

are currently crude or gasoline pipeline networks connecting Kern to the Midwest. Over the past several years Kern has experienced an increase in shipments of crude oil from the Midwest to local refineries. Kern's extensive pipeline network may provide a way to translate these shipments to the major refineries in the Bay Area and Southern California. It is important to note that pipelines require a minimum level of throughput, or they fall out of maintenance so maintaining this important, low carbon, transport network requires minimum production and use levels of the commodities they transport.

Hazardous Material Movement

Because more than 50% of all goods transported throughout the world are hazardous to some degree, human life and property are potentially endangered. Each year, more than 4 billion tons of hazardous products and waste are transported throughout the United States. Hazardous materials are typically transported by rail or by small or large trucks but are also transported by air and pipeline.

Within the Kern region, emphasis is placed on hazardous materials routing and training of emergency personnel in the event of an accidental spill. Interstate transportation of hazardous products and waste through the Kern region on Interstate 5, SR 99 and SR 58 increases the probability of dangerous spills. The County of Kern and the City of Bakersfield maintain Hazardous Material Response Units.

Potentially adverse effects associated with transporting hazardous materials can be partially mitigated by restricting roads available to these shipments. Under California law, transportation of hazardous waste must be carried out via the most direct route over interstate highways whenever possible. Exceptions to this general rule are such occasions when it is necessary to avoid highly congested and densely populated areas.

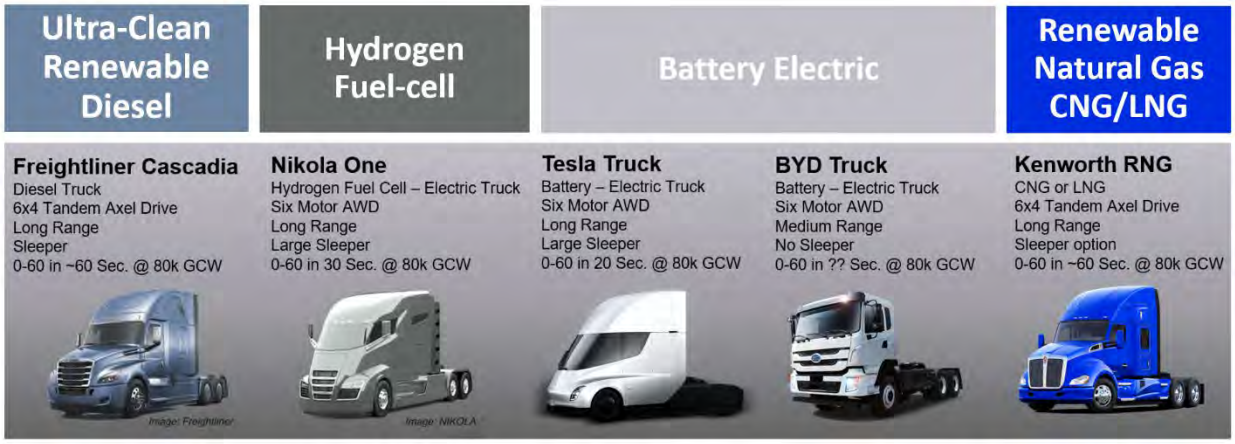
Kern and Kings County, northwest of Kern County, contain permitted class 1 hazardous waste facilities along the I-5 corridor. Both facilities draw trucks carrying hazardous materials from all western states. The presence of these trucks on regionally significant routes increases the probability of dangerous spills.

Hazardous shipments by rail are becoming a growing concern as well. Increased shipments of petroleum products need to be protected against spills and fire. The Kern County Fire Department has specially trained hazardous material (HAZMAT) spill responders funded by the oil industry to respond to transportation-related emergencies.

Goods Movement Studies

Kern COG staff often retain consultants to prepare studies and plans related to goods movement. The recommendations of the studies and plans are often included as policies to the RTP. The studies can be found online at: https://www.kerncog.org/goods-movement/.

Figure 5-7: Emerging Clearer Long-Haul Semi-Truck Fleet Tech



Graphic adapted from: https://seekingalpha.com/article/4127262-tesla-semi-revisited

I-5 Freight ZERO Study - In 2021 the I-5 Freight Zero Emissions Route Operation (ZERO) Study was developed by the 8-San Joaquin Valley Regional Planning Agencies and Caltrans. The objective of this project is to prepare a feasibility study of long-distance, zero and near zero emission truck technologies for potential implementation along the I-5 corridor in the San Joaquin Valley (see **Figure 5-7**).

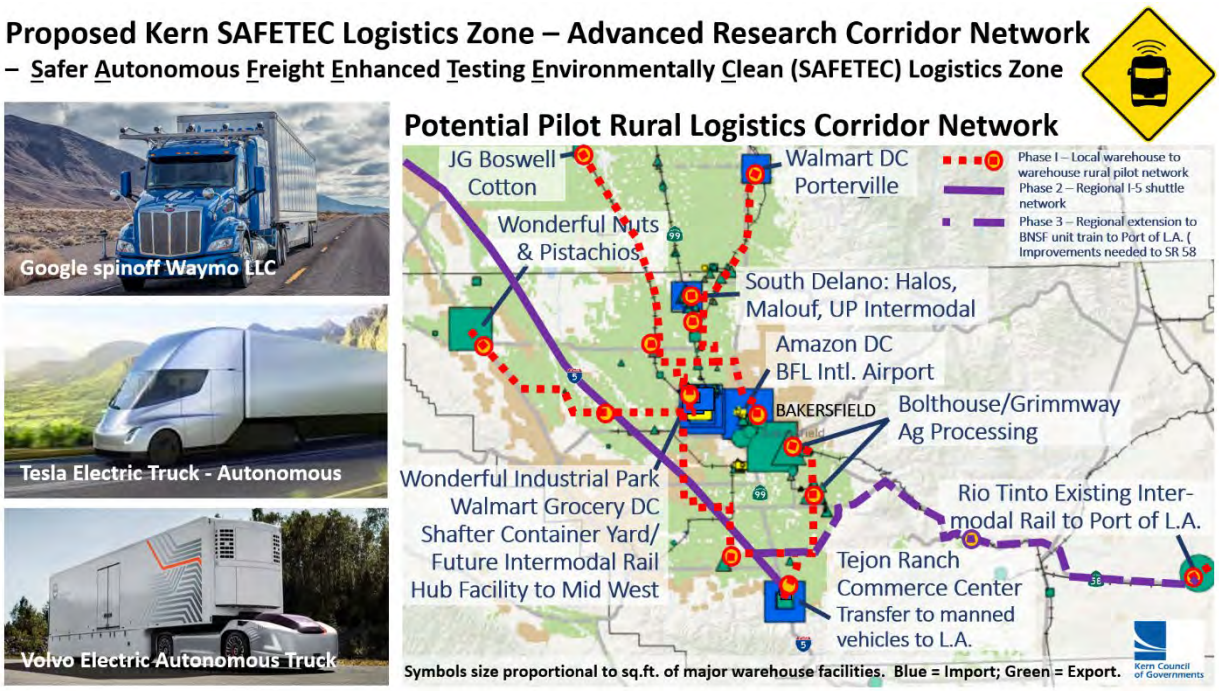
KARGO Sustainability Study - Kern COG is scheduled to complete Phase III. of Kern Area Regional Goods-movement Operations (KARGO) Sustainability Study in 2026. The earlier phases of the study included four recommendations to be further explored.

- Targeted Logistics Transportation Fees
  - Logistic Mitigation Fee – Prepare a Nexus Study that would determine appropriate infrastructure needed and cost to mitigate future warehouse/manufacturing/processing facilities. A mitigation fee is usually limited to new infrastructure, and can be required through several mechanisms including a Conditional Use Permit (CUP).
  - Mobility Fee – Also known as a VMT fee can be applied to autonomous/clean tech vehicles to assist with their fair share of the cost of maintenance of the transportation facilities they used.
- Program to Shift Goods-movement from Road to Rail
  - Rail Usage Tax Credit – The Mitigation/Mobility Fees could be offered a tax credit if a commitment is secured to ship by rail.
  - Incentive Fund - Create an incentive fund to subsidize the rail freight rate to make it competitive with trucking rates to encourage mode shift. The incentive could be designed to provide support to the railroads to offer competitive rates, or an incentive could be paid directly to the company based upon the delta between the rail rate and the truck rate. This could be for a short period

of time in recognition of the initial risk for employing a new mode in a company's logistics system.

- Clean Technology on Highways (see **Figure 5-7**)
  - Provide assistance applying for numerous existing programs
  - Create a loan program to purchase clean tech
  - Revision to building codes
    - Require Electric Charging Stations and new warehouse/manufacturing facilities
    - Incentives for electric charging
- Next Generation Industrial Trade Port District- Provide for phased incremental testing of emerging goods movement technology such as clean tech, autonomous trucks and warehouses/manufacturing & processing, mining and agriculture to foster higher paying jobs in the region. Kern is ideally suited for these technologies because of its status as a world leader in pioneering drone technology at military bases in East Kern, clean energy, and energy and agriculture production and processing. The **Figure 5-8** infographic provides more detailed information on the autonomous aspects related to the phased Trade Port District.

Figure 5-8: KERN Next Generation Trade Port District – Phased Autonomous Truck Test Zone



Inland Port Feasibility Studies - In 2020, the San Joaquin Valley Air Pollution Control District completed the Inland Port Feasibility Analysis. The Phase I KARGO study included an appendix about an inland port in Kern (see **Figure 5-4**). A recommendation of the study is to focus first on the development of the Trade Port District as an interim step to the

establishment of the inland intermodal rail goods movement port in Kern. The California Inland Port Study recommends the establishment of an Inland Port joint power authority to study the connections to the port and points east by rail further. The eight San Joaquin Valley Regional Planning Agencies are working on a follow-up Inland Port Feasibility Study with the State.

Oher Goods Movement Studies - In 2017, Kern COG completed two goods movement studies in coordination with the San Joaquin Valley Transportation Planning Agencies. The first one was the I-5/99 Goods Movement Study which looked at options for moving goods through the SJV. The second study was the San Joaquin Valley Goods Movement

Figure 5-9a: Major Goods Movement Corridors Thru the San Joaquin Valley Connecting to i-40 and I-15 to I-5

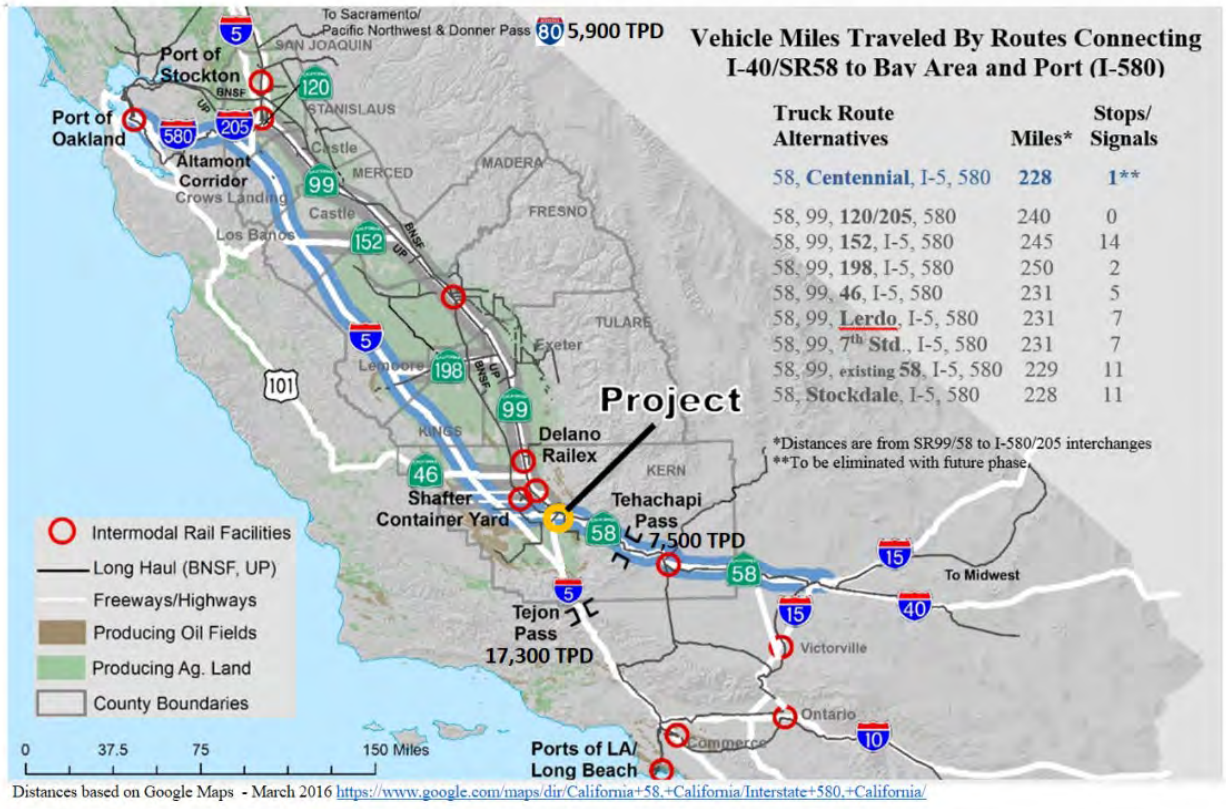
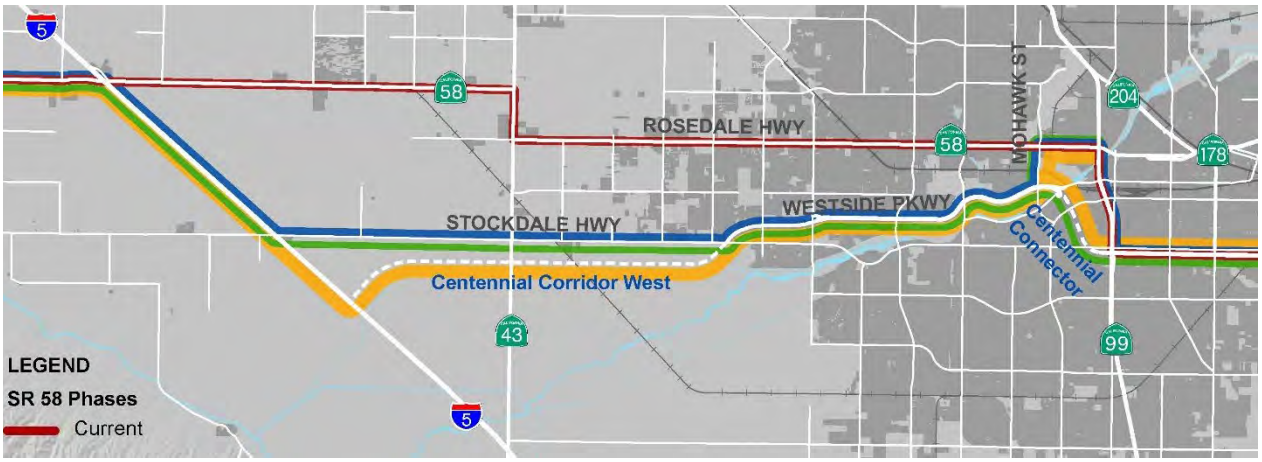


Figure 5-9b: Project - Four Phases of SR 58 Centennial Goods Movement Corridor Connecting I-5 to SR 99



Sustainable Implementation Plan (SJVGMSIP). Key recommendations for the 8-county region included:

- Identifying and recommending further analysis on connecting corridors including SR-58;
- Identifying projects that may be available for construction in the next 5 years;
- Identifying Intelligent Transportation System solutions for the corridor;
- Identifying operational improvements for goods movement in the region; and
- Identifying truck platooning along the I-5 corridor.

Specifically, the I-5/99 Goods Movement study identified two major corridor-to-corridor projects that would improve truck goods movement flow statewide. The first is the completion of the SR-58 Centennial Corridor Project. **Figures 5-9a & 9b** illustrate how the third phase of the Centennial project when completed in 2024 would shave 12 miles and 7 traffic signals off the average truck trip between the North Valley/Bay Area and I-40/I-15 corridors, reducing thousands of vehicle miles traveled and emissions per year.

Additional studies found at https://www.kerncog.org/goods-movement/ demonstrate that trucking dominates SR 58, SR 99, and I-5 corridors. On the SR-58 segments near I-5, SR 14, and US 395, trucks accounted for 29% to 52% of the traffic. On segments of I-5 and SR 99, trucks made up 30% and 40% of the traffic. On SR 58, 56% of the trucks were from out of state, and on I-5/SR 99 only 15% were from out of state, with 57% destined for Southern California. It is important to note that 12% of containers on SR 58 were empty, and 18% on I-5/SR 99 were empty, indicating that there may be some opportunities to reduce deadheading in these corridors. When freight trucks haul full containers to and from delivery locations, shipping costs are cut by as much as 40%.

Needs and Issues

Logistics, agriculture, food processing, manufacturing, energy production, mining, and refining provide a stable base to the economy of Kern County and are dependent on the goods movement infrastructure. Population and economic growth pressures have resulted in increased traffic congestion on the rural roadways that facilitate the “farm to market” goods movement. This congestion affects the safe and timely delivery of fresh produce to market and processing plants.

The evolving freight movement industry has introduced the concept of “just-in-time delivery,” which replaces warehouses with freight haulers. With just-in-time delivery, the efficient and timely movement of freight along highways and railways becomes ever more essential to the region’s economic growth and development.

Figure 5-4 demonstrated that hauling freight by rail is 10 times more energy-efficient than shipping by truck. Preserving and expanding rail use for goods movement will help both regional and environmental goals for the region. Efforts should focus on the development of intermodal rail terminals and the preservation of businesses along the short rail lines to ensure continued use of the short-haul rail system.

Kern COG is working with the Kern Economic Development Corporation to find ways to maintain and increase the use of the short-haul rail lines for freight in Kern County. Strategies may include better communication and coordination with the stakeholders as well as the development of public/private partnerships for financing improvements.

Short Haul Rail Abandonment Issue

In 2010, Kern COG hired Wilbur Smith Associates to conduct the Phase 1 Kern County Rail Study, followed by the Phase 2 Study completed in the summer of 2012. The studies stemmed from a growing concern about the abandonment of short-haul rail lines. During the 1990s, the Eastern Sierra/Lone Pine subdivision connecting the rail spur with China Lake Naval Air Weapons Center was abandoned by Union Pacific (formerly Southern Pacific) as far south as the Trona Railway. In addition, two segments of the old Southern Pacific rail line heading north out of the county to the Port of Oakland were abandoned at about the same time as Southern Pacific (SP) was acquired by UP. In 2009, the federal Surface Transportation Board (STB) approved the third abandonment of a 30-mile segment of the old SP line in Tulare County from the Kern County line, several miles east of Delano, to Porterville.

The Central California Rail Shippers/Receivers Association (CCRSRA) had concerns that similar abandonments in Kern might happen for two reasons: (1) increasing tariffs and fees by the rail providers, (2) lack of use by the business along the route. Lack of use may be partially caused by high railroad tariffs and fees that make it cheaper to ship by truck, or price transport costs beyond what the market can bear, forcing curtailment or closure of the business. After two years of non-use, the federal STB can approve an abandonment request by the railroad service provider. When rates for scrap metal are high, the risk of rail abandonment increases considerably. The Phase 2 Study determined that a 12.5-mile segment of the Arvin Subdivision is likely to be abandoned next.

To prevent further abandonments Kern COG worked with the legislature in 2011 to pass CA Govt Code § 93300 (2023). The bill provided the ability for the SJV COGs to create a public owned rail authority to acquire rail threatened with abandonment and work with local shipper receivers to continue operation of rail service. The law has created a disincentive for further rail abandonment in the Southern San Joaquin Valley and Eastern Kern by adding potential for government subsidized competition for existing rail service.

The studies analyzed alternative uses for rail right-of-way which could help preserve the rail corridor. Although some former rail corridors have been preserved with rails to trails projects, such as in downtown Taft, in many cases preventing abandonment altogether is preferable. Once the rail line is removed, highway at-grade crossings can be very expensive to rebuild and mitigate, mainly since the public is no longer accustomed to looking for trains at the road-crossing locations. Some regions are maintaining short-haul lines through a public/private partnership, where the public entity owns the rails and leases their use to a private entity. Others are considering the preservation of the line for future passenger service as a feeder rail system for the high-speed rail system. Additional alternatives include right-of-use agreements, where the extra right-of-way on either side of the rail can be used for multi-use trails, roads, and express bus lanes.

In 2013, the SJVR was acquired by Genesee & Wyoming Railroad (G&W). The new ownership reached out to the CCRSRA, alleviating some of the local shippers/receivers' concerns about the curtailment of short-haul rail service. This issue remains critical to the achievement of regional transportation and air emission goals.

Greater coordination and integration of the various freight transportation modes are becoming increasingly important. Limited resources and intense pressure on existing transportation systems have brought broad-based support for intermodal transportation systems. Kern COG promotes public/private cooperation between modes to increase goods movement efficiency while maintaining a reasonable highway level of service.

Proposed Actions

Near-Term, 2024–2030

- Convene an annual freight movement stakeholders group for coordinating preservation and expansion efforts such as: Coordinate preservation and expansion efforts; Encourage communication between short-line rail operators, shippers, and economic development agencies; Explore options for potential uses of the southern portion of Arvin Subdivision as identified in the Kern County Rail Study Phase 2; Explore the potential to retain freight rail service on the southern portion of the Arvin Subdivision.

- Coordinate with SJVR, Tejon Ranch Company, and other potential area shippers/users, area economic development agencies, and the Central California Rail Authority; Explore rail intermodal, transfer facility, and alternative transfer options for the region.

- Maintain liaison with Southern California Association of Governments and all San Joaquin Valley Councils of Government for efficient coordination of freight movement between regions and counties.

- Construct truck climbing lanes on the west grade of SR 58 over the Tehachapi Mountains to improve safety near the Bakersfield National Cemetery.

- Develop the rural trucking network, avoiding populated areas to minimize impacts to both disadvantaged and all communities.

- Program safety-related infrastructure improvements such as passing lanes, roundabouts, and widening of high-volume truck routes such as Seventh Standard Road, SR 46, SR 43 in response to growing freight movement activities in the area.

- Continue development of the BNSF & UP intermodal freight hubs in/near Shafter, as well as the BFL International Airport freight hub, into a Trade Port District with a network spoke system of connecting truck access routes. Participate in state planning for a system of inland ports.

- Continue development of other intermodal rail freight shipping facilities throughout the County, including last-mile truck access infrastructure.

- Research Targeted Logistics Transportation Fees such as: 1) Logistic Mitigation Fee – Prepare a Nexus Study that would determine appropriate infrastructure needed and cost to mitigate future warehouse/manufacturing/processing facilities; 2) Mobility Fee – Also known as a VMT fee can be applied to autonomous/clean tech vehicles to assist with their fair share of the cost of maintenance of the transportation facilities they use.

- Explore Development of a Program to Shift Goods-movement from Road to Rail through: Rail Usage Tax Credit – The Mitigation/Mobility Fees could be offered a tax credit if a commitment is secured to ship by rail; Incentive Fund - Create an incentive fund to subsidize the rail freight rate to make it competitive with trucking rates to encourage mode shift. The incentive could be designed to provide support to the railroads to offer competitive rates or an incentive could be paid directly to the company based upon the delta between the rail rate and the truck rate. This could be for a short period of time in recognition of the initial risk for employing a new mode in a company's logistics system.

- Develop Clean Trucking Technology on Highways: Provide assistance applying for numerous existing programs; Create a loan program to purchase clean tech; Revision

to building codes by requiring electric charging stations and new warehouse/manufacturing facilities and incentives for electric charging.

- Explore Development of a Next-Generation Industrial Trade Port District: Provide for phased incremental testing of emerging goods movement technology such as clean tech, autonomous trucks, and warehouses/manufacturing & processing, mining, and agriculture to foster higher-paying jobs in the region.

- Explore the development of a containerized intermodal rail service in East Kern that provides access to the ports of LA by connecting with the daily Rio Tinto bulk train to the port of LA.

Long Term, 2030–2049

- Expand the rural "greenpass" truck route network such as expanding Wheeler Ridge Road to four lanes and/or create a parallel expressway on a new NW/SE diagonal alignment from roughly SR 223/Rockpile Rd to Wheeler Ridge Rd/David Rd to improve safety and provide a gap-closure tying I-5 to SR 58 south of Arvin and delay need for the planned South Beltway and making SR 223 safer in downtown Arvin.

- Complete construction of the SR 58 freeway corridor from I-5 to U.S. 395 upgrading to controlled access freeway standards.

- Expand rail service to existing distribution centers throughout the County.

PUBLIC TRANSPORTATION/SHARED MOBILITY ACTION ELEMENT

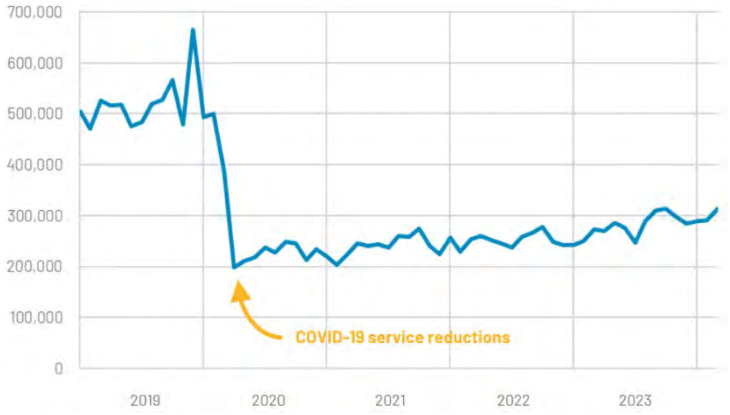
See the Land Use Action Element – Rail/Transit Land Use Actions for proposed actions related to rail and public transportation modes. See Chapter 4, Sustainable Communities Strategy, for further discussion on sustainable land use decisions related to rail and public transportation modes.

Existing Transit Services

Transit service in the region uses a modified pulse schedule that is timed to connect to passenger rail service in Bakersfield, Lancaster and

Within Kern County, existing public transportation services are anchored by connections to Amtrak and Metrolink passenger rail service, with feeder service connections to public transit, and other private carriers such as Greyhound. Transit service in the region uses a modified pulse schedule that is timed to connect to passenger rail service in Bakersfield, and Lancaster. Local and regional public transit is available within and between sixteen Kern County communities and has been experiencing some challenges. From 2019 to 2024 public transit services in Kern countywide saw a 47% decrease in passengers from 7.9 million to 4 million. Since the initial decline in riders due to COVID in 2020, Kern has slowly increased 3% to 4 million passengers. **Figure 5-10** shows the reduction in ridership after the pandemic for Kern's largest transit provider. Also, there appears to be a relationship between shared mobility technology using private smart phone application services (i.e. Uber, Lyft, Waze, etc.) that may be affecting transit ridership. Kern is addressing this issue with new studies that are helping to navigate through these new transit challenges. The following is an overview of Kern County's service providers.

Figure 5-10 – Golden Empire Transit District Monthly Fixed-Route Ridership 2019-2024



Kern Transit (KT), operated by the County of Kern, provides local Dial-a-Ride service in the unincorporated communities of Lamont, Kern River Valley, Frazier Park, Rosamond, Inyokern, Boron and Mojave. In addition, the County has agreements with several small cities to share the cost of providing transit service in county areas surrounding incorporated, i.e., Delano, Ridgecrest, Shafter, Taft, Tehachapi, and Wasco. KT also provides the following intercommunity services:

- Route 100: Bakersfield – Tehachapi – Mojave – Rosamond – Lancaster (Metrolink)
- Route 110: Bakersfield – Shafter – Wasco – McFarland – Delano
- Route 120: Bakersfield (Amtrak) – Taft
- Route 130: Bakersfield (Amtrak) – Frazier Park – ~~Santa Clarita (Metrolink)~~
- Route 140: Bakersfield – Lamont – Arvin (north route)
- Route 145: Bakersfield – Lamont (south route)
- Route 150: Bakersfield (Amtrak) – Lake Isabella
- Route 220: Kernville- Wofford Heights-Lake Isabella
- Route 227: Lake Isabella – Inyokern – Ridgecrest
- Route 230: Mojave – Inyokern – Ridgecrest
- Route 240: Mojave – Boron
- Route 250: California City – Mojave – Rosamond – Lancaster
- Route 20MT: Tehachapi- Boron

Vanpools in Kern County consist of 3 types. Enterprise Commute operates 32 private vanpools with 200 riders. On average, each rider saves nearly $1000 per year. Together they eliminated 143 tons of CO2 emissions annually. CalVans, a public vanpool service, provides similar saving, operating as many as 30 vanpools in Kern. In addition, numerous informal vanpools are operated by area commuters.

Golden Empire Transit (GET) was formed in 1973 and is the primary public transportation provider for the Bakersfield Urbanized Area. GET operates 14 fixed routes with a fleet of 69 buses in maximum service. The service area within .75 miles of a fixed-route is approximately 111 square miles, and the District population is 550,000. Seventy-seven percent of GET's population resides within Bakersfield city limits, and the remainder is in the unincorporated Kern County areas, including Oildale, Greenfield, Fruitvale, Greenacres, and Rosedale. GET-A-Lift provides complementary paratransit service for Americans with Disabilities Act (ADA)-eligible persons within the GET service area for those who are physically unable to use the fixed-route service. Elderly and disabled services are also provided by the Consolidated Transportation Service Agency (CTSA).

GET has determined that within Metropolitan Bakersfield, the east and southeast areas exhibit the highest service potential. This analysis is based on population density, income, auto ownership, and age. Other areas with high transit potential are portions of Oildale and central Bakersfield. The lowest potential rider areas include portions of the southwest and northwest.

Public Transit Providers like KT Transit, CalVans and GET operating in Kern County are summarized in **Table 5-3**. The table details services provided by each public transit provider,

including days of operation, and discounted transit service. GET, KT, and Delano account for 97% of all transit riders in Kern.

Table 5-3: Public Transit Operators Within Kern County

Operator	Area Served	Service Type	Days of Service	Fare Structure	
				Regular	Discount
Arvin	Arvin- Local	Fixed Route	Mon-Fri	$1.50	$1.25 Seniors/ADA $0.00 children under 5
	Arvin- Lamont	Fixed Route	Mon-Fri	$2.00	$1.50 Seniors/ADA $0.00 children under 5
	Arvin- Tejon Industrial Complex	Fixed Route	Mon-Fri	$3.00	$2.00 Seniors
	Arvin Bakersfield	Fixed Route	Mon-Fri	$3.00	$2.00 Seniors
	Arvin Dial-A-Ride	Fixed Route	Mon-Fri	$1.50	$0.00 children under 5
California City	California City	Dial-a-ride	Mon-Fri	$2.00	$1.00 Seniors/ADA children under 4'9"
Delano	Delano and adjacent unincorporated area	Fixed route Dial-a-ride	Mon-Sat	$1.50 $3.00	$.75 Seniors/ ADA, $.50 children under 5(1) $0.00 ADA Attendant, children under 5 (1)
McFarland	McFarland	Dial-a-ride	Mon-Fri	$1.00	$.50 Seniors/ADA/Students
Shafter	Shafter & adjacent unincorporated area	Dial-a-ride	Mon-Sat	$1.50 $1.25	$1.25 Seniors/ADA/Youth 5-12 yrs
	Shafter- Mexican Colony, Smith's Corner	Fixed Route	Mon-Sat	$1.75	$1.50 Seniors/ ADA/Youth 5-12 yrs

Operator	Area Served	Service Type	Days of Service	Fare Structure	
				Regular	Discount
	Shafter- North Labor Camp	Fixed Route	Mon-Sat	$1.50	$1.25 Seniors/ ADA/Youth
	Outer City- Airport, Industrial Park, Gossamer Grove, Cemetery	Fixed Route	Mon-Fri	$4.25	$4.25
Taft	Greater Taft, Taft to Maricopa, Maricopa to Taft	Fixed route	Mon-Fri	$2.00	
	Taft, Taft Heights, South Taft, Ford City	Dial-a-ride	Mon-Sat	$2.50	$1.75 Senio/ADA/Youth $0.00 Children under 5 $0.00
Tehachapi	Tehachapi & unincorporated adjacent Golden Hills area	Dial-a-ride	Mon-Sat	$2.00 (City-County trips)	$1.00 Seniors, disabled, Youth
Wasco	Wasco and adjacent unincorporated area	Dial-a-ride	Mon-Fri	$1.75 (City limit) $2.00(Outside city limit)	$1.00-Seniors (62+) $1.00-ADA $1.00-Youth (5-10 YRS) $0.25 (Child 0-4 YRS)
Kern Transit Fixed Route	Bkfd-Frazier Park	Intercity	Mon-Sat	$3.00	$1.50 Seniors/ ADA
	Bkfd-Lake Isabella	Intercity	Mon-Sat	$3.00	$1.50 Seniors/ ADA
	Bakersfield-Taft	Intercity	Mon-Sat	$3.00	$1.50 Seniors/ ADA
	Bkfd-Keene, Tehachapi, Mojave, Rosamond, Lancaster	Intercity	Mon-Sun	Varies with origin and destination	Seniors/ ADA

Operator	Area Served	Service Type	Days of Service	Fare Structure	
				Regular	Discount
Dial-A-Ride	Bkfd-Lamont North	Intercity	Mon-Fri	$2.00	$1.00 Seniors/ ADA
	Bkfd-Lamont-South	Intercity	Mon-Sun	$2.00	$1.00 Seniors/ ADA
	Bkfd-Delano	Intercity	Mon-Sun	$3.00	$1.50 Seniors/ ADA
	Boron- Mojave	Deviated fixed route	Wed	$3.00	$1.50 Seniors/ADA
	California City-Mojave	Intercity	Mon-Fri	$3.00	$1.50 Seniors/ADA
	Kern River	Local/Fixed route	Mon-Sat	$2.00	$1.00 Seniors/ADA
	Ridgecrest- Lake Isabella	Intercity	Mon Wed Fri	$3.00	$1.50 Seniors/ADA
	Ridgecrest- Mojave	Intercity	Mon Wed Fri	$3.00	$1.50 Seniors/ADA
	Tehachapi- Boron	Intercity	Mon-Fri.	$3.00	$1.50 Seniors/ADA
	Kern River	Dial-a-ride	Mon-Sat	$2.00	$1.00 Seniors/ADA
	Frazier Park	Dial-a-ride	Mon-Sat	$2.00	$1.00 Seniors/ADA
	Mojave	Dial-a-ride	Mon-Sat	$2.00	$1.00 Seniors/ADA
	Rosamond	Dial-a-ride	Mon-Sat	$2.00	$1.00 Seniors/ADA
	Bakersfield Medical	Dial-a-ride	Mon-Fri	No Charge	No Charge
Ridgecrest	Inyokern	Fixed Route	Mon-Fri	$2.50	$1.25 Seniors/ADA/Youth
	Randsburg/ Johannesburg	Fixed Route	Fri	$8.00	$4.00 Seniors/ADA/Youth
	Ridgecrest Dial-A-Ride	Dial-A-Ride	Mon-Fri	$2.50	$ 1.25 Seniors/ADA/Youth

Operator	Area Served	Service Type	Days of Service	Fare Structure	
				Regular	Discount
GET	Metro Bakersfield	Fixed route	Daily	$1.65 one way	$1.50 Seniors/ADA/Youth
GET/ CTSA	Metro Bakersfield	Dial-a-ride	Mon-Fri	$2.00	
GET-A-Lift				$3.00	
Eastern Sierra Transit Authority	Eastern Sierra Transit Authority and adjacent unincorporated area	Dial-a-ride	Mon-Sat	$3.00	$2.40 Seniors/ADA
	Mojave-Cal City-Eastern Sierra Transit Authority	Intercity	Mon- Fri	Varies with origin and destination	
	Buttonwillow-Bkfd	Intercity	Tue, Thu	$3.00	$1.50

Sources: Annual Report of Financial Transaction-Transit, 2023 – 2024; Transit Operators State Controllers Report

Important Accomplishments

Golden Empire Transit District

In 2023-2024, GET's fixed-route and GET-A-Lift operation ridership was 5.3 million riders. GET operates 14 fixed routes with large, 40-passenger buses, including 2 rapid routes with 20-minute headways and 3 hybrid express routes. GET has made a commitment to improving Kern County's air quality by transitioning to electric vehicles and hydrogen fuel cell buses. In November 2022 GET unveiled the first liquid hydrogen refueling station in Kern County. GET plans to be fully compliant with the California Air Resources Board (CARB) requirement that transit providers transition their fleet to zero emissions by 2040.

In 2006, GET became one of the first large transit fleets in the nation entirely fueled by natural gas.

Since 2020, GET has experimented with micro-transit and voucher ride-hailing services, both in a designated subarea and across the entire Metropolitan Bakersfield service area. These initiatives revealed that the cost per rider for these services was less efficient than traditional fixed-route service in meeting transit needs. By 2025, GET scaled back micro-transit and voucher ride-hailing to a web-enabled service

exclusively for prequalified seniors and individuals with disabilities. While the 2024 Long-Range Transit Plan called for a ride-hailing micro-transit voucher service, the 2025 Short-Range Transit Development Plan introduced the On-Demand Assist service for seniors and the disabled. GET staff is considering ways to re-activate micro-transit as a "last mile" connection service to its Bus Rapid Transit (BRT)/Rapid Bus (better than 20 minute headways) core network.

In 2026 GET implemented a high quality 15-minute downtown transit corridor called the Toucan Trolley connecting dining/entertainment locations with downtown employment centers. GET has also enhanced service accessibility by installing bike racks on all buses to support intermodal trips, contributing to improved air quality. Additionally, an Automatic Vehicle Location (AVL) system with GPS tracking has been implemented, enabling riders to access an automated service that provides real-time bus arrival information at any designated GET bus stop.

Consolidated Transportation Service Agency

Golden Empire Transit was designated as the Consolidated Transportation Service Agency (CTSA) in 2021. CTSA uses Transit Development Act and Federal Transit Administration Section 5310 funds to purchase, maintain, and operate vans and buses. CTSA provides low-cost transportation service for seniors 60+ and disabled community members. Services are available Monday through Friday for medical appointments, senior activities, grocery shopping, and other essential trips and is marketed as Get-A-Lift, and On-Demand Assist. CTSA is a demand-response transportation program and provides door-to-door service within Metropolitan Bakersfield.

Over the past three years, CTSA's ridership has increased by 8.1% and is currently delivering a healthy 15.2% farebox return, exceeding the 10% requirement under the Transportation Development Act. The 2018 Coordinated Human Services Transportation Plan (CHSTP), which includes CTSA services, is consistent with the 2026 RTP/SCS and meets the coordination requirements outlined in 23 CFR 450.306(h). An updated CHSTP will be completed by 2027 and will continue to align with these federal coordination requirements and the RTP/SCS. The current CHSTP is available online at: https://www.kerncog.org/public-transportation/.

Kern Transit (KT)

Since 1981, KT has provided a vital inter-city transportation link to Amtrak in Bakersfield, and Metrolink in Lancaster . In addition, KT provides – six local demand response (Dial-A-Rides), 12 fixed-route services, and a medical Dial-A-Ride in Bakersfield through which customers are able to access employment, medical appointments, education, shopping, and social needs. KT has implemented state and federal grants to acquire items such as 40 new buses (representing half of its fleet) over the past seven years, installed electronic fare boxes in all

of its vehicles, and introduced touch-free mobile ticketing available on all smart phone. Future projects include a transit center in Mojave with a park and ride lot; a climate controlled, indoor waiting area; and an operations facility with electric vehicle charging infrastructure.

In early 2002, KT joined with Inyo Mono Transit, now called Eastern Sierra Transit Authority (ESTA) to provide transit service so KT users can connect in Ridgecrest, to points north, including Lone Pine, Independence, Bishop, and Mammoth. The need for this intercity route was brought about by the cancellation of Greyhound's commercial intercity service along the US 395 corridor, which was suspended in August 2001. Communities and cities in the eastern Sierra, north of Mojave, were left without frequent and effective public or commercial service upon the demise of the Greyhound service.

ESTA is critical to meeting the transportation needs of people living and traveling along US 395 and SR 14. It provides the vital linkage to existing public and commercial transportation services currently serving the counties of Kern, Los Angeles, Inyo, and Mono, including demand-response services operated by Eastern Sierra Transit Authority, California City, Mojave, and Rosamond; Antelope Valley Transit Authority and Metrolink in Lancaster/Palmdale; Santa Clarita Transit in Palmdale and Santa Clarita communities; intercity service to Bakersfield with connections to Greyhound and Airport Valet; Amtrak; and connections to regional air service in Inyokern and Bakersfield.

Amtrak Improvements

The state-supported Amtrak Gold Runner (formerly known as the San Joaquins) service presently connects the 314 miles between Oakland and Bakersfield, and the 287 miles between Sacramento and Bakersfield. Eight round-trip trains operate daily, with 7 to Oakland and 1 to Sacramento. This is double the number of trains operated during the pandemic. Bakersfield represents both the end of the line for the current rail service and the stepping-off point for further travel to Southern California and Nevada via Amtrak Connection bus service.

Amtrak ridership has more than doubled since the pandemic with 906,400 passengers, and is consistently in the top 10 performing routes in the nation. Pre-pandemic, the corridor saw more than 1 million riders annually. The Bakersfield station handled 390,800 passengers and was the busiest Amtrak station on the San Joaquin route. However, only about 30% of those passengers began their travel from Bakersfield, the remaining connected to Southern California and beyond via Amtrak Connection service.

As early as 2032, conventional Amtrak passenger rail services between Madera/Merced and Bakersfield is planned to be replaced with 200+ mph high speed rail (HSR) service. Since Wasco is not a planned HSR stop, it will be replaced with a Connection bus service to HSR

stations in Bakersfield and Handford. The Kern COG 2012 Commuter Rail Feasibility Study proposes commuter train service between Wasco and Bakersfield as ridership on Connection services warrant. Connections between Bakersfield and Southern California/Nevada will continue until HSR is extended South to Palmdale (with a planned HSR connection to Las Vegas) and L.A.

Mobility Hubs – Car Share/Bike Share/eBikes/eScooters are Here!

Cal State University Bakersfield has established a free bike-share program for students and employees called Runner Ride with over 30 bikes. It is the first of multiple micro mobility hub efforts in the region. On-demand EV Car share is also available in the outlying disadvantaged communities (DAC) of Arvin, Lamont, and Wasco through MioCar. The City of Bakersfield is adding electric charging in public parking areas throughout the city to help eliminate range anxiety. For example, solar powered vehicle charging spaces have been added to the Bakersfield Amtrak station as the first phase to develop a mobility hub. **Figure 4-10** in Chapter 4 is an example of what these emerging mobility hubs could ultimately look like. Note that the Transit Priority Place Types identified in Chapter 4 provide ideal locations for these transit-oriented development mobility hubs.

Transit Needs and Issues

Limited Transit Dollars

Financial resources for public transportation are limited while demand for those resources continues to increase, and this has been made worse due to the 2020 pandemic shutdown. Fortunately, SB 125 is providing capital and operating funds from the state General Fund to prevent service reductions and improve transit service to increase ridership. Traditional public transportation revenue sources do not support the increasing need for public mass transportation to help with state emission and travel reduction goals.

The expansion of public transportation services in the County is predicated on an aggressive financial plan. GET's budget has increased annually as the system responds to increasing consumer demand. The financial core to subsidize public transit services in the Transportation Development Act's (TDA) Local Transportation Fund (LTF). These funds are derived from the County's portion of the local sales and use tax or .25 percentage points of the 8.25% sales tax rate in most of Kern's communities. Kern COG apportions these taxes to public transit throughout Kern County. In addition, the TDA authorized the state legislature to budget for State Transit Assistance Funds (STAF) by means of allocating a portion of the sales and use tax on gasoline.

Chapter 6 – Financial Element identifies several new sources that may be dedicated toward transit. **Table 6-1** identifies 36% of all funding in this plan going toward transit, high occupancy vehicle, passenger rail, aviation, and other uses. These sources include LTF, farebox, local agency funds/developer impact fees, State Transportation Improvement Program, State Transit Assistance Account, Congestion Mitigation, and Air Quality Program, Federal Transit Administration (Sections 5307, 5310, and 5311), federal Stimulus funding, as well as other revenue streams.

Short-Range Transit Development Plans Identify Needs

Transit Development Plans (TDPs), also know as Transportation Development Plans, are usually updated every five years and are used as planning tools focusing on short-term transit needs and improvements. TDPs provide recommendations for improving existing services, identify the transit agencies' roles and responsibilities for better coordination of transit services, and identify possible future transit expansion or revision.

GET's Short-Range Transit Plan guides routine decisions associated with operations and maintenance. This document covering a five-year period is updated annually.

Beginning in 2025, TDPs were being prepared for the rural transit operators in Kern County. The TDPs identify the following potential recommended strategies as summarized:

- **Promote vanpools** by creating community vanpool programs that target workers at major job centers including farmworker vanpools including employer-sponsored shuttles and rural vanpool programs;
- **Create partnerships with ridesharing and taxi companies** with wheelchair accessible vehicles including introducing a pilot program involving subsidized/discounted rideshare or taxi trips to/from key transit hubs to close First and Last Mile gaps, including consideration of partnerships between healthcare providers, ridesharing companies, and taxi companies with wheelchair accessible vehicles;
- **Introduce/expand electric vehicle carshare program** including service anchored at low-income populations;
- **Introduce a volunteer driver program**, including a volunteer driver program to serve ambulatory riders with disabilities;
- **Consider partnering with door-through-door service providers;**
- **Create an inter-network transfer subsidy program** with regional transit providers;
- **Create a commute shuttle partnership with colleges** and other higher-education or technical campuses for a campus.

In June of 2015, Kern COG and the City of Delano agreed to prepare a long-range transit plan for the City's transportation system. Kern COG staff provided transportation modeling data and public transportation service advice. The plan was completed in late 2017.

Long-range recommendations for Delano's transit system are included below:

- Maintain current route structure;
- Make design improvement along Cecil Avenue and Garces Highway to enable relocation of stops to these arterials;
- Maintain Saturday services as a weekend loop;
- Begin a trial service expansion to serve commuters better;
- Modify/Expand existing routes to enhance access to developing areas;
- Expand or transfer Bakersfield service;
- Implement reduced-fare transit vouchers;
- Provide real-time information system (to increase ridership);
- Transition CNG fueled vehicles to plug-in hybrid or battery electric vehicles;
- Amend zoning to allow transit-supportive development;
- Increase community awareness of DART services;
- Explore vanpools as a supplement to, or substitute for, some service; and
- Consider ride-sourcing for first/last mile access to transit.

The City of Delano will implement the recommendations above as they deem appropriate.

Senior/Mobility-Disabled Public Transportation

The senior and mobility-disabled populations in Kern County have limited access to public transportation. Differing fare structures, trip priorities, and limited service hours inhibit the coordination of efforts among operators of senior and disabled transportation. Kern COG staff carefully monitors annual unmet transit needs public hearing results, attends member agency fairs and events to collect transit needs data, and holds its own unmet transit needs public hearing. Also, Kern COG schedules regular meetings for its Social Services Transportation Advisory Committee to support existing transportation systems that operate to serve elderly and disabled residents in the Kern region. In 2022 Golden Empire Transit took over the Consolidated Transportation Services Agency (CTSA) combining the services with GET-A-Lift.

Rural Carsharing - MioCar

Kern COG partnered with the seven other San Joaquin Valley COGs and the UC Davis National Center for Sustainable Transportation in 2017 on a California Air Resources Board grant to evaluate emerging shared mobility options (e.g., Uber, Lyft, Waze) as tools to stem declining transit ridership and improve service in disadvantaged communities. Since completing the study, the partnership has expanded to include the San Joaquin Valley Air District on a shared-use mobility pilot in several disadvantaged communities.

Figure 5-11: Public Shared Mobility Services in Disadvantaged Communities



The study compared the cost-effectiveness of existing intercity transit in rural disadvantaged communities with hypothetical ridesharing and carsharing models. Results indicate substantial potential for cost savings that could be reinvested to expand shared mobility services. The pilot supported a follow-on grant to expand Miocar (**Figure 5-11**), a public carsharing and ridesourcing service in the South Valley, including affordable housing complexes in Lamont-Arvin and Wasco. These locations support walk access to carsharing, while ridesourcing will consider providing first-/last-mile connections and direct access when transit or carsharing cannot meet essential trip needs. Both services will be subsidized to ensure affordability, and the program is expected to generate significant savings from reduced dial-a-ride operating costs.

High Speed Rail Station Area Vision Plan

In 2018, the City of Bakersfield completed the first vision plan in the State for a high-speed rail station. The station will be located at F Street and SR 204 (see **Figure 5-12**). The plan includes projects, programs and policies that make transit, walk, and cycling more attractive than driving to the station including a mobility hub at the future station. The plan's traffic study in Appendix B calls for a Business Access Transit (BAT) lane on Chester Ave, and California Ave where a Rapid Bus/BRT currently operates. The California High Speed Rail Authority is coordinating with Kern County, the City of Bakerfield, and regional partners on station options. The California High Speed Rail Authority 2026 Business Plan listed a potential interim station location north of 7th Standard Road. Discussions are ongoing and final decisions have not been made. Planning and related operational considerations in Kern County remain under evaluation.

The following are some of the transit-related recommendations from the traffic study:

Figure 5-12: Bakersfield HSR Station Area Plan (SAP) Vision Calls for Mobility Hub



- Funding for improvements to nearby bus stops (e.g., seating and shelters).
- Federally authorized pre-tax deductions for transit passes, vanpools, and bicycle commuting costs.
- Subsidized transit passes for employees (note: Golden Empire Transit does not currently have an employer-based transit pass program, so the City would need to work with GET to create one).
- A "parking cash-out" program in which employees would be paid to avoid use of on-site parking.
- A "guaranteed ride home" program in which employees who took transit or other alternative modes to work would be offered a limited number of fully-subsidized taxi rides home after hours.

GET Long-Range Plan

GET, in partnership with Kern COG, implements the Metropolitan Bakersfield Transit System Long-Range Transit Plan (LRTP). The plan documents the relationship between population growth, transit ridership demand, and current operations. It also addresses emerging intracity transit system needs and addresses connectivity between rural areas and major regional transportation facilities such as the Amtrak train station and Meadows Field. A goal

of the plan is to implement GET's new vision statement: "GET...doing our part to improve mobility and create livable communities by becoming every household's second car."

The GET Long-Range Plan, was updated in June 2024, and provides the following three principles and concepts. These principles and concepts provide a framework for evaluating existing built and policy conditions in the region and ways to make improvements in the future.

- **Support transit use at the local level and on a regional scale.** Potential transit ridership and multimodal opportunities should be considered in planning new growth areas, developing land-use policies for existing developed areas, and planning for major infrastructure investments. The focus should be on improving the form of the region, with particular emphasis on enhancing pedestrian activity in and around downtown Bakersfield and other potential sites such as adjacent to California State University, Bakersfield (CSUB).
- **Focus development and infrastructure on key cores and corridors.** Transit ridership will be highest when it effectively serves key origins and destinations. Transit becomes an attractive alternative to the automobile when it is accessible, convenient, and efficient.
- **Design streets and new developments to foster street activity and encourage transit use.** Streets are the centers of activity for transit-oriented districts; they are the civic spaces where people walk to transit and support the public life of the districts. Street activity can be generated by increased land-use intensity and through-street designs that provide comfortable access for all modes of travel.

A major issue in the 2024 LRTP update is recovery from the low ridership since the pandemic. Due to the pandemic GET saw a 70% drop in ridership requiring a similar drop in service levels. For example, headways doubled on the Rapid Bus/BRT routes 21 & 22 to 30 minutes.

A short-range transit development plan (TDP) was approved in June 2025 re-establishing the rapid bus/BRT network through the core area of Metropolitan Bakersfield with 15-minute headways on Route 22 and stops spaced at least ¼ mile apart. The TDP re-establishes the pre-pandemic BRT/rapid bus system by 2026 with a potential expansion by adding a third rapid bus route.

The BRT/rapid bus network is a high-quality BRT service with the implementation of stops no more than ¼ miles apart, traffic signal green light extension, real-time online travel info, cell phone ticket purchasing though Token Transit, and ticket purchasing kiosks at major transfer centers. Plans are also being discussed about adding "last-mile" on-demand micro-transit service to the nearest fixed route or BRT stop. The Long-term plan expands the system further and increases headways throughout the system with a thinning of the less frequent fixed routes and their replacement with on-demand micro transit service. Portions of the BRT network may become the future light rail system for Metropolitan Bakersfield with initial segments connecting to the HSR station on Route 22 once ridership levels demonstrate the investment is warranted.

Portions of the BRT network may become the future light rail system for Metropolitan Bakersfield with initial segments connecting to the HSR station once ridership levels demonstrate the investment is warranted.

Metropolitan Bakersfield Transit Center Study

In 2015, Kern COG partnered with Golden Empire Transit District to prepare a Metropolitan Bakersfield Transit Center Study. The study's long-term recommendations were to consider acquiring property at the following locations for future transfer stations: Panama Lane and Highway 99, Mt. Vernon Avenue and Highway 178, and Niles and Mt. Vernon. Each of these sites was considered for its potential to provide transit-oriented development (TOD). These sites are also ideal for development of transit mobility hubs.

High Occupancy Vehicle/Bus Rapid Transit Study

Kern COG initiated the High Occupancy Vehicle/Bus Rapid Transit (HOV/BRT) Study to examine the long-range feasibility of implementing HOV lanes and/or BRT services (in the form of freeway-based express bus or arterial-based BRT) within the Bakersfield metropolitan area and surrounding portions of Kern County. The analysis, results, and recommendations developed through this study are incorporated into this RTP in Chapter 4, Sustainable Communities Strategy (SCS).

Commuter Rail Feasibility Study

Kern COG initiated the Commuter Rail Feasibility Study, completed in July 2012, to examine a set of alternatives for providing commuter rail service within the Bakersfield metropolitan

area and surrounding portions of Kern County, as well as within the eastern region of the county. The study concludes that some commuter rail service in Kern warrants further study, including extension of Metrolink from Lancaster north to Rosamond/Edwards AFB, and the addition of one or more commuter stops in north/west Bakersfield.

Some commuter rail service in Kern warrants further study, including extension of Metrolink from Lancaster North to Rosamond/Edwards AFB, and addition of one or more commuter stops in North/West Bakersfield.

Six potential commuter rail corridors are examined in the study, utilizing existing freight rail corridors. The objective of this study is to identify corridors that may be feasible for future commuter rail service, along with potential station locations that would serve these corridors. This study is intended to lay the groundwork for more detailed future study efforts that would define operational characteristics and costs at a greater level of detail within the corridors determined to be feasible.

This study included extensive involvement and input from Kern COG staff, as well as members of the study steering committee. This committee included representatives from Caltrans, Kern County, GET, the California High-Speed Rail Authority, City of Bakersfield, City of Delano, Fresno Council of Governments, County of Los Angeles, Altamont Commuter Express, and Southern California Regional Rail Authority.

Regional Rural Transit Strategy

Kern COG initiated a study to evaluate alternatives to its current network of rural transit services. A project advisory committee representing transit providers and social services throughout Kern County, inaugurated this effort, the Regional Rural Transit Strategy (RRTS), in spring 2017. The RRTS inventoried existing public transit services in rural Kern County, identified possible alternatives to existing public transit services, and recommended strategies to improve the rural Kern County public transit system. The report provided the following as areas of focus:

- Identify alternatives that would improve the overall quality of transit service in Kern County;
- Identify alternatives to traditional transit addressing Kern County's regional rural mobility needs;
- Develop coordination alternatives that realize an improvement over the way transit is currently operated;
- Review, identify, and discuss alternative administrative and oversight models for transit services in Kern County;

- Create a strategy for increasing the visibility and importance of transit in Kern County; and
- Create partnerships between transit and non-transit organizations in addressing Kern County's transit needs.

The final RRTS produced recommendations for alternative methods of countywide public transit service focusing on improving efficiency, effectiveness, and cost savings. A cost benefit analysis was performed as part of the updates to each TDP. An update of the TDP is scheduled to be completed in 2027.

Proposed Public Transportation Actions

Near Term, 2026–2030

- Promote vanpools by creating community vanpool programs that target workers at major job centers including farmworker vanpools including employer-sponsored shuttles and rural vanpool programs;

- Create partnerships with ridesharing and taxi companies with wheelchair accessible vehicles including introducing a pilot program involving subsidized/discounted rideshare or taxi trips to/from key transit hubs to close First and Last Mile gaps, including consideration of partnerships between healthcare providers, ridesharing companies, and taxi companies with wheelchair accessible vehicles;

- Introduce/expand electric vehicle carshare program including service anchored at low-income populations;

- Introduce a volunteer driver program, including a volunteer driver program to serve ambulatory riders with disabilities;

- Consider partnering with door-through-door service providers;

- Create an inter-network transfer subsidy program with regional transit providers;

- Create a commute shuttle partnership with colleges and other higher-education or technical campuses for a campus;

- GET should decrease emphasis on timed connections at transit centers by providing greater frequency;

- Promote use of new transit centers at New GET transit centers at CSU Bakersfield (begin construction in 2020); and Bakersfield College;

- Promote faster crosstown trips through; new express routes; new "Rapid" routes; or direct routes;

- Continue fine tuning KT scheduling; stop placement; and route reconfiguration;

- Rural and outlying transit providers should consider supplementing or replacing low volume fixed routes with shared mobility options such as Miocar;

- GET should consider supplementing or replacing low volume/low frequency routes with their new On-Demand shared mobility service;

- Continue discussions with the Southern California Regional Rail Authority regarding the extension of Metrolink from Lancaster to Rosamond; Initiate discussions with the State regarding replacement of Amtrak San Joaquin service between Bakersfield and Wasco with a local commuter rail service;

- Monitor advancement of the California High-Speed Rail (HSR) project;

- Provide education on Federally authorized pre-tax deductions for transit passes, vanpools, and bicycle commuting costs;

- Promote subsidized transit passes for employees;

- Promote "parking cash-out" program in which employees would be paid to avoid use of on-site parking;

- Promote a "guaranteed ride home" program in which employees who took transit or other alternative modes to work would be offered a limited number of fully-subsidized taxi rides home after hours;

Long Term, 2030–2049

- Promote HSR funding of improvements to nearby transit stops/centers/mobility hubs;

- Continue phased improvements to the GET Bus Rapid Transit and express routes;

- Improve GET Crosstown service connecting one side of Bakersfield to the other;

- Improve GET Circulator services within neighborhoods or around outlying areas of Bakersfield;

- Continuation of GET Express routes and connecting outlying strategic employment centers;
- Truck climbing lane along eastbound SR 58 to provide safer inter-city transit service;
- Continue ramp metering/diamond lane program at urban freeway ramps;
- Research peak period only Business Access Transit (BAT) or High Occupancy Vehicle (HOV) lanes on congested arterials;
- Consider converting BRT corridors to light rail transit when ridership warrants;
- Consider additional peak period HOV/transit lanes on freeways;
- Continue pursuing an extension of Metrolink from Lancaster to Rosamond and commuter rail service in to replace Amtrak in the SJV portion of Kern.
- As HSR proceeds to construction; Identify preferred corridor to connect Bakersfield and Delano with commuter rail/HSR feeder service; Identify potential funding for commuter rail operations; Work with local transit providers to connect riders to commuter rail/HSR; Reassess feasibility of commuter rail in various corridors.

ACTIVE TRANSPORTATION ACTION ELEMENT

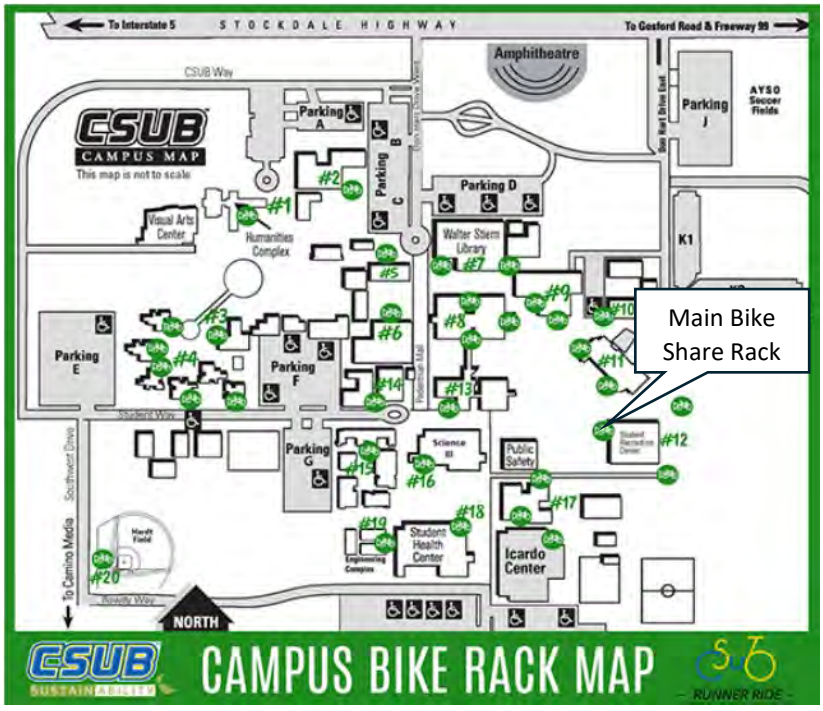
See the Land Use Action Element – Highway/Road for bicycle and pedestrian proposed actions. See Chapter 4, Sustainable Communities Strategy, for further discussion on sustainable land use decisions relative to bicycle and pedestrian travel modes.

Kern County is especially well suited for active transportation such as biking and walking. The climate and terrain of the region is favorable for active transportation, with many clear, dry days and moderate temperatures throughout the spring and fall. For short trips, biking and walking can serve as an alternative to the automobile. Because these modes are non-polluting and energy efficient, it is an element in the region's multimodal transportation system that leads to a more efficient transportation network while promoting public health.

This section focuses on bicycle and pedestrian travel facilities with an emphasis on complete streets. Residential developments are often within walking distance of commercial centers; however, design considerations should allow for ready ingress/egress of subdivisions. Mild weather, coupled with safe designed sidewalks and paths, can make walking an enjoyable activity.

Existing Systems

Figure 5-13 – CSUB Bike Mobility Hubs



Bicycle facilities generally fall into three distinct categories: Class I, and variations of Class I facilities are the first category. Class I facilities are paved right-of-way for exclusive use by bicyclists, pedestrians, and those using non-motorized modes of travel. Class II bike lanes are defined by pavement striping and signage used to allocate a portion of a roadway for bicycle travel. Several jurisdictions have variations on Class II facilities, which provide optional striping scenarios to allow on-street parking. Class III facilities include sign markings for bicycle routes. There are often no pavement markings. The County also has a Class III variation that provides a 4-foot delineated shoulder and bicycle route signage in rural areas.

The current system includes the 30+ Mile fully grade separated Kern River Class I Bike Path, one of the longest in the State stretching from Lake Buena Vista near Taft to Lake Ming northeast of Bakersfield.

Accomplishments Since 2012

Kern has rapidly accelerated active transportation/complete streets expenditures. In 2014, as part of the first Regional Transportation Plan with a Sustainable Communities Strategy (SCS), Kern COG forecasted $37.5M available over the next 24 years. In the first 7 years since the first SCS was adopted, the Kern region has funded twice the amount of active transportation projects that were anticipated over the 24 year life of that Plan. This is largely due to aggressive local government efforts going after new bike and pedestrian grant programs, with over half of the funding coming from the Caltrans Active Transportation Program (ATP). Kern COG led the development of a long-range, holistic active transportation plan for creating walkable and bicycle-friendly environments in the cities and unincorporated areas of Kern County. Context-sensitive solutions were sought that reflect the distinctive character and needs of the various communities, large and small, throughout the region.

In the first 7 years since the first SCS was adopted, the Kern region has funded twice the amount of active transportation projects that were anticipated over the 24-year life of that Plan.

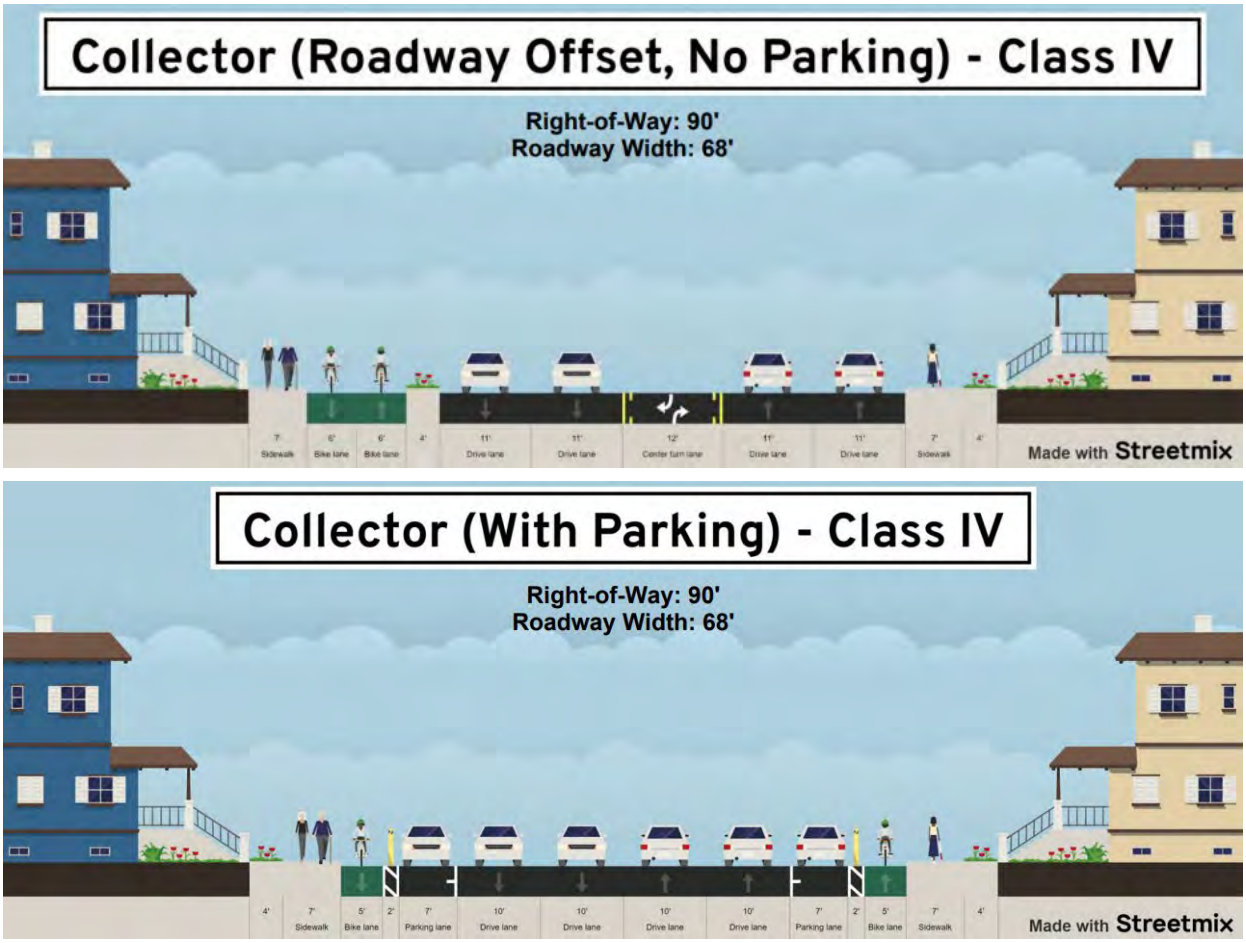
Kern COG, Caltrans, and local jurisdictions have recently completed bicycle, pedestrian, trail and other planning efforts that support pedestrian and promote bicycle use, safety and improved public health for people of all ages and abilities. These plans are available at https://www.kerncog.org/bicycle-plans/ .

- Safe Routes for Cyclists in Kern Disadvantaged Communities (2025)
- Bakersfield Active Transportation Plan (2025)
- Downtown Bakersfield Pedestrian Access to Transit (2020)
- Low Stress Bikeway Network in the Vicinity of Bakersfield HSR Station (2020)
- Central Valley Passage Long Distance Bicycle Routes (2020)
- Caltrans Bicycle Plan & Complete Streets for District 6 (2019)
- Kern Region Active Transportation Plan (2018)
- Caltrans Active Transportation Plan for District 9 (2017)

City of Bakersfield Active Transportation Plan

In 2025, Bakersfield completed a citywide Active Transportation Plan, updating previous municipal bike plans. The recommendations in this Plan will help the city create an even safer environment for bicycling for transportation, recreation, while encouraging fewer trips by car and supporting more active lifestyles. For example, they are promoting a new Class IV bike lane type (**Figure 5-14**). New bikeway standards such as these are creating a need to update the Kern COG region-wide active transportation plan from 2018. Kern COG is seeking resources to update this plan which will be used to update the extensive list of bike and pedestrian projects in **Table 5-1**.

Figure 5-14 – 2025 Bakersfield Active Transportation Plan Class IV Sample Typologies



Needs and Issues

Maintenance Issues

Maintaining bicycle and pedestrian facilities has always been a challenging issue for local agencies. Roadway maintenance backlogs in nearly every jurisdiction are increasing annually. As the roadway network expands, maintenance efforts and pavement conditions fall further behind. Commitments for investments into new bicycle and pedestrian facilities

cannot guarantee a continuing revenue source for upkeep, particularly for bicycle paths on separate rights-of-way. Rather than diminishing bicycle improvements; however, new funding sources or ways to deal with maintenance should be pursued.

Public Support

For a number of reasons, bicycling has not realized its full potential as a transportation mode within the Kern region. The reasons are primarily related to (1) ease of short-distance travel via automobile; (2) lengthy distances between residences and work sites; (3) relatively inexpensive and widely available sources of automobile fuel; (4) lack of shower and/or locker facilities at employment centers; (5) perceived safety of existing bike facilities; and (6) a general aging of the population, which may reduce the number of persons who are inclined to take bicycle trips.

General attitudes toward bicycling also present issues. Many area residents do not view cycling as a real transportation mode. These attitudes can be attributed to factors such as:

- Many urban roads do not provide adequate shoulders, causing some cyclists to ride within the flow of traffic.
- Lack of adequate bicycle facilities, such as lockers or alternative means of securing a bicycle.
- Decentralization of employment centers, residential areas, and retail facilities.
- Lack of knowledge regarding the benefits of bicycling.

Motorists are occasionally unwilling to share the roadways with bicycles, and this may lead to antagonistic situations in the street. Education regarding the transportation system must include cyclists, pedestrians, motorists, and transit passengers.

Proposed Active Transportation Actions

Near Term, 2026–2030

- Encourage COG member jurisdictions to implement their adopted local bicycle plans and to incorporate bicycle facilities into local transportation projects;

- Continue to seek funding for bicycle and pedestrian projects from local, state, and federal sources;

- Continue to seek funding to maintain existing bikeway and pedestrian facilities;

- Promote the purchase and construction of bicycle racks and lockers for Kern County multimodal stations;

- Promote the inclusion of bike tie-downs and racks on commuter trains and buses;
- Fund updated bicycle plans for incorporated cities;
- Fund a Pedestrian Facilities Plan for the County of Kern as well as incorporated cities;
- Investigate the connectivity between Off-Road Vehicles and Non-motorized transportation uses, especially in areas with high concentrations of Off-Road Vehicle use such as the Indian Wells Valley and the California City area; and
- Explore the possibility of the establishment of "Cabana" (covered) parking and information kiosks at Off-Road Vehicle trail heads, especially in the Indian Wells Valley and the California City area.

Long Term, 2030–2049

Periodically update the Kern Regional Active Transportation Plan;

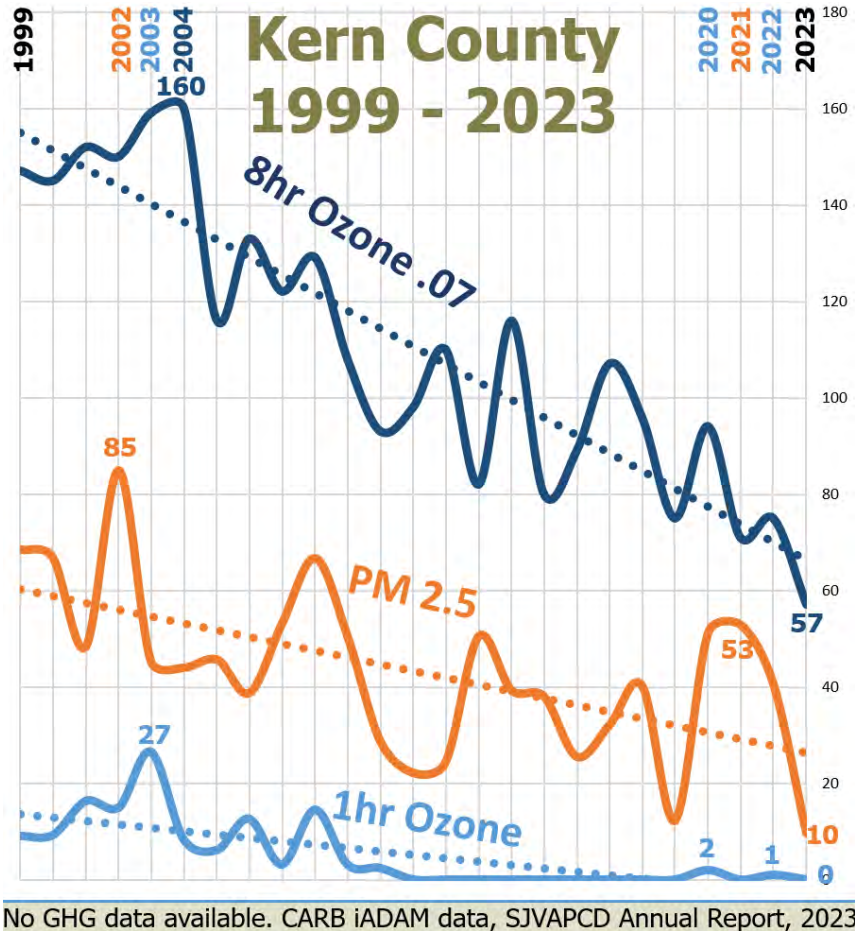
- Continue to seek funding for bicycle and pedestrian projects from local, state, and federal sources;
- Continue to seek funding to help maintain existing bikeway and pedestrian facilities;
- Promote development of revitalized, walkable/bikeable neighborhoods with easy access to transit; paving/controlling dust from streets and shoulders; and improve street intersections that facilitate bicycle travel; and
- Investigate the connectivity between Off-Road Vehicles and Non-motorized transportation uses, especially in areas with high concentrations of Off-Road Vehicle use such as the Indian Wells Valley and the California City area.

TRANSPORTATION AIR EMISSIONS REDUCTION ACTION ELEMENT

The Transportation sector includes the movement of people and goods by cars, trucks, trains, ships, airplanes, and other vehicles. The majority of strategies that reduce greenhouse gas emissions from transportation are carbon dioxide (CO2) emissions resulting from the combustion of petroleum-based products, like gasoline, in internal combustion engines. The largest sources of transportation-related greenhouse gas emissions include passenger cars and light-duty trucks, including sport utility vehicles, pickup trucks, and minivans. These sources account for over half of the emissions from the transportation sector which makes up 40% of state GHG emissions. The remainder of greenhouse gas emissions comes from other modes of transportation, including freight trucks, commercial aircraft, ships, boats, and trains, as well as pipelines and lubricants. California's state laws and regulations (such as AB 32) have set goals for reducing California's GHG air emissions. These efforts aim to reduce GHG emissions to 1990 levels by 2020 - a reduction of approximately 30 percent. Note that many of the strategies that reduce GHG emissions also help clean up criteria pollutants regulated by the Federal Clean Air Act Amendments of 1990.

According to the air quality monitoring system, the Federal Clean Air Act has helped reduce harmful air days by a minimum 64 percent from 1999 to 2023 (see **Figure 5-15**). Over the past two decades efforts have eliminated harmful exposure to Carbon Monoxide, and the 1 hour Ozone standard, and have led to the reduction of harmful pollutants such as Ozone, Particulate Matter, Nitrogen Oxide, Sulfur Dioxide, Lead and air toxics. With the transportation sector accountable for a

Figure 5-15: 1999-2023 Observed Days Exceeding Federal Air Standards in Kern



No GHG data available. CARB iADAM data, SJVAPCD Annual Report, 2023

significant portion of these air emissions (**Figure 5-16**), reduction efforts must target mobile source activities including on and off-road vehicles, public transit, freight, and rail movements.

Existing System

Air emissions reduction activity in the Kern Region has been carried out by national, state, regional and local entities since the early 1990s. Many strategies are multi-agency efforts, including the U.S. Environmental Protection Agency, US Dept. of Energy, Federal Highways Administration, Federal Transit Administration, California Air Resources Board, California Department of Transportation, California Energy Commission, San Joaquin Valley Air Pollution Control District (APCD), Eastern Kern APCD, Kern Council of Governments and its local member agencies. **Table 5-4** is a summary of emission reduction efforts.

Over two decades of air emission reduction efforts at the national, state, regional, and local levels have produced significant improvements to our nation's air quality. The Kern region has an extremely unique geographic landscape and makeup consisting of two air basins – the San Joaquin Valley and Eastern Kern Air Basins. Of the main criteria pollutants identified in the National and State Ambient Air Quality Standards, both Ozone and Particulate Matter currently hold a status of nonattainment within the Kern region. To continue along a successful path for reducing these harmful pollutants, new and innovative strategies must be implemented in the Kern region to further achieve healthy air quality and meet national and state criteria pollutant standards.

Figure 5-16: 2023 Air Emissions by Economic Sector

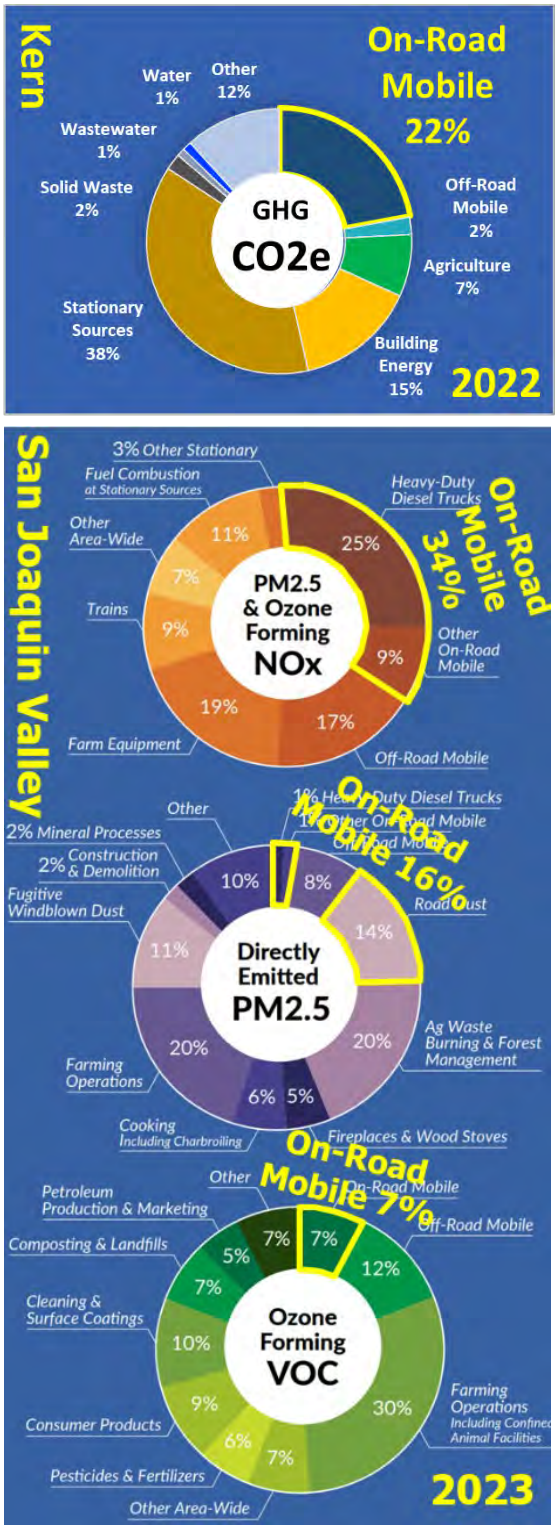


Table 5-4: Transportation Air Emissions Reduction Efforts in the Kern Region

National • Corporate Average Fuel Economy (CAFÉ) Standards • Fuel Pricing • Locomotive Idling Reduction • Locomotive Replacement or Repowering • Transportation Construction Equipment Reductions **State** • AB 118 – Air Quality Improvement Program • AB 2766 – Motor Vehicle Fee Program • CalStart • Cap and Trade Program • Clean Diesel • Clean Vehicle Rebate Project • High-Occupancy Vehicle Facilities • Incident management/Kern 511 Traveler Information • Inspection & Maintenance Programs • Moyer Program • Park-and-Ride Facilities • Shifting/Separation Freight Movements • Signal Synchronization and Roadway Intersection Improvements	**Regional** • CalVans Vanpool Program • Commute Kern TDM Programs/Incentives • Diesel Engine Retrofits Incentive Program • Drive Clean Rebate Program • IdleAIR Idling Reduction Facilities • Project Clean Air (PCA) • REMOVE II Programs • Retirement/Replacement of Heavy-Duty Trucks Incentives Program • Rule 8061 (SJVAPCD) Unpaved Road Dust Mitigation • Rule 9310 (SJVAPCD) School Bus Fleets: Retirement/Replacement of Buses • Rule 9410 (SJVAPCD) Employer-Based Trips Reduction (eTRIP) • Rule 9510 (SJVAPCD) Indirect Source Review: Infill Incentive Zone Transportation Impact Fee Land Use Strategies. • Valley Clean Air Now (CAN) **Local** • Bicycle/Pedestrian Projects and Programs • GET Online Trip Planner Transit Marketing, Information, and Amenities • New/Expanded/Increased Transit Services • Road Paving & Street Sweeping

Transportation Control Measure Strategies

Transportation Control Measures (TCMs) have received a high level of attention since the passage of the state and federal Clean Air Acts. As a result, air quality planning areas for the entire San Joaquin Valley, Mojave Desert, and Indian Wells Valley have been designated as nonattainment for harmful pollutants such as ozone and particulate matter 2.5 and 10. According to the state and federal Clean Air Acts, the worst nonattainment areas must ensure that "all feasible measures" be implemented to reduce harmful air emissions. Goals identified in the 2026 RTP, including livability and sustainability, focus on carrying out these requirements to achieve standards for healthy air quality. The most typical and successful TCMs strategies include improved public transit, traffic flow improvements and high occupancy vehicle lanes, shared ride services, pedestrian/bicycle facilities, and flexible work schedules. The TIP/RTP provide for the timely completion or implementation of the TCMs in the applicable air quality plans. In addition, nothing in the TIP or RTP interferes with the implementation of any TCM in the applicable implementation plan, and priority is given to TCMs. For a complete discussion of TCMs strategies, see the most recent adopted Federal Air Quality Conformity Analysis document available at: https://www.kerncog.org/conformity/ . The 2026 RTP includes a combined public review

process for the Conformity Analysis and is adopted by joint resolution that includes the conformity document.

Needs and Issues

Recent polls show that air quality has been ranked one of the primary concerns for Kern's residents, especially those in the San Joaquin Valley portion of the County. Kern County is home to some of the most challenging air pollution problems in the United States. The American Lung Association "State of the Air 2025" report found continued improvement in air quality for ozone and year-round particulate pollution. Bakersfield has improved from 4th in the to 5th in the nation for Ozone but has the worst in the nation for Particulate matter (**Table 5-5**). The Lung Association also reports that from 2021-2023 the Bakersfield/Delano air quality monitoring area saw an average of 17.5 fewer bad air days for particulate pollution. However, since all but one of the other 10 worst regions also saw improvements, Kern remained in the worst ranked position. The unique topography, weather patterns and growing population of Bakersfield and Kern County complicate this public health issue.

Table 5-5: Most Polluted Counties to Live In – American Lung Association 2025

Ozone Ranking	State	County	WA	PM Ranking	State	County	WA	Annual PM Ranking	State	County	DV
1	California	San Bernardino	153.7	1	California	Kern	44.3	1	California	Kern	16.2
2	California	Riverside	113.7	2	Alaska	Fairbanks North Star Borough	38.7	2	California	Tulare	15.7
3	California	Los Angeles	98.5	3	California	Tulare	36.5	3	California	Fresno	14.8
4	California	Tulare	88.7	3	Oregon	Lane	36.5	4	Oregon	Lane	14.4
5	California	Kern	72.8	5	California	Fresno	28.8	5	California	Kings	14.1
6	Arizona	Maricopa	54.8	6	California	Kings	26.5	6	California	Plumas	14
7	California	Fresno	46.8	7	California	Siskiyou	26.2	7	California	San Bernardino	13.1
8	Colorado	Jefferson	36.7	8	Oregon	Klamath	20.8	8	California	Stanislaus	13
9	Texas	Harris	34.8	9	Nevada	Douglas	19.2	8	Michigan	Wayne	13
10	California	San Diego	27.5	10	California	Inyo	18.7	10	Montana	Lincoln	12.8

Source: American Lung Association. https://www.lung.org/getmedia/5d8035e5-4e86-4205-b408-865550860783/State-of-the-Air-2025.pdf

It's not just poor lung health that affects our citizens, it's a sedentary lifestyle. Obesity is a nationwide health problem. According to a 2024 study by the Center for Disease Control, close to 30 percent of the adult population in California is considered obese.[19] In addition to the air quality benefits of more sustainable growth patterns, focusing future development around more mixed use, walkable neighborhoods can help to reduce high rates of respiratory health problems and obesity that affect Kern County residents. Planning for and providing residents with safe and practical options for walking, biking and transit can boost daily physical activity proven to improve health and lessen the impacts of a wide range of chronic diseases, depression and other mental health issues. In response to comments received during the RTP outreach by the general public, reducing unhealthy air emissions is a primary

[19] CDC, https://www.cdc.gov/obesity/data-and-statistics/adult-obesity-prevalence-maps.html .

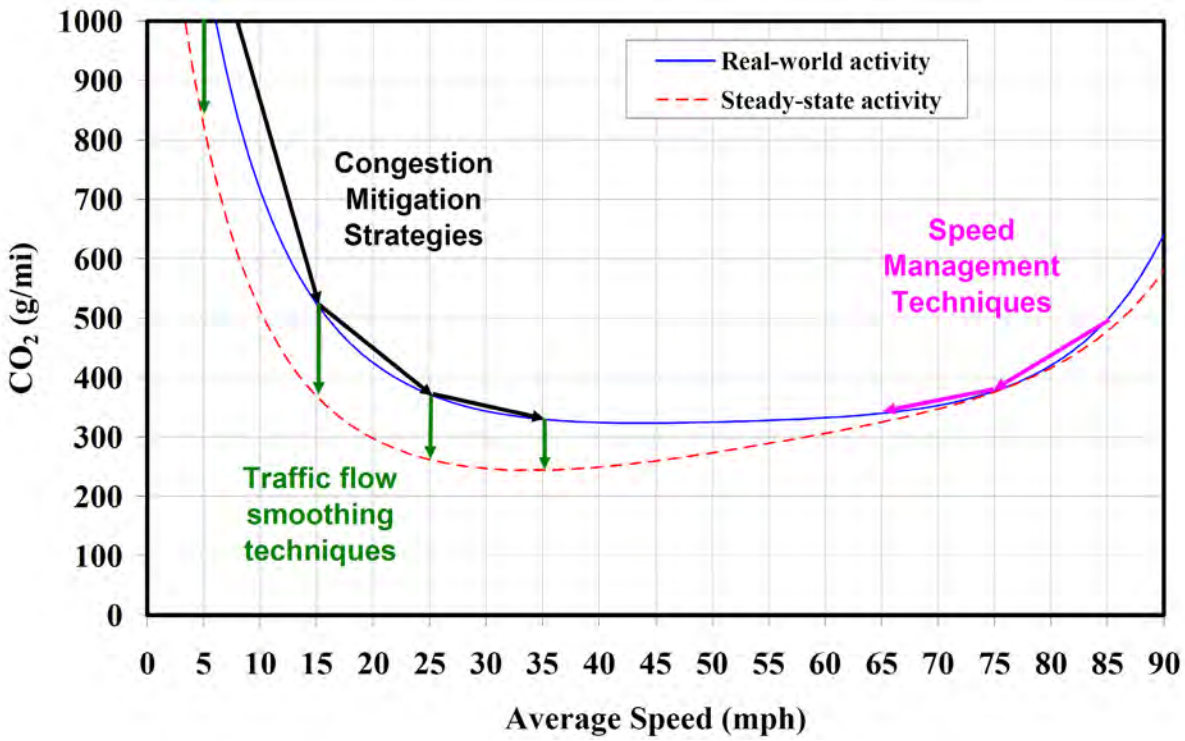
objective of the RTP. Reducing ozone and particulate matter emissions as outlined in the San Joaquin Valley Air Pollution Control District's attainment plans presents a major challenge. Several issues must be weighed:

- Cost Effectiveness – Maximizing funding is a critical component to successfully achieving air quality goals and standards. It is crucial for air emission reduction efforts to consider cost effectiveness, which is defined as the cost per ton of emissions reduced. Cost effectiveness is weighed by considering factors such as pollutant(s) for which the area is in nonattainment, precursor pollutants of concern, relative size of pollutant inventories, and the existing sources and level of control measures in place. However, cost effectiveness does not always reflect directly on the overall effectiveness of the project.

- Reduce Congestion – **Figure 5-17** illustrates that reducing traffic congestion at slow speeds while enforcing speed limits on freeways can significantly reduce harmful criteria pollutants. Maintaining smooth flowing traffic on surface streets and freeways can reduce CO2 emissions as much as 12%. Kern COG's congestion management program action element (discussed later in this chapter), in conjunction with local traffic impact fees, has helped keep Kern's traffic flowing at the optimum speeds of 25 to 60 MPH as the region continues to grow. Continued

Figure 5-17: Vehicle CO2 Emissions by Speed

Source: Barth/Boriboonsomsin, 2008



- investment in traffic signal synchronization is a major priority for Kern COG's Congestion Management and Air Quality Improvement Program (CMAQ) funding. In 2012 Kern COG completed a Project Delivery Policies and Procedures document that outlines the process for Kern's member agencies to take in order to benefit from major funding sources. The document is updated on an as needed basis and funding programs evolve.

- Diesel Emission & Idling Reduction Efforts – According to the National Clean Diesel Campaign (NCDC) the five best practices to reduce emissions from diesel activities are retrofits, engine replacement, vehicle replacement, operational strategies, and introducing clean fuels. As part of the 2005 Energy Policy Act, the Diesel Emissions Reductions Act (DERA) was created offering a significant source of funding for clean diesel projects. State and regional efforts from the Air Resources Board (ARB) and San Joaquin Valley Air Pollution Control District (SJVAPCD) offer programs such as the Hybrid and Zero Emission Truck and Bus Voucher Incentive Project (HVIP) which helps offset costs for truck replacement and engine retrofitting. Recently in California, the On-Road Heavy Duty Diesel Vehicles (In-Use) Regulation has been set into place which says by 2023 nearly all trucks and buses will need to have 2010 model year engines or equivalent.

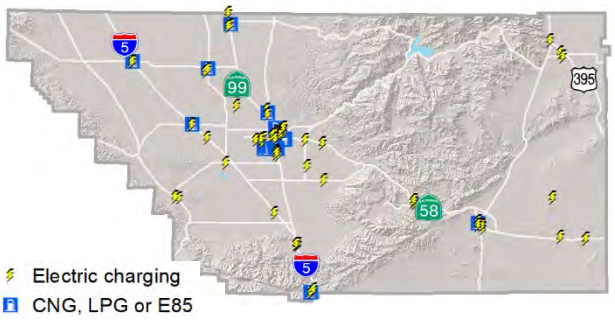
  Another significant effort of diesel emission reduction comes from the EPA's Smartway Technologies Program that supports technologies in idle reduction, aerodynamics, low rolling resistance tires, and retrofits. This effort is clearly exercised in the Kern region with IdleAIR's truck stop facility. IdleAIR allows truckers to rest their diesel engines and auxiliary power units while being provided with heating, cooling, electricity, and other at-home commodities inside their trucks.

- Off-Road Mobile Source Emissions – As part of California's Central Valley, the Kern region is highly influenced by the presence of agricultural land uses. Off-Road emissions created from the agriculture and construction industries contribute to particulate matter (PM), nitrogen oxide (NOx), and volatile organic compound (VOC) emissions. Efforts from the USDA's Natural Resource Conservation Services (NRCS) and the SJVAPCD have led to the replacement and retrofit of nearly 1,400 tractors. In conjunction with the NRCS, the Valley Air District has funded approximately $43 million of these valley wide efforts to improve off-road emissions.

- Alternative-Fuel Fleets – Diesel exhaust still has a toxicity component that may warrant continued conversion of fleets, especially school buses. In 2007, California Executive Order S-01-07 established the Low Carbon Fuels Standard with a goal to reduce carbon emissions 10% by 2020. Also, in 2007 the Energy Independence Act

set the goal to produce 36 billion gallons of renewable fuel blended into transportation fuel nationwide. The State of California is investing $100 Million per year on alternative fuels technology including electric plug-in, hydrogen fuel cell, and natural gas. Fueling infrastructure is critical for the success of alternative fuels in the region (**Figure 5-18**). With nearly $1.4 million in funding, the SVAPCD helped UPS deploy 50 hybrid electric delivery trucks in the San Joaquin Valley, and on a more local level, GET successfully converted its fleet of over 100 buses to compressed natural gas (CNG) and is now leading the way in hydrogen adoption, operating 14 hydrogen fuel cell buses with plans to expand to over 50.

Figure 5-18: Alt. Fuel/Charging Locations



- Reduce Vehicle Miles Traveled -– A major long-range challenge in nonattainment areas is controlling offsite (indirect source) emissions generated from housing and commercial development in the region. Kern COG's transportation model indicates that each new household generates an average of 60–70 daily vehicle miles traveled. As new gasoline-electric hybrids and zero emission hydrogen-fuel-cell vehicles become commonplace, ozone-related emissions from transportation sources may someday be negligible. However, as passenger vehicle travel increases, so does particulate matter and fugitive dust produced by moving vehicles. New housing developments need to fully mitigate their indirect source impact to air quality, especially for particulate matter. The San Joaquin Valley is the only region in the nation with an Indirect Source Review (ISR) rule (Rule 9510, SJVAPCD) in place that creates incentives for new development to reduce offsite emissions.

  Air District ISR Rule 9510 also applies to major warehousing and manufacturing facilities. Developments may be subject to this Rule if, upon full buildout, the project would equal or exceed exhaust emissions equal or exceeding two tons of NOx or two tons of PM. Section 5.0 of the rule requires an Air Impact Assessment (AIA) application be submitted no later than applying for project-level approval from a public agency so that proper mitigation and clean air design under the ISR Rule can be incorporated into the public agency's project-level analysis.

  Transition from Fossil Fuels to Clean Alternatives – In 2025, SB 237 was enacted to help maintain California's energy reliability and affordability as the state advances its clean energy transition. The legislation strengthens pipeline integrity and establishes requirements for pipeline reactivation, improving the safety and reliability of in-state oil transportation while expanding opportunities to use pipelines to meet California's

fuel demand. Greater reliance on pipelines can reduce truck transportation of crude oil from production areas such as Kern County to refineries statewide, improving safety, reducing highway congestion, and lowering transportation-related emissions. SB 237 also seeks to maintain an adequate in-state crude oil supply during the transition to cleaner fuels. This supports continued refinery production of transportation fuels, but also essential petroleum-based products, including asphalt, plastics, lubricants, solvents, and adhesives, which will continue to be needed throughout and long after the energy transition.

Proposed Actions

Near Term, 2026 – 2030

- Maintain air quality coordination Memorandum of Understanding (MOU) with the San Joaquin Valley Metropolitan Planning Organizations, San Joaquin Valley Air Pollution Control District, Eastern Kern Air Pollution Control District, and Caltrans Districts 6 and 10.
- Improve public transit by lowering transit fares and subsidies;
- Increase alternative-fuel fleets – work closely with private and public entities to support the conversion of alternative-fuel vehicles;
- Encourage ridesharing and voluntary employer-based incentives – programs such as Commute Kern's Guaranteed Ride Home program and SJVAPCD's Rule 9410 – eTRIP both promote ridesharing that will immensely reduce vehicle miles traveled, ultimately reducing harmful air emissions;
- Traffic flow improvements/railroad grade separations;
- Bicycle and pedestrian travel – construct class I, II, and III bicycle paths, accompanied with striping and signage;
- Promote development of revitalized, walkable/bikeable neighborhoods with easy access to transit; Paving/controlling dust from streets and shoulders and improve street intersections that facilitate bicycle travel;
- PM10 efficient street sweeping – SJVAPCD Rule 8061: Paved and Unpaved Roads implements the usage of specific street sweepers that target the reduction of PM10 emissions within urbanized street networks;

- Identify funding options for Congestion Mitigation Air Quality Improvement Program (CMAQ), AB 2766 Motor Vehicle Emissions Reductions Program, and other sources that fund air emission reduction;

- Identify all Reasonably Available Control Measures (RACM) for ozone and all Best Available Control Measures (BACM) for PM10 by Kern COG's member agencies;

- Special presentations and workshops for member agencies on transportation-related control measure strategies for air pollution emissions as new standards, technology, and funding opportunities evolve; and

- Media campaigns promoting the various air emission reduction measures listed above.

Long Term, 2030 – 2049

- High Occupancy Vehicle (HOV) lane additions as well as ramps and metering improvements: Centennial Corridor and Westside Parkway provide room to accommodate HOV;

- Add "missing links" (streets) to roadway network that reduce out-of-direction travel: Centennial Connector will provide a major free-flow traffic connector that will improve air quality by reducing stop-and-go truck travel on local arterials. The Hageman Flyover Project will provide another east/west connection over SR 99 to downtown Bakersfield central business district; the Mohawk Street extension provides an extension from Rosedale Highway south that connects to Truxtun Avenue accessing downtown Bakersfield;

- Carpool programs – By 2049 a fleet of over 500 vans will be utilized and maintained for vanpooling; and

- Flextime programs – Offsets the traditional work hours of 8 a.m. to 5 p.m., ultimately reducing traffic congestion during peak periods.

- Park and Ride Facilities – provide 1,500 vehicle spaces;

- Public Electric Vehicle Charging Infrastructure – provide 4,000 vehicle spaces;

INTELLIGENT TRANSPORTATION SYSTEMS ACTION ELEMENT

See Chapter 4, Sustainable Communities Strategy, for further intelligent transportation systems information.

Intelligent Transportation Systems (ITS) apply advanced information processing, communications, vehicle sensing, and traffic control technologies to the surface transportation system. The objectives of ITS are to promote more efficient use of the existing highway and transportation network, increase safety and mobility, and decrease the environmental impacts of congestion. The Federal Highway Administration sponsored the preparation of Early Deployment Plans (EDPs) to identify ITS application opportunities.

The objectives of ITS are to promote more efficient use of the existing highway and transportation network, increase safety and mobility, and decrease the environmental impacts of congestion.

The EDP's primary focus for the Kern County region was the maximization of safety, traffic flow, and efficiency in both rural and urban areas. It presented an integrated, multimodal, phased strategic plan to address the surface transportation needs and problems of the Kern region through the use of ITS. By preparing the EDP, Kern County was able to take advantage of federal and other funding opportunities and implement various components of ITS.

Kern COG was the lead agency for this study, with key participation from Caltrans District 6 and the Caltrans New Technology and Research Program, as well as various cities and transportation agencies within the Kern region. The overall goal of Kern's ITS EDP was to develop a multi-year strategic deployment plan that would result in a well-balanced, integrated, intermodal transportation system. Transportation needs that have the potential of being addressed by ITS technologies were identified and ITS elements that would be beneficial, cost-effective, and implementable were evaluated. The strategic plan facilitated the integration and coordination of ITS applications valley- and statewide in conjunction with other EDPs conducted throughout California.

2018 ITS Plan for the Kern Region

A comprehensive update of the countywide EDP had not been completed since 1997. In the interim, Kern metropolitan area agencies made significant investments in the planning, design, and implementation of ITS for the surface transportation and transit networks. During that timeframe, stakeholder priorities and needs changed along with new advances in technology. There is an expectation, documented in the 1997 EDP and Architecture, that investment in ITS strategies will continue with a focus at the local level. At the same time, it's important that investments be made in reliable technologies that deliver proven benefit in a cost-effective manner. Toward this end, Kern COG lead the countywide 2018 ITS Plan for the

Kern Region to direct ITS investments throughout the county over the next twenty years and beyond.

The ITS planning process is much like any other transportation planning activity, with the primary difference being the focus on technological solutions. One of the primary areas of emphasis of ITS planning is the extensive involvement and participation by the stakeholders of the region. This is especially important to ensure interagency systems integration, address potential institutional issues early, and to provide the necessary education and awareness of advanced technology transportation solutions.

In development of the 2018 ITS Plan for the Kern Region, Kern COG coordinated with stakeholders on an inventory survey of existing ITS elements, a needs assessment, consideration of new ITS strategies, and discussion of ITS architecture. In 2017, the U.S. Department of Transportation released the latest version of the National ITS Architecture framework, now known as Architecture Reference for Cooperative and Intelligent Transportation (ARC-IT) as well as the supporting software Regional Architecture Development for Intelligent Transportation (RAD-IT) to guide the planning and deployment of ITS. The program facilitates the ability of jurisdictions to operate collaboratively and to harness the benefits of a regional approach to transportation challenges. The 2018 ITS Plan for the Kern Region reflects the latest ITS architecture so that stakeholders will be able to deliver federally funded ITS deployments.

Kern's ITS Vision, Goals, and Objectives

The principal vision for the 2018 ITS Plan for the Kern Region is that through community ITS investment, coordination and data sharing between transportation agencies, travel in Kern is safe and efficient. The ITS Plan used two approaches to identify ITS goals and objectives that would support the ITS vision. The first approach was to identify broad, high-level goals and objectives. The second approach was to directly incorporate goals and objectives from other relevant local and regional sources, such as the regional transportation plan. As part of the development of the ITS Plan, the stakeholders reviewed and accepted the following ITS goals and included objective statements that focus on different aspects of the same overall issue or concern:

- Reduce traffic congestion
- Reduce the number, severity and duration of accidents and incidents
- Improve transportation and transit planning operations
- Promote efficiency, safety, convenience, and use of alternative travel modes

- Minimize the environmental impacts of transportation

- Improve the mobility of people and freight; maximize the efficiency and cost effectiveness of the existing and future transportation system

ITS Strategies

The 2018 ITS Plan for the Kern Region provides guidance to stakeholders on the planning, development, and funding of ITS projects. The listing of projects is identified in the ITS Plan in the form of "ITS strategies." The project sequencing section of the ITS Plan balances what projects are feasible to implement within the short-term, medium-term, and long-term timeframes. Long-term projects include areas that are still under development nationally. Project sequencing provides a phasing plan that recognizes that there are some projects that need to occur before others, to be effective in operations. The ITS Plan also recognizes that planned projects do not necessarily all have to occur within the scope of the timeframe identified but rather are dependent on regional need, project readiness, and the capacity to deploy. Implementation of the ITS strategies will make transportation throughout Kern County safer and more efficient for travelers.

The 2018 ITS Plan for the Kern Region was approved by Kern COG on June 21, 2018, and is incorporated within the RTP by reference. The plan was federally accepted on July 9, 2018.

San Joaquin Valley ITS Plan

Using a federal planning grant, the eight San Joaquin Valley counties formed an ITS committee focused on solving transportation problems within the region. The vision for the San Joaquin Valley ITS Strategic Deployment Plan is to enhance the quality of life, mobility, and environment through coordination, communication, and integration of ITS technology for the Valley's transportation systems. The ITS plan includes major local elements developed by each of the eight counties. The plan coordinates architecture, standards, institutional issues, and provides a framework for deploying ITS projects.

The San Joaquin Valley Intelligent Transportation Systems Strategic Deployment Plan was adopted by Kern COG in November 2001 and is incorporated within the RTP by reference. The plan was federally approved on January 8, 2002.

San Joaquin Valley ITS Architecture Maintenance Plan

While the San Joaquin Valley Regional ITS Architecture is included in the San Joaquin Valley ITS Strategic Deployment Plan, it is considered a process that will be maintained, revised, and validated as needed. The architecture is a set of rules that facilitates the building of systems and allows these systems to communicate and inter-operate when built. Changes

to the Regional ITS Architecture, such as new ITS regional needs, plans and priorities, projects, scope, and stakeholders, will be documented through updates to the Deployment Plan. The San Joaquin Valley ITS Architecture Maintenance Plan, including revised management procedures, was adopted by Kern COG on April 21, 2005, and is incorporated within the RTP by reference. The plan was federally accepted on July 14, 2005.

Proposed Actions

Short- and Long-Term Actions, 2026–2049

- Continue stakeholder outreach;
- Demonstrate the benefits to member agencies of the Regional Transportation Planning Agencies and Metropolitan Planning Organizations;
- Mainstream ITS into program and project prioritization;
- Mainstream and update regional architecture; and
- Form public/private partnership task force (on project-by-project basis).

CONGESTION MANAGEMENT PROGRAM ACTION ELEMENT

Federal Title 23 CFR § 450.322 - Congestion management process in transportation management areas, requires all urbanized areas larger than 200,000 in population are to have a Congestion Management Program (CMP), System, or Process. Kern COG has chosen to continue referring to its congestion management activities as a program. The federal Congestion Management Process requirements are like the optional state requirements; in fact, the CMP was largely modeled after the California program. Both processes are structured around the identification and monitoring of a system, the establishment of performance standards, and the identification and correction of congestion. The CMP was developed through an open public process in 1991 under state guidelines. Since 1998, the CMP has been included as a subsection of the Regional Transportation Plan Action Element. In 2005, the CMP became federally mandated.

The program is an effort to more directly link land use, air emissions, transportation, and the use of new advanced transportation technologies as an integral and complementary part of this region's plans and programs.

The Final Rule for the Federal Management and Monitoring Systems defines an effective Congestion Management Program as a systematic process for managing congestion that provides information on: (1) transportation system performance, and (2) alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs.

Pursuant to California Government Code Section 65089(a), Kern COG was designated as the Congestion Management Agency in 1991, by the majority of the cities representing the majority of the population and the Kern County Board of Supervisors. Kern COG consists of representatives from the eleven incorporated cities and two representatives from the County of Kern. The Golden Empire Transit District, Joint Planning Policy Board, and Caltrans are ex officio representatives on the Agency Board. The Congestion Management Agency is responsible for developing, adopting, and updating a CMP. The CMP is updated as part of the Regional Transportation Plan every four years. The program is developed in consultation with, and cooperation of, regional transportation providers, local, state, and federal governments, including the California Department of Transportation, and both the Eastern Kern and San Joaquin Valley Air Pollution Control Districts.

In 2009, the California Resources Agency revised the CEQA Guidelines, including the Environmental Checklist Form. The new guidelines expand the definition of traffic congestion to include consideration of impacts to transit, bike, and pedestrian modes, as well as the consideration of travel demand measure strategies.

Because the CMP can be amended and updated as frequently as annually, it can be modified to reflect local conditions in traffic congestion and transportation funding. This document fulfills the statutory requirements for the CMP as required under state law and for the Congestion Management Program under federal law.

Purpose

The purpose of the CMP is to help ensure that an efficient transportation system is developed that relates population growth, traffic growth and land use decisions to transportation system level of service (LOS) performance standards and air quality improvement. As discussed in the Transportation Air Emissions Reduction Action Element of this document, smooth, uncongested traffic flow can provide significant improvements to our air quality. The program is an effort to more directly link land use, air quality, transportation, and the use of new advanced transportation technologies as an integral and complementary part of this region's plans and programs.

Local jurisdictions are required to:

- Use consistent level of service methodologies, performance standards, and travel forecasting techniques.
- Adopt and implement a land use analysis program, which includes acting as a responsible agency for traffic impact studies as part of environmental documentation.
- Participate in annual monitoring activities, maintain acceptable performance levels on the system, or if necessary, designate individual segments or intersections deficient through adoption and submission of a deficiency plan to Kern COG. Deficiency plans may be submitted through the environmental review process as part of the traffic study.
- Adopt Transportation Demand Management mitigation and monitoring program prior to their CMP conformity findings in a deficiency plan or traffic study.

Failure of a local jurisdiction to fulfill these responsibilities could engender loss of federal gas tax funding. According to the 2008 Federal Highway Administration Guidebook on the Congestion Management Process for Transportation Management Agencies greater than 200,000 population and in federal nonattainment areas, “no Federal funds may be spent for capacity-expanding projects unless they come from a CMP”.

Contents

The CMP includes the following six elements:

- Land Use Impact Analysis: An established process where Kern COG, in consultation with its member agencies, evaluates the impacts of proposed local land use

decisions on Kern County's transportation system, including an estimate of the costs associated with mitigation requirements. This process employs the existing CEQA agency review process.

- Multimodal Performance Standards: Determine how much traffic, during peak hours, is acceptable on state freeways, highways, and major streets within Kern County. These standards do not replace adopted city or county traffic goals, which generally establish more stringent standards. In addition, identify frequency and routing of bus service, and coordinate transit service provided by separate operators throughout Kern County.

- Regional Traffic Model: Predict level-of-service exceedances, prioritize the Capital Improvement Program, and analyze the impacts of land use on the CMP network. Kern COG maintains the regional traffic model for evaluation of congestion performance measures in the RTP and as a key input to local and regional traffic studies.

- Transportation Demand Management: Describe programs to promote alternatives to single-occupant vehicle travel. These include such activities as carpools, vanpools, transit, bicycles, park-and-ride lots, and intelligent transportation system technologies. These programs will improve air quality in the region and help meet the goals of the Air Quality Attainment Plans, as well as climate change goals. Often, environmental documents include Transportation Demand Management strategies (TDMs) and Transportation System Management strategies (TSMs). Kern COG, Caltrans, and local governments should incorporate TDMs/TSMs as part of their Transportation Plans, Circulation Plans, transportation studies, and corridor studies, as appropriate.

- Capital Improvement Program (CIP): Establish transportation improvements that can be expected to improve traffic conditions over a minimum of seven years. This program has been developed to make the best use of the funds currently available. The CIP is developed and maintained by Kern COG with public and member agency input.

- Deficiency Plan: Project leads prepare a plan of remedial actions when a roadway level of service standard is not maintained on the designated Congestion Management roadway system. The plan may be addressed in a stand-alone traffic impact study or as part of the environmental document. A Corridor System Management Plan (CSMP) may be prepared by Kern COG to identify actions along congested corridors and systems for inclusion in traffic impact studies.

In addition to these components and as a part of the process of developing and monitoring the program, the local government agencies and Caltrans are required to develop and maintain a traffic database for use in a countywide model and to monitor the implementation of the program elements. This database requirement may be fulfilled through participation in the Kern COG regional traffic count program.

Along with state-level requirements, federal transportation funding legislation requires each state to develop and implement a transportation Congestion Management Process that will be incorporated into the regional planning process, comply with the intent of the federal requirement, and be considered a part of Kern County's CMP. The program identifies areas where congestion occurs or may occur, identifies the causes of the congestion, evaluates strategies for managing/mitigating congestion and enhancing mobility, and develops a plan for implementation of the most cost-effective strategies. Strategies regarding congestion management include:

- Transportation demand management measures.
- Traffic systems management operations improvements (i.e., signal coordination, freeway service patrol, real-time traffic conditions online, etc.).
- Measures to encourage high-occupancy vehicle (HOV) use.
- Enhanced mobility measures that provide a congestion relief valve in corridors that are not affected by the peak period congestion (i.e., arterial-based peak-period transit/HOV lanes or light rail).
- Congestion pricing.
- Land use management and activity/transit-oriented center strategies.
- Incident management strategies.
- Application of ITS technology.
- Addition of general purpose (mixed flow) traffic lanes.
- Other mitigation that allows for mobility through congested corridors for modes other than single-occupant vehicles, including non-motorized bike and pedestrian trips. Advances in telecommunications technology and networks provide an additional opportunity to further mitigate congestion by reducing the need for travel both within the region and between regions. To an extent, these telecommunications advances are occurring within the private sector without public sector initiatives. However, Kern COG is evaluating a potential public sector role.

Monitoring and Implementation Process

To ensure the CMP is being implemented, the cities and county provide the Congestion Management Agency considerable information annually, primarily in the form of technical data, as well as policy and planning summaries, including the following:

- Traffic Level of Service: Each city, the county, and Caltrans must provide peak-hour traffic counts and level of service calculations on their designated streets and intersections. As participants on the Kern Regional Transportation Modeling Committee, these agencies oversee a regional traffic count program and travel demand forecasting program administered by Kern COG.

- Local Traffic Models: Kern COG is required to approve any traffic models used by the cities and the county to evaluate impacts of proposed land use development on the transportation system. After the model has been initially approved by the Congestion Management Agency, only changes to the model will need to be submitted.

- Land Use Database: Kern COG is required to establish and maintain a uniform land use database for the development and monitoring of the program. All current and future land use projections must be included in the database. Any changes to the land use database must be submitted to Kern COG.

- Local Capital Improvement Program: The program includes a minimum seven-year Capital Improvement Program to maintain or improve the level of service on the CMP network and transit performance standards, and to mitigate regional transportation impacts identified through the program's land use analysis element.

- Performance Monitoring: Kern COG is required to update the level of service for the Congestion Management System network as well as system wide congested travel statistics using the Kern COG regional travel demand model.

Designated Regional Transportation System

The purpose of defining the CMP network is to establish a system of roadways that will be monitored in relation to established level-of-service standards. At a minimum, all state highways and principal arterials must be designated as part of the Congestion Management System of Highways and Roadways. Kern County has 18 designated state highways. The roads selected as principal arterials by the Congestion Management Agency serve interregional traffic traveling between state highways and also complete gaps in the congestion management network.

California Government Code Section 65089(b)(1)(A) requires that the Congestion Management Agency establish a system of highways and roadways that includes all of the state highways and principal arterials. Once a roadway is included in the network, it cannot

be removed. All new state highways and principal arterials must be included in the system. If in the future, however, an existing segment of state highway is replaced by a new alignment, the new alignment would be added to the congestion management network while the old alignment would be dropped from the network.

Figures 5-19 and **5-20** provide a graphic display of the Congestion Management System (CMS) of highways and roadways. The maps also identify CMS segments that fail to meet the Kern CMP LOS Standard based on the latest travel demand model validated using the latest observed transportation counts. A listing of state highways and principal arterials on the designated CMS is provided below.

Congestion Management Program System

Highways

Interstate 5
SR 14
SR 33
SR 43
SR 46
SR 58
SR 65
SR 99
SR 119
SR 155
SR 166
SR 178
SR 184
SR 202
SR 204
SR 223
U.S. 395

Principal Arterials

China Lake Boulevard – SR 178 to Route 395
Rosamond Boulevard – Tehachapi-Willow Springs Road to SR 14
Seventh Standard Road – SR 99 to Interstate 5
Tehachapi-Willow Springs Road – SR 58 to Rosamond Boulevard
Wheeler Ridge Road – Interstate 5 to SR 223

Figure 5-19: 2024 Metropolitan Bakersfield Congestion Management Program Corridors



Figure 5-20: 2024 Kern Congestion Management Program Corridors



Level of Service Standards

The purpose of this section is to establish level of service standards for the Congestion Management road network in Kern County. California Government Code Section 65089(b)(1)(B) requires that level of service standards be established at no worse than LOS E, or LOS F if that is the current level of service.

Level of service, according to the Transportation and Traffic Engineering Handbook, is a "qualitative measure that represents the collective factors of speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs provided by a highway facility under a particular volume condition." Level of service is ranked from A to F, with A being best and F being worst (see Table 5-6).

Table 5-6: Levels of Service

Level of Service A	Free flow: no approach phase is fully used by traffic and no vehicle waits longer than one red indication. Insignificant delays.
Level of Service B	Stable operation: an occasional approach phase is fully used. Many drivers begin to feel somewhat restricted within platoons of vehicles. Minimal delays.
Level of Service C	Stable operation: major approach phase may become fully used and most drivers feel somewhat restricted. Acceptable delays.
Level of Service D	Approaching unstable: drivers may have to wait through more than one red signal cycle. Queues develop but dissipate without excessive delays.
Level of Service E	Unstable operation: volumes at or near capacity. Vehicles may wait through several signal cycles and long queues form upstream from intersection. Significant delays.
Level of Service F	Forced flow: represents jammed conditions. Intersection operates below capacity with several delays that may block upstream intersections.

Jurisdictions are encouraged to incorporate multimodal level of service standards as appropriate for each community facility type, place type and corridor type as recommended in the latest Highway Capacity Manual (HCM) update. Since 2012 updates to the project selection criteria include consideration of highway, bike and pedestrian level of service. To refer to the Kern COG Project Delivery Policies and Procedures please use the following link (under Policies and Procedures): https://www.kerncog.org/policies/ .

Adopted Level of Service Standards and Analysis Results

One of the most important elements of the CMP is to establish traffic level of service standards to decide how much traffic, during peak hours, is acceptable. LOS is a way of measuring the amount of traffic congestion.

Level of service E has been established as the minimum acceptable system-wide LOS traffic standard in the Kern CMP. Those roads identified as experiencing worse traffic congestion have been accepted at their existing traffic level of LOS F. By so doing, cities and the county will not be penalized through loss of gas tax funds for not meeting the CMP LOS E standard. Existing LOS F locations are listed below. Note that in 2006 there were eight segments of the CMS on this list.

- Portions of SR 204 – Airport Dr to F Street

Capital transportation projects along an existing LOS F segment on the CMS, resulting in an increase in peak-hour trips (or as required by the most recent Caltrans Guide for the Preparation of Traffic Impact Studies), shall include a deficiency plan for the affected corridor segments as part of the traffic study for the project's environmental document or as a separate stand-alone deficiency plan for the affected corridor.

Since 2006, seven out of eight severely-congested, forced-flow (LOS F) roadway segments not meeting the CMP standard have been improved and are now meeting the LOS E or better standard. This improvement reflects both a 20% lower-than-forecast population, and completion of the $720 million Thomas Roads Improvement Program (TRIP) funded in 2005. The 2011 RTP/CMP projected a 76% increase in daily congested hours even with TRIP. In contrast, by 2026, Metro Bakersfield experienced a 7% decrease in daily hours of congestion, equating to a net reduction of over 20,000 hours per day in 2024 compared to 2006. This corresponds to an estimated annual savings of $160 million in travel time, reliability, vehicle operating costs, emissions, and mobility, based on the Bakersfield median value of time of $23 per hour.[20] At this rate, TRIP investments are projected to be fully offset before 2030.

The remaining CMS LOS F bottleneck is the segment of SR 204 over the Kern River. Projected growth through 2049 is expected to sustain congestion on this segment, even with a planned bridge widening. Congestion relief alternatives for this segment should evaluate an interchange or roundabout at SR 204 and F Street, as well as roundabouts at M and Q Streets. Managed lane strategies that promote bus, vanpool, carpool, or pricing (i.e. FasTrak) could further reduce peak-period demand. This corridor is also seeing extensive investment in

[20] *U.S. DOT, Costs of Surface Transportation Congestion, 2009, Bakersfield Median Value of Time, p. 69.* https://www.transportation.gov/sites/dot.gov/files/docs/Costs%20of%20Surface%20Transportation%20Congestion.pdf

parallel class I and II bike facilities. Improvements to this corridor should be coordinated with the planned Hageman Flyover connection to SR 204 over SR 99, and the planned High Speed Rail station at F Street and SR 204.

By 2049, one additional segment is anticipated to see congestion increase to LOS F. The 7th Standard Rd segments West of SR 65 to Santa Fe Wy is seeing extensive development. The corridor includes a planned parallel class I bike facility, that would connect to a 40+ mile network of class I bike paths throughout Metro Bakersfield. Any capacity increase along this corridor should consider an arterial managed/HOV lane for commuters.

In addition to the LOS standards of the CMP, some cities and the County of Kern have adopted policies to help maintain their own LOS standards as part of their general plan circulation elements. In most cases, these local policies are aimed at maintaining LOS C or D. The standards in this CMP are not intended to replace local policies by allowing greater congestion; they serve a very different purpose. The locally adopted LOS standards are tied to the cities' and county's authority to approve or deny development, require mitigation measures, and construct roadway improvements. The level of service standard is a locally and federally required planning tool to be used in the development review process. Failure to meet the local standard does not have direct negative federal financial impacts.

In 2017, California Office of Planning Research released new guidelines that govern how CEQA is used to address congestion as required by SB 743. LOS has now been replaced with VMT as the primary method to measure traffic impact under CEQA in California. The CMP is a federally required process, and the new guidelines continue to allow for LOS analysis on state routes and to comply with local ordinances and federal requirements. The federal CMP requirement are not affected by state SB 743 regulation.

Mitigating Deficiencies

The Deficiency Plan is similar to a CSMP or TCR. The deficiency plan section of the traffic study should analyze affected portion of the CMP network and parallel corridors as appropriate. A grace period is being provided until Kern COG and/or Caltrans completes the CSMP or TCR for all the congested segments in the Congestion Management network.

- Multimodal Analysis – The modes analyzed should be dependent on the place type. For example, in most cases rural intercity travel need not look at pedestrian facilities. The plan should provide mitigation and a monitoring program to offset impacts to all modes through incident and demand management strategies.

- Corridor Analysis – Corridor impacts to a mode may be mitigated by providing capacity on a parallel facility. For example, an impacted facility may lack pedestrian and bike facilities; however, a parallel bike/pedestrian path within the corridor could offset this deficiency. In addition, impacts to transit buses stuck in the same traffic congestion as single-occupant vehicles could be mitigated by the provision of a

transit/HOV lane in the congested travel direction during peak periods. Additional mitigation for congestion could be through the provision of a freeway service patrol to rapidly clear traffic accidents during peak periods.

- Multimodal Circulation Plans – As required by AB 1358 effective January 2011, at the next regularly scheduled update, local circulation plans should consider other modes and methods for assessing service. In addition to the road network, circulation plans should include bike, pedestrian, and transit networks. The bike/pedestrian/transit networks should provide for transit-oriented development centers that could serve as transfer points and nodes for future express and/or regional service. The centers also should provide a connected network linking to future high-speed rail and passenger rail stations. These centers should be reflected in the Land Use Element of the General Plan with higher densities and a mix of land uses that make for a vibrant pedestrian-oriented destination.

- Funding Mitigation – Funding for mitigation may be phased as part of the mitigation monitoring program. Developer-funded mitigation would be timed with the completion of phases that created the impacts. Other funding sources could include local and regional traffic impact fees, a transportation sales tax measure, and the Kern Motorist Aid Authority DMV fee for freeway service patrols and traveler assistance 511 services. A Corridor System Management Plan could be prepared by Kern COG to assist with the development of the cost/benefit analysis.

- Congestion Pricing – On major freeway and highway facilities, HOV lanes, bus lanes, and toll lanes can be used to fund new capacity for single-occupant vehicle traffic. At the national level, odometer-based tolling is being considered to fund and maintain infrastructure that supports goods movement activity. Variable parking costs can also be used as a strategy to reduce congestion during peak periods.

- Grace Period – Member agencies are not required to prepare a deficiency plan or traffic study as required under this section until Kern COG or Caltrans completes the Corridor System Management Plan or Transportation Concept Report for the deficient segments on the CMP system.

Congestion Management Agency Role

Under the State CEQA Guidelines, the Congestion Management Agency monitors a countywide level of service standard and withholds federal gas tax funds if the standard is not met or mitigated. Local agencies often establish more stringent level of service requirements as part of the circulation plans. The CMP standard is not viewed as being in conflict with locally adopted LOS standards that are more stringent.

It is the Congestion Management Agency's responsibility to ensure that all cities and the county are following the CMP. Of particular importance is the establishment of traffic counts

and regional traffic modeling. Kern COG completes one coordinated and comprehensive review of current LOS traffic data with each RTP update; each city and the county is evaluated in the same manner. Through the Kern Regional Traffic Count Program, the cities, county and Caltrans undertake traffic counts on their roads annually. Use of recent peak-hour traffic counts as a basis for traffic forecasting eliminates much of the "guesswork" and ensures that the review is based on actual traffic conditions.

Provisions include:

- All roadway segments on the Congestion Management network shall maintain a level of service of E or better;

- Any roadway segments on the Congestion Management network that are operating at a level of service worse than E on the adoption of the first CMP shall be required to prepare a deficiency plan as part of the traffic study for a proposed development. The plan shall provide mitigation through transportation system management and travel demand management strategies and/or capacity for other modes such as transit and HOV that is not affected by the slower speeds of congested single-occupant vehicle travel. The plan shall provide mitigation along the congested portion of the corridor if mitigation of the affected CMP network links is not feasible; and

- The CMP will assume that a recently completed capacity increasing improvement will operate better than LOS F until the next transportation model update indicates that the segment has been degraded to LOS F again, as indicated by observed traffic counts.

Conformance Monitoring

This section identifies specific conformance monitoring procedures to determine if the local jurisdictions are complying with the traffic level of service standards, the interim transit frequency, routing, and coordination requirements, adoption and implementation of the program to analyze the impacts of land use decisions on the Congestion Management System, and compliance with the Transportation Demand Management/Trip Reduction Element.

California Government Code Section 65089.3(a) states, "The agency (CMA) shall monitor the implementation of all elements of the CMP. Annually, the agency shall determine if the county and the cities are conforming to the Program, including, but not limited to, all of the following:

- Consistency with levels of service and performance standards, except as provided in subdivisions (b) and (c);

- Adoption and implementation of a transportation demand management/trip reduction ordinance; and

- Adoption and implementation of a program to analyze the impacts of land use decisions, including the estimate of the costs associated with mitigating these impacts.

Determination of Nonconformance

If, pursuant to the annual traffic monitoring process, the Congestion Management Agency finds that a local jurisdiction is not conforming to the provisions of the CMP, the Agency shall hold a noticed public hearing for the purpose of determining conformance. Further, the Agency shall notify the nonconforming jurisdiction in writing of the specific areas of nonconformance. A nonconforming jurisdiction may appeal the determination of nonconformance for the purpose of scheduling a re-hearing before the Agency within 100 days of the initial notice of nonconformance.

Nonconforming jurisdictions have 90 days from the date of the receipt of the written notice of nonconformance to come into conformance with the CMP, in accordance with Section 65089.4(a). If the nonconforming jurisdiction has not come into compliance with the CMP, the Congestion Management Agency shall make a finding of nonconformance and shall submit the finding to the California Transportation Commission and the State Controller.

In accordance with Government Code Section 65089.4(b), the State Controller will withhold apportionments of funds required to be apportioned to that nonconforming jurisdiction by Section 2105 of the Streets and Highways Code, until the Controller is notified by the Agency that the city or county is in conformance. If, within the 12-month period following the receipt of a notice of nonconformance, the Controller is notified by the Agency that the city or county is in conformance, the Controller shall allocate the apportionments withheld pursuant to this section to the city or county.

If the Controller is not notified by the Congestion Management Agency that the city or county is in conformance pursuant to paragraph (2), the Controller shall allocate the apportionments withheld to the Agency. The Agency shall use the funds apportioned for projects of regional significance that are included in the Capital Improvement Program required in Section 6.8 of this document. The funds may also be used for projects identified in a deficiency plan that has been adopted by the Agency. The Agency cannot use the funds for administrative or planning purposes.

Appeals Process

A local jurisdiction found to be in nonconformance with a provision of the CMP may file a written request of appeal within 90 days of the date of the receipt of the written notice of

nonconformance. Within 100 days of receipt of the written notice of appeal from a local jurisdiction previously found to be in nonconformance, the Congestion Management Agency will schedule a noticed public hearing for the purpose of reconsidering the finding of nonconformance.
Within 60 days of the date the appeal is filed, the local jurisdiction filing the appeal may submit information pertaining to the written notice of nonconformance. After the public hearing on the appeal of the finding of nonconformance is concluded, the Congestion Management Agency will:

- Notify the local jurisdiction that, because of the information considered at the appeal hearing, the finding of nonconformance is being withdrawn; or

- Notify the California Transportation Commission and the Controller's Office that the local jurisdiction has not come into conformance with the CMP.

REGIONAL STREETS AND HIGHWAYS ACTION ELEMENT

See the Land Use Action Element – Highway/Road Land Use Actions for further discussion on sustainable land use decisions relative to highways and roads.

A system of safe and efficient highways, streets, and roads is essential to the movement of people, vehicles, and goods in and through Kern County. Public vehicles, private automobiles, and commercial shippers all share the same transportation network. Providing a system of state and federal highways and regionally significant arterials that can meet this variety of needs is critical to the plan's goal of enhancing the quality of life for Kern County's residents.

The adopted project selection criteria incorporate livable community strategies into the prioritization elements for projects of regional significance.

In 2012, Kern COG adopted new SB 375-enhanced project selection criteria, which will be used for all future calls for projects. The adopted project selection criteria includes livable community strategies into the prioritization elements for projects of regional significance.[21] This is an important step for the region in that it helps to implement Chapter 4 Sustainable Communities Strategy by allowing projects that incorporate sustainable strategies to score higher for funding consideration. Additionally, complete streets elements were incorporated into the project selection criteria and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program to prioritize and select new projects.

Existing Streets and Highways System

Streets and highways relevant to this element are the state and interstate highways in the county. These projects are federally funded and/or considered "regionally significant." This element also recognizes principal arterials as important to the movement of goods and people in the region. Interstate highways in Kern County relevant to the 2026 RTP include Interstate 5 (I-5) and US Highway 395.

The following roadways are also relevant to this plan:

- State Route 14 (Midland Trail and Antelope Valley Freeway)
- State Route 33 (Westside Highway)
- State Route 43 (Central Valley Highway)
- State Route 46 (Famoso Highway)

[21] https://www.kerncog.org/policies/

- State Route 58 (Westside Parkway/Mojave Freeway)
- State Route 65 (Porterville Highway)
- State Route 99 (Golden State Highway)
- State Route 119 (Taft Highway)
- State Route 155 (Delano Woody Highway)
- State Route 166 (Maricopa Highway)
- State Route 178 (Crosstown Freeway/Kern River Canyon Road/Isabella Walker Pass/Inyokern Road)
- State Route 184 (Weedpatch Highway/James Throne Memorial Highway)
- State Route 202 (Cummings Valley Road)
- State Route 204 (Golden State Avenue/Union Avenue)
- State Route 223 (Bear Mountain Boulevard)

Major Accomplishments

Achievements related to the region's network of highways, streets, and roads are depicted below. The following major state highway projects are under construction or completed:

- 24th Street improvement – State Route 178 from State Route 99 to M Street – Bakersfield
- Calloway Drive grade separation – Bakersfield
- Centennial Connector - Bakersfield
- Challenger Drive Extension – Tehachapi
- Coffee Road grade separation – Bakersfield
- Hageman Road grade separation at Santa Fe Way
- Morning Drive improvements – Bakersfield
- Seventh Standard Road widening – three segments in Shafter, Bakersfield, and the County
- Seventh Standard Road widening from Santa Fe Way to State Route 99
- Seventh Standard Road grade separation at Santa Fe Way
- West Eastern Sierra Transit Boulevard – widening

- Westside Parkway – Bakersfield
- White Lane – bridge widening in Bakersfield
- State Route 14 – widening from Mojave to California City
- State Route 46 phases 1-3 – west Kern County
- State Route 46 phase 4 – west Kern County
- State Route 46 – widening west of Interstate 5 to the county line
- State Route 58 – Mojave Freeway
- State Route 58 (Mojave Freeway) – frontage road
- State Route 58 widening – Cottonwood Road to State Route 99 - Bakersfield
- State Route 58 Rosedale Hwy widening – Allen Road to State Route 99 - Bakersfield
- State Route 58 Centennial Corridor – Bakersfield
- State Route 99 Widening – Wilson Road to State Route 119 - Bakersfield
- State Route 99 – widening in Bakersfield
- State Route 99 – widening near Delano
- State Route 119 phase 1 – Cherry Ave to Tupman Rd
- State Route 178 at Fairfax Road – new interchange
- State Route 178 at Morning Drive – new interchange
- State Route 178 – widening near Oak Street – Bakersfield
- State Route 178 Widening from Vineland Road to E of Miramonte Drive – Bakersfield
- State Route 202 – new bridge near Route 58 at Tehachapi

The following regionally significant roadway projects are undergoing necessary environmental review, right-of-way acquisition, and/or design work:

- State Route 14 – west of Eastern Sierra Transit Authority
- Hageman Road extension – Bakersfield
- 7th Standard Road Hwy 43 to Santa Fe Way (partial environmental completed)

Figure 5-21: Metro Bakersfield Transit, Bike and Highway Projects – Completed/Under Construction 2014-2024

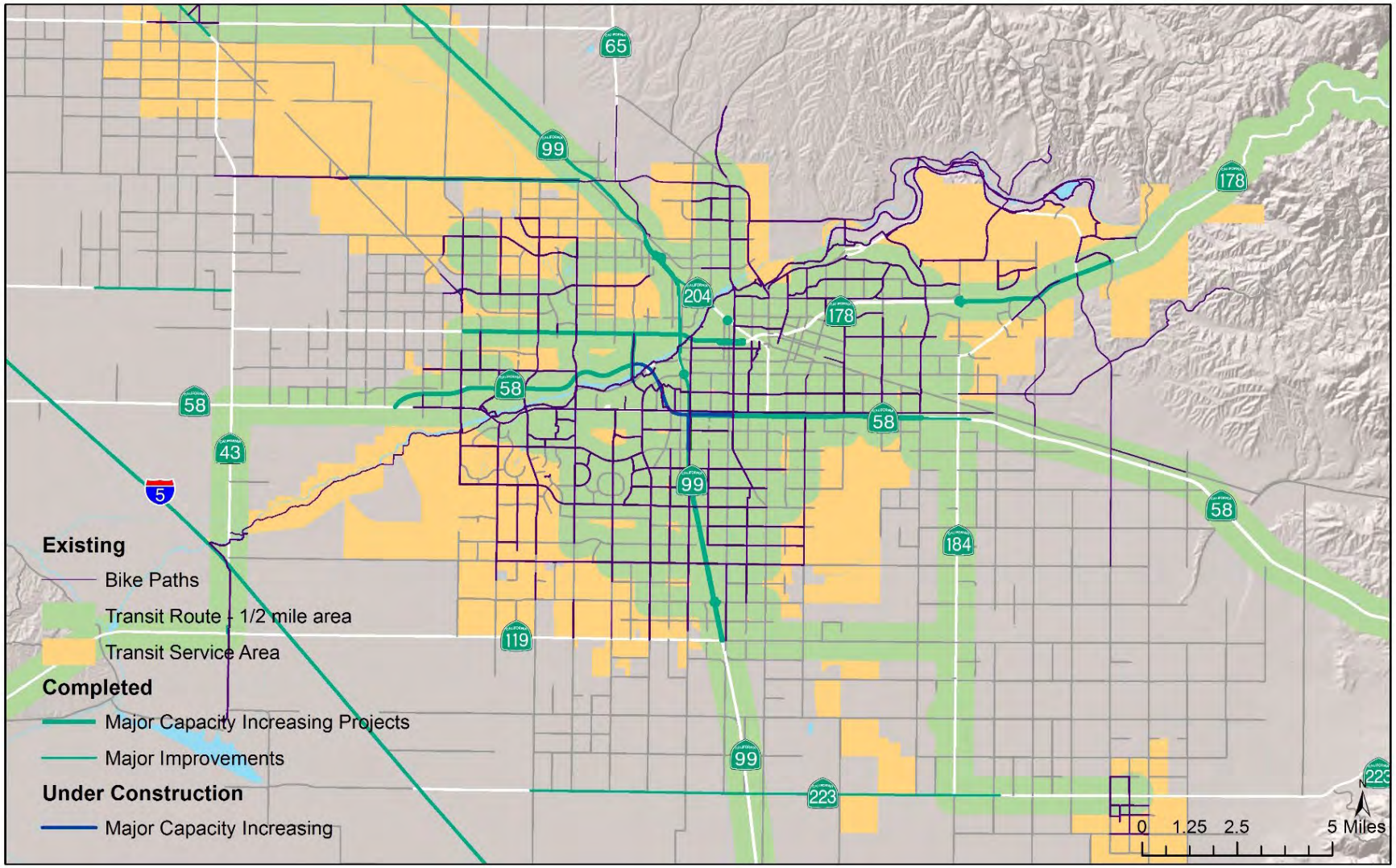
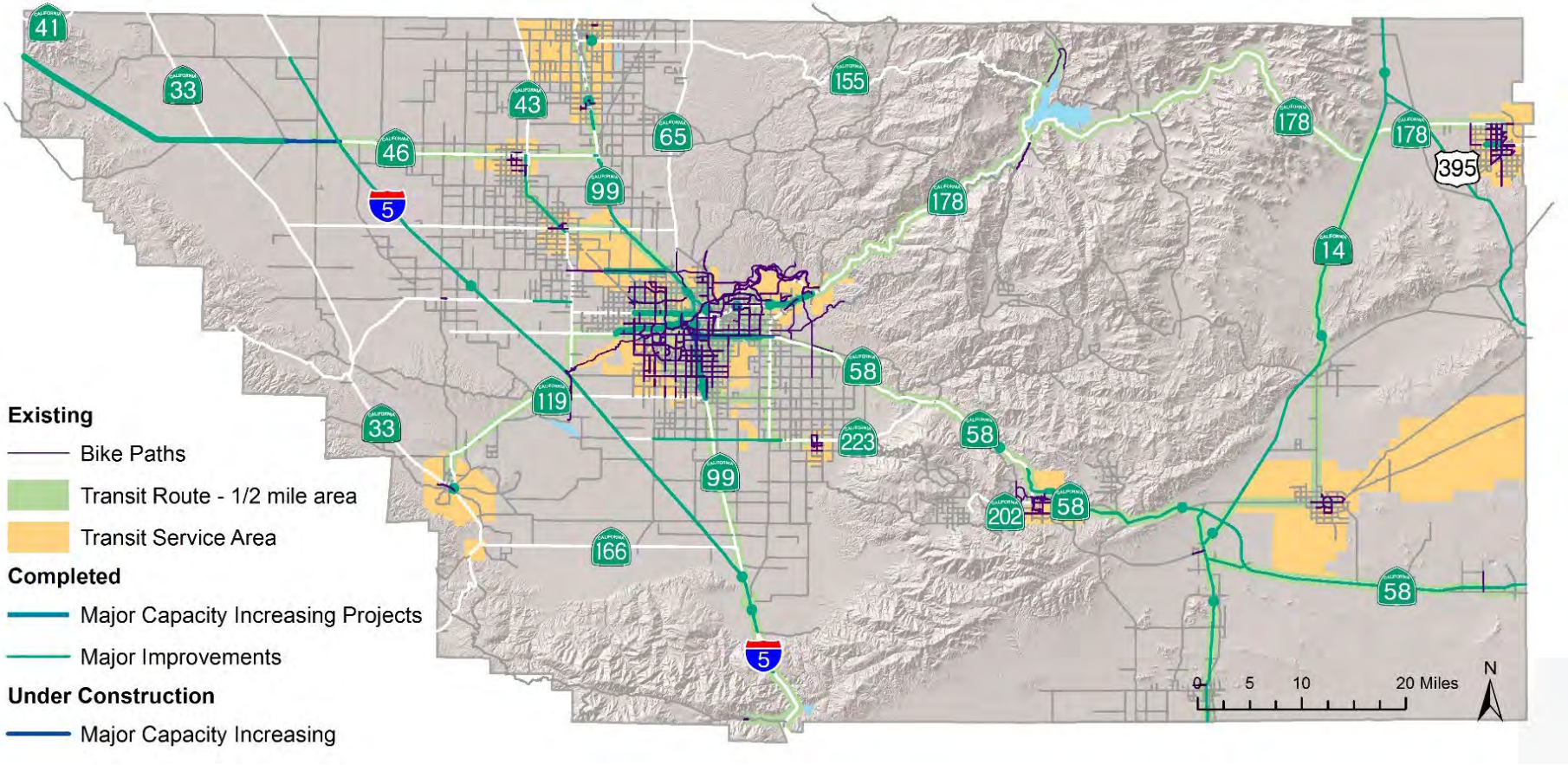


Figure 5-22: Kern County Transit, Bike and Highway Projects – Completed/Under Construction 2014-2024



Needs and Issues

Maintenance Needs

Maintaining the local transportation infrastructure is of critical importance for the entire region. Based on extensive input for development of this RTP, maintaining the roads are the public's top transportation priority (Appendix C - Public Outreach Results). The 2022 California Statewide Local Roads Needs Assessment states: "The conditions of California's local streets and roads are rolling off the edge of a cliff. On a scale of zero (failed) to 100 (excellent), the statewide average Pavement Condition Index (PCI) has deteriorated to 63 ("at risk" category) in 2022". **Table 5-7** below represents the deterioration of Kern's roads since 2008 when the Statewide Assessment began.

Based on extensive input in development of this RTP, maintaining roads is among the public's top transportation priorities.

Table 5-7: Kern County Pavement Condition Index (PCI) – Local Roads

Centerline Miles	Lane Miles	Area (sy)	Average Weighted PCI*							
			2008	2010	2012	2014	2016	2018	2020	2022
5,725	12,615	117,170,333	66	63	64	64	63	63	65	63

It is more cost effective to apply preventive maintenance treatments and extend a facility's life than to reconstruct once it has completely failed. Funds to handle the backlog of needs simply have not been available. Funding from the federal gas tax has traditionally been used to support the maintenance of these facilities; over time, however, federal gas tax revenues have failed to keep up with inflation.

California took steps to provide funding for street and road maintenance when Senate Bill (SB) 1, the Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017. This legislative package invests $54 billion statewide over the next decade to fix roads, freeways and bridges in communities across California and puts more dollars toward transit and safety. These funds will be split equally between state and local investments.

Maintenance of highways also requires considerable investment. State highway maintenance and safety project expenditures are generally funded as part of the State Highway Operation and Protection Program (SHOPP), which do not require local matching dollars. The California Department of Transportation (Caltrans) prepares a 10-year SHOPP for the rehabilitation and reconstruction of all state highways and bridges that recognizes the growing inventory of deferred maintenance needs.

Table 6-1 (Chapter 6, Financing Transportation) provides a revenue forecast for local, state, and federal funding and includes a specific revenue forecast for the maintenance of state highways in the Kern region. All other funding sources for local maintenance and transit operations are combined by funding type in the table. Figure 6-1 provides a general overview of financial resources expected for local road rehabilitation, state highway rehabilitation, and transit operations and maintenance. Financing assumptions include an increase in funding for maintenance from a variety of potential national, state and local sources actively being explored.

Bakersfield Federal Demonstration Project – Thomas Roads Improvement Program (TRIP)

The TRIP program for Metropolitan Bakersfield began implementing a highway transportation network that was identified in federal legislation. The highway system focused on three major freeway and expressway corridors: Central System, West, and North. These facilities are built in phases, which may initially be constructed as expressways and upgraded to freeways as future demand requires. The facility will include right of way for a future high occupancy vehicle lane (HOV).

Level of Service

Both federal law and local general plan circulation element policies focus on reducing existing traffic, improving safety, and resolving other circulation conflicts. Implementation of planned improvements to the street and highway network, improvement of county airports, provision of mass transportation services and facilities, identification of additional bikeways and pedestrian improvements, and improved transportation systems that accommodate goods movement will have beneficial economic effects on a region-wide basis.

Level of service (LOS) is the primary measure of congestion and use values ranging from A to F representing various levels of traffic flow from free flow for A to stop-and-go gridlock traffic for F. Additional variations for LOS values are based on the road type; interrupted traffic flow facilities that include stop signs and signals have a modified version for LOS steps. Uninterrupted traffic flow facilities would include freeways and other highway facilities that do not have fixed traffic elements such as stop signs or signals.

LOS values are integrated with Kern COG's transportation model by assessing final traffic volumes against specific capacity values. These volume-over-capacity values are then related to LOS values based on accepted industry standards for transportation models. The transportation model network reflects capital improvements from **Table 5-1** and resulting traffic volumes. **Figures 5-24** and **5-27** reflect "build" scenario LOS values because the network includes the Constrained Capital Improvement Program. **Figures 5-25** and **5-28** reflect the "no build" scenarios in that the network only reflects current system improvements, while future growth values are used to generate future vehicle miles traveled without the proposed improvements.

Figure 5-23: Metro Bakersfield Traffic Congestion – 2024

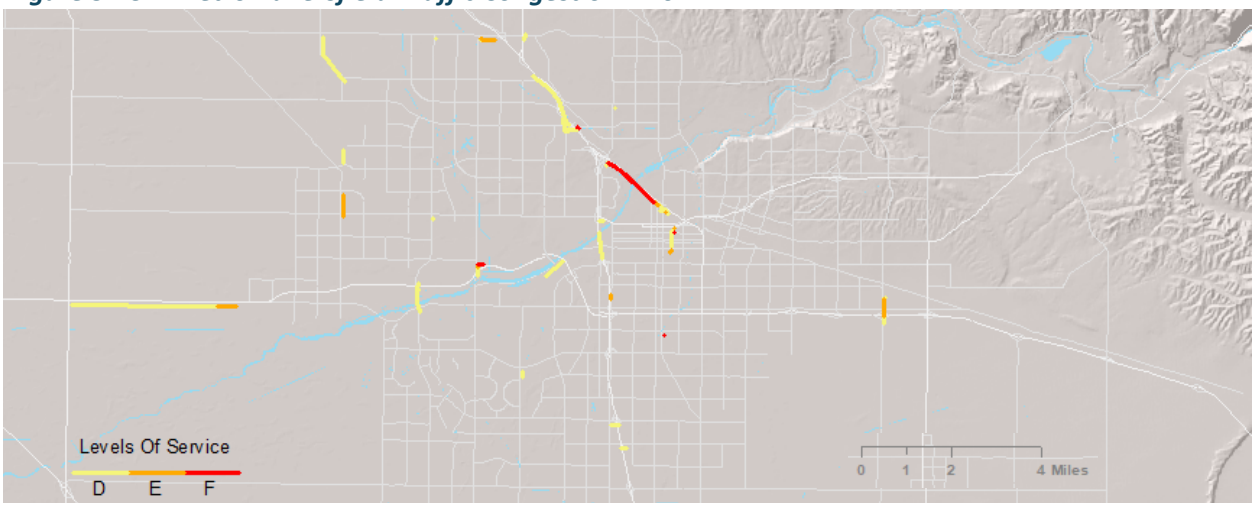


Figure 5-24: Metro Bakersfield Traffic Congestion – 2049 Build Scenario

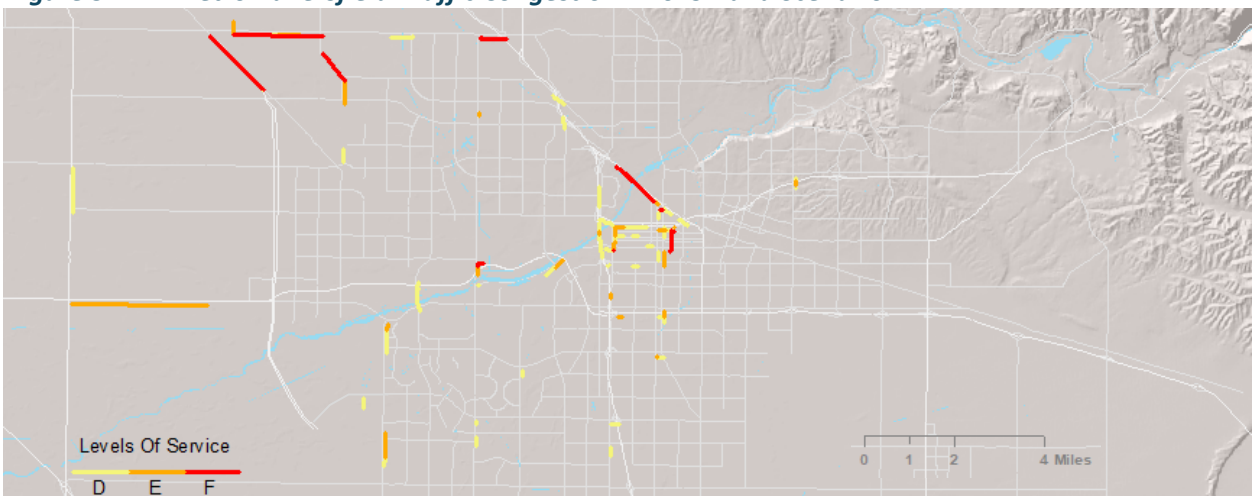


Figure 5-25: Metro Bakersfield Traffic Congestion – 2049 No Build Scenario

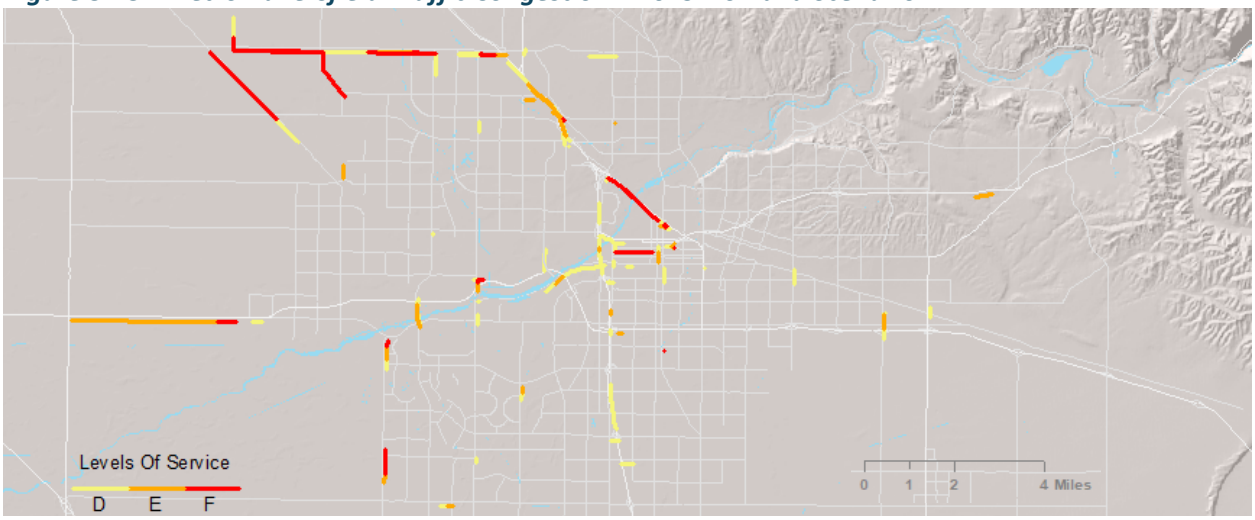


Figure 5-26: Kern County Traffic Congestion – 2024

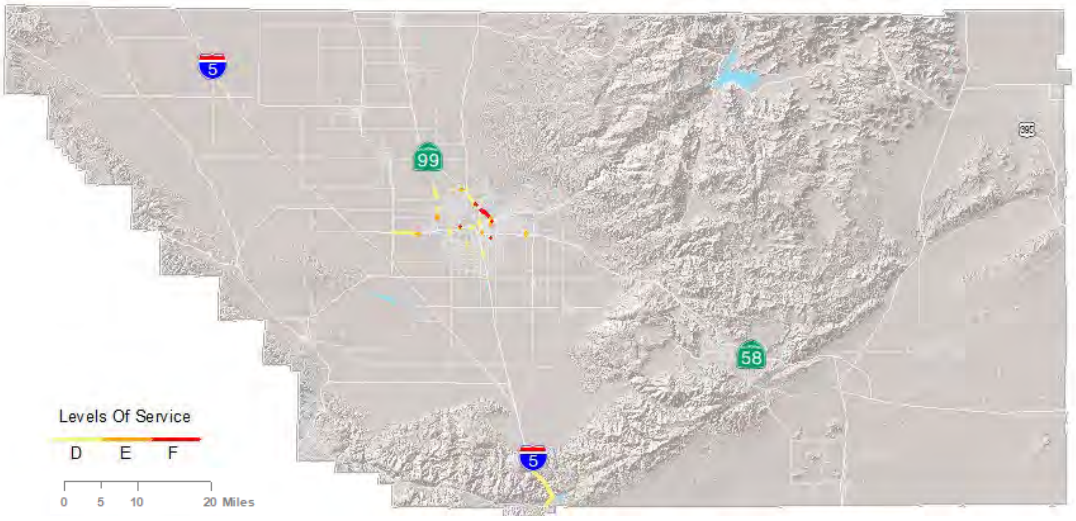


Figure 5-27: Kern County Traffic Congestion – 2049 Build Scenario

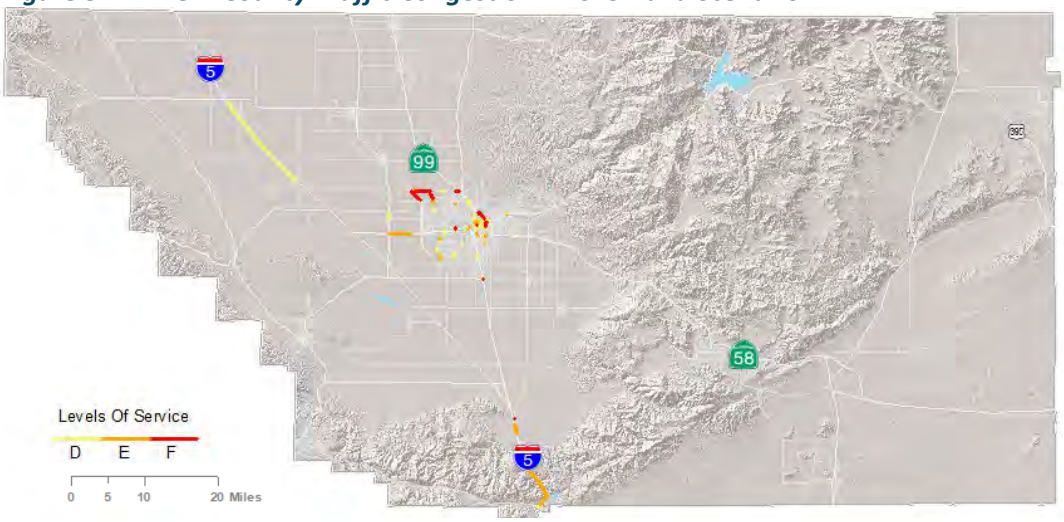
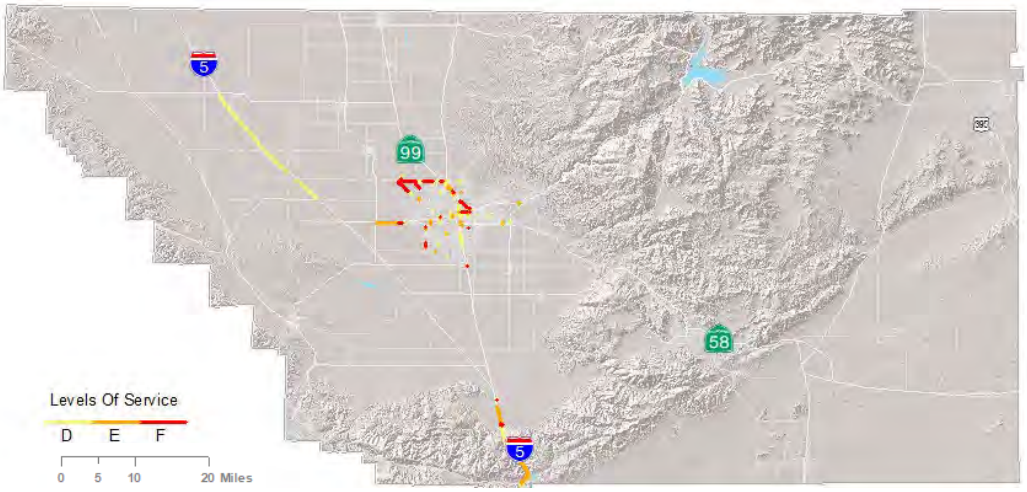


Figure 5-28: Kern County Traffic Congestion – 2049 No Build Scenario



Regional Transportation Impact Fees (TIFs)

Kern COG continues its studies regarding the possibility of raising the fees levied on new development to maintain transportation infrastructure. Continued funding shortfalls highlight the need to investigate all possible revenue sources. Kern COG prepared the Southeast Kern Transportation Impact Fee Nexus Study to assess impacts and benefits of an impact fee for that portion of Kern County. Several TIF programs were put in place as a result of the study. The Rosamond TIF is $1,461 per new housing unit, while Tehachapi's TIF is $4,772 per new residential unit. Wasco adopted a TIF of $685 per new housing unit. The Metropolitan Bakersfield TIF assesses nearly $13,000 on every new housing unit built within the city or unincorporated areas. Both the Metropolitan Bakersfield and Tehachapi ordinances created a core area with a fee almost 40% less than the rate charged to development on the community periphery, the intent being to encourage infill development.

Both the Metropolitan Bakersfield and Tehachapi ordinances create a core area with a fee almost 40% less than the rate charged to development on the community periphery, the intent of which is to encourage infill development.

Other TIF studies will be performed for other sub-regions of the county to establish the relationship between needed infrastructure improvements associated with new development. Ultimately it is up to each local jurisdiction to determine if an impact fee warrants adoption.

Table 5-8: Transportation Impact Fees – Per Single Family Housing Unit

Jurisdictions	outlying / core area
Metro Bakersfield / County	$12,870 / $7,747
Tehachapi /County	$ 4,772 / $2,952
Rosamond-Willow Spr.	$ 1,461 / $1,461
Wasco	$ 685 sliding scale
McFarland	$ 8,194 / $8,194
Delano	$ 4,345 / $4,345

Interregional Partnership Planning

Kern COG embarked on three interregional partnership efforts. The Eastern California Transportation Planning Partnership with the regional planning agencies of Kern, San Bernardino, Los Angeles, Inyo and Mono counties. Executive Directors and staff from all member agencies meet frequently to discuss transportation and economic development projects of mutual benefit. Of particular interest are multimodal transportation plans for US Highway 395 and the SR 14 and 58 corridors, including truck movement studies.

The Executive Directors and staff from the 8 COGs that contain portions of the San Joaquin Valley meet monthly and adopt an annual work program and apply for grants and coordinate

regional projects. In addition, two board members from each of the 8 COGs make up the San Joaquin Valley Policy Council that meets quarterly.

The partnership between Kern COG and San Luis Obispo COG is governed by an agreement focused on improving the SR 46 corridor. The partnership successfully leveraged state choice funding for this corridor.

Kern COG fosters a continuing partnership with the Southern California Association of Governments through periodic meetings to address transportation projects and programs of mutual interest, potential funding sources and legislative priorities.

Roads and Streets Monitoring

On an ongoing basis, Kern COG collects data and monitors roadway conditions throughout the county for road and street maintenance purposes. This effort includes providing input to the Federal Highway Administration Highway Performance Monitoring System, as well as conducting traffic counts and vehicle occupancy counts at various locations in the county. When requested by the individual jurisdictions, Kern COG will undertake an analysis of Pavement Management Systems within Kern County as well as a cumulative analysis of pavement conditions and recommendations for addressing funding issues.

Pavement Management Systems are used by incorporated cities to develop better ways to measure serviceability and life cycles, and are used to determine the most appropriate time to rehabilitate pavement, what the most cost-effective method is, and what the cost will be to maintain a roadway system at a desirable condition.

Proposed Capital Improvements

As described above, the 2026 RTP includes all of the Metropolitan Bakersfield TIF projects, as well as regionally significant street and roadway improvements identified by other Kern COG member jurisdictions. In addition, state highway projects, coordinated and prioritized locally, are a significant component of the Capital Improvement Program. These highway projects are also coordinated with Caltrans Districts 6, 9 and 10.

Proposed Regional Streets and Highways Actions

Near Term, 2026–2030

Work with Caltrans, COG member agencies, and other interested parties to prepare environmental studies, right-of-way acquisitions, and design engineering work to:

- State Route 58 – initiate pre-construction phase for truck-climbing lanes (Safety);
- Provide input to neighboring regions' transportation studies and projects for corridors that have significance to the Kern region. In particular:

- Participate in San Bernardino County's study for the US Highway 395 corridor, and SR 58.
- Participate in implementing the SR 99 Business Plan with the 7 other counties in the San Joaquin Valley.
- Participate in implementing the SR 46 improvements with San Luis Obispo County. (Safety)
- Participate in regular meetings with Southern California Association of Governments to coordinate projects along I-5, SR 14 and SR 58 corridors;
- Maintain Regional Traffic Models to aid in traffic and air quality analyses;
- Prepare a systems-level planning analysis of various transportation system alternatives using multimodal performance measures;
- Pursue ground access improvements for Meadows Field;
- Local Governments consider pursuing alternative funding sources such as regional and individual TIFs where justified as a necessary means to address transportation needs; and
- Implement the capital improvements for highways, regional roads, and interchanges for this time period.

Long Term, 2030–2049

- Maintain existing roadway infrastructure;
- Implement as appropriate and feasible the recommendations of completed transportation planning studies;
- Pursue and implement the recommendations from earlier transportation planning studies;
- Implement capital improvements for highways, regional roads, and interchanges for this time period; and
- Review and revise countywide transportation impact fees.

AVIATION ACTION ELEMENT

See the Land Use Action Element – Global Gateways Land Use Actions for proposed actions related to air travel and connectivity. See Chapter 4, Sustainable Communities Strategy, for further discussion on sustainable land use decisions relative to air travel and connectivity.

Kern County's airports address a variety of local and regional services. The aviation system connects the traveling public and freight and cargo movers with California's major metropolitan airports. Additionally, Kern's airports serve the US military directly or in an auxiliary fashion. Many of the airports also support local farmers, police and medical services and provide recreational opportunities. Together, the airports provide a viable mobility option for the county's residents and businesses.

Existing Aviation System

Kern County's regional airport system includes a diverse range of aviation facilities. It is comprised of seven airports operated by the Kern County Department of Airports, four municipally owned airports, three airport districts, two privately owned public-use airports, and two military facilities. Scheduled air carrier and commuter airline service is provided at Meadows Field, which serves Metropolitan Bakersfield and surrounding communities.

General aviation needs are served by public use airports, both publicly and privately owned, throughout the county. These serve the full range of business, agriculture, recreation, and personal aviation activities.

Kern County's aviation system includes 14 publicly owned airports that are open for use by the general public:

- Meadows Field
- Elk Hills/Buttonwillow
- Kern Valley Airport
- Lost Hills Airport
- Poso Airport
- Wasco Airport
- Taft Airport
- Bakersfield Municipal Airport
- California City Municipal Airport
- Delano Municipal Airport
- Tehachapi Municipal Airport
- Mojave Air/Spaceport
- Inyokern Airport
- Shafter Minter Field

Characteristics of Kern County's public access airports vary significantly, from size and number of operations to their types of activities and to their expected growth and impact on their local economies. As a group, the airports combine a range of services designed to meet

the passenger, business, agricultural, recreational, and emergency service needs for the region.

County of Kern Airports

The master plan allows for the construction of a third runway (east of the existing runways) to meet any resulting air freight capacity expansion.

Meadows Field, located on 1,107 acres 4 miles northwest of central Bakersfield, is classified as a commercial service primary airport under the National Plan of Integrated Airport Systems. This facility serves both commercial and general aviation needs for Bakersfield and the southern San Joaquin Valley region.
The airfield consists of two parallel runways and associated taxiways. The main runway (12L/30R) was extended over Seventh Standard Road to a length of 10,857 feet in 1987. This is a Category I Instrument Landing System runway with a medium intensity approach lighting system with runway indicator lights, precision approach path indicators, and a medium-intensity runway lighting system.

Established in 1927, Meadows Field was the first airport in the Bakersfield area. By 1930, the airport handled over 12,000 passengers and close to 7,000 operations annually. When the recession occurred, Meadows Field experienced a significant decrease in enplanement numbers from 173,737 in 2006 to 100,433 in 2016. American and United provide non-stop passenger service to Denver, Phoenix, and San Francisco. One-stop flights are also provided to hundreds of domestic and international destinations.

Meadows Field is an active general aviation airport with numerous Kern-based corporations using the facility for their operations. General aviation is served on approximately 35 acres both northwest and southwest of the terminal area. A full range of fixed-base services is available.

Air cargo operations for the Kern region are conducted primarily at Meadows Field, with a projected increase in activity from 964 tons in 1995 to an anticipated 1,700 tons by 2030. Federal Express, DHL/Airborne, and UPS currently provide air cargo service from Meadows Field. While the potential for air cargo growth has not been fully studied, initial assessment does not preclude establishment of domestic or international air cargo services at Meadows Field. As Los Angeles region airports reach saturation, Meadows Field should be considered a prime contender for increased air freight shipment. The Meadows Field Airport Master Plan addresses the need for a land use plan that would consider reserving adequate runway frontage to develop a dedicated air cargo facility. Additionally, the master plan allows for construction of a third runway (east of the existing runways) to meet any resulting air freight capacity expansion.

Elk Hills/Buttonwillow Airport serves seasonal agricultural aircraft and personal aviation needs of western Kern County. It is located near the intersection of I-5 and SR 58, a highway-oriented commercial area.

The airport has a 3,260-foot unlighted runway, paved aircraft tiedown space for twelve aircraft, and ten automobile parking spaces. Existing land use in the vicinity of the airport is agriculture.

Kern Valley Airport serves commercial, recreational, and occasional fire suppression activities in the Lake Isabella/Kern River Valley area, and is on lease from the US Forest Service. The airport is located south and east of the community of Kernville, with other nearby communities, including Wofford Heights, Lake Isabella, Bodfish, Mountain Mesa, Onyx, and Weldon. Outdoor recreation is the prime attraction in this region, and aviation activity continues to increase.

The airport has a 3,500-foot runway and 30 aircraft tiedowns, 15 hangar spaces, and parking for 20 automobiles. Other facilities include gasoline sales, a fixed-base operator, and a restaurant. The airport is situated on 51.5 acres leased from the National Forest Service; a Forest Service firefighting base is adjacent to the airport on 3.5 acres.

Existing land use includes a small residential area northeast of the airport, farm and rangeland to the east and south, and Lake Isabella on the west. A fly-in campground is available on the west side of the airport.

Kern County Department of Airports completed an Airport Master Plan for Kern Valley Airport in 2005. Short-term airport improvements recommended in the master plan include constructing a 500-foot unpaved overrun for Runway 35; relocating the northern portion of the parallel taxiway; installing an Automated Weather Observation Station; and other service-related improvements. Long-term improvements include widening and extending the runway, widening the parallel taxiway, widening the connector taxiway, and land acquisition to accommodate these projects.

Lost Hills Airport serves local and regional agricultural, business, and personal aviation needs in northwestern Kern County and is located near the intersection of I-5 and SR 46. This intersection is developing as a highway-oriented commercial area. SR 46 is the primary access to the central coast area from the southern San Joaquin Valley. The airport is an important base for agricultural aircraft operating over the area's extensive cropland.

The airport currently has a 3,020-foot runway, 12 aircraft tiedowns, and four hangar spaces. Existing land use around the airport is predominantly agriculture, with a small residential area northwest of the runway. The community of Lost Hills is west of the airport.

Kern County Department of Airports completed an Airport Master Plan for Lost Hills Airport in 2005. Short-term airport improvements recommended in the master plan include installation of an Automated Weather Observation System. Long-term airport improvements include installation of precision approach path indicators for both ends of the runway; provision for a Global Positioning System–based instrument approach procedure; extension of the existing runway; and construction of a full-length parallel taxiway.

Poso Airport, located approximately 20 miles north of Bakersfield, is used primarily for agricultural and training aircraft. The airport is also used for recreational purposes in conjunction with drag racing events at an adjacent paved strip. Poso has a 3,000-foot runway and 20 aircraft tiedowns. No other services or facilities are available. Adjacent land use is agricultural, with a small highway-oriented commercial development to the northwest of the airport.

Taft Airport serves business and personal aviation needs for the City of Taft and southwestern Kern County, an area of intensive oil production and processing. While significant demand has been voiced for an airport in this region, the existing facility has been considered insufficient for some years. The runway heading is poorly oriented to wind direction, the runway gradient exceeds FAA standards, and insufficient land is available for improvements. Kern County is evaluating available options for improving the airport. The existing runway is designated as Runway 7-25. While published as 3,550 feet long by 60 feet wide, it is currently only 3,284 feet between runway thresholds. Adjacent land uses consist primarily of oilfield activities to the north, east, and south, with the City of Taft to the west.

Wasco Airport serves agricultural, business, and personal needs for the area around the City of Wasco. The airport is located 1 mile north of Wasco and 22 miles northwest of Bakersfield. The airport is an important base for agricultural aircraft operations. It has a 3,380-foot runway, 36 aircraft tiedowns, six shelters, 11 T-hangars, and four hangar spaces. The main runway has a medium-intensity runway lighting system, and the airport has a beacon. Existing land use in the vicinity of the airport is agricultural.

Kern County Department of Airports completed an Airport Master Plan for Wasco Airport in 2005. Short-term airport improvements include rehabilitation of the aircraft parking pavement; purchase of land or acquisition of aviation easements northeast of the airport to accommodate future runway/taxiway extension; installation of an Automated Weather Observation System; and installation of precision approach path indicators for both ends of the runway. Long-term airport improvements include extension of the runway/taxiway to 3,900 feet, installation of taxiway lights, installation of runway end identifier lights, provision for a global positioning system-based instrument approach procedure, and other projects designed to improve service to airport users.

<u>Municipal Airports</u>

In addition to the airports operated by Kern County, four airports are owned and operated by municipalities located in three geographic subregions of the county: San Joaquin Valley, Southern Sierra/Tehachapi Mountains, and Mojave Desert. In the Valley, the Cities of Bakersfield and Delano operate municipal airports. The City of Tehachapi operates a municipal airport in the mountain area, and California City Municipal Airport is located directly west of that desert community.

Bakersfield Municipal Airport serves business, personal, and recreational aviation needs in the Bakersfield metropolitan area. The airport completed an ambitious development program, including land acquisition, and construction of a 4,000-foot runway, associated taxiways, and support facilities. Bakersfield Municipal Airport is located in southeast Bakersfield, approximately 1.5 miles south of SR 58 and about 2 miles east of SR 99.

Existing land use in the vicinity of the airport consists of industrial to the west and north, low-density and rural residential to the northeast and east, and rural/agricultural to the east and south. Planned land use for the area adjacent to the airport, as depicted in the Casa Loma Specific Plan, continues the current pattern, with some extensions of industrial activity into undeveloped areas.

California City Municipal Airport is used for various general aviation activities, especially recreational aviation. The airport is located northwest of California City approximately 8 miles east of SR 14 and 2 miles north of California City Boulevard. The airport consists of a single 6,035-foot runway with medium-intensity runway lighting and a 5,010-foot parallel taxiway. Two dirt glider landing strips and a parachute drop zone are located 0.75 mile south of the airport. Existing land use in the immediate area is predominantly undeveloped desert, with developed portions of the city east of the airport.

Delano Municipal Airport serves business, personal, and recreational aviation activity in the north-central part of the county. Extensive crop-dusting and helicopter operations, as well as ultra-light activities, are accommodated at this airport. The airport is located just east of SR 99 approximately 2 miles southeast of central Delano. Existing facilities consist of a main runway that is 5,650 feet long. The main runway has medium-intensity runway lights and precision approach path indicators on both ends. A displaced threshold on the secondary runway with 4,010 feet is available for aircraft landings. Existing land use consists of mixed urban uses to the northwest; a golf course and park area to the northeast; industrial uses to the east and south; and SR 99 to the west.

Tehachapi Municipal is a general aviation airport providing business, personal, and recreational aviation services. The airport is located between SR 58 and Tehachapi Boulevard. The airport is also adjacent to the Burlington Northern Santa Fe/Union Pacific

Railroad, but a railroad spur into the airport is not currently available. Existing airport facilities include a 4,035-foot runway equipped with low-intensity lighting and precision approach path indicators, as well as displaced thresholds, on both ends of the runway. Existing land uses consist of industrial to the west, east, and south, urban residential to the south, and SR 58 on the north. North of the freeway is developing as primarily commercial and office, including the community post office and a new hospital.

Airport Districts

Three airport districts operate in Kern County; each is organized as a special district, with a board of directors and an airport manager. Minter Field is located within the City of Shafter. East Kern and Indian Wells airport districts are in eastern Kern County.

Indian Wells Airport District/Inyokern Airport serves the China Lake Naval Air Weapons Station, the community of Inyokern, and the City of Ridgecrest. It also serves local general aviation needs for personal, business, and recreational flying. Several fixed-base operators provide services at the airport. The airport is located northwest of the small community of Inyokern.

Existing facilities consist of three runways, the longest of which is the 7,344-foot Runway 15-33. This runway and Runways 2-20 (6,275-foot length) and 10-28 (4,153-foot length) are equipped with medium-intensity runway lights and precision approach path indicators on Runways 20 and 33. Displaced thresholds are located on both ends of Runway 15-33 and Runway 20.

Although Inyokern does not have a scheduled airline service operating at this time, it is in negotiations with an airline service to introduce new scheduled airline service. A new scheduled airline operator may begin operations as early as 2018.

A fixed-base operator currently provides aircraft maintenance and flight instruction service. The airport provides both automated and full-service jet fueling. Federal Express and United Parcel Service currently provides air cargo service, moving over 500 tons annually. Other activities at Inyokern include based and itinerant soaring activity, film production, and Sheriff's Department search and rescue activities. The airport hosts annual air shows and drag races.

East Kern Airport District/Mojave Air/Spaceport currently offers fixed-base operator facilities for airport users from Edwards Air Force Base, Rosamond, Mojave, Tehachapi, California City, and Boron. The airport serves as a civilian flight test center for business, military, civil, and home-built aircraft being developed for testing. It also serves as a base for modification of major military and civilian aircraft. The airport is located northeast of the community of Mojave and is within 1 mile of SR 14 and SR 58. A rail spur from the Union

In 2004 the Mojave Air/Spaceport became the first FAA approved civilian space port, and is home to the manufacturing and flight testing of Virgin Galactic's Spaceship One and Spaceship Two, the first manned civilian re-useable spacecraft.

Pacific Railroad leads into the airport. In 2004 the Mojave Air/Spaceport became the first FAA approved civilian space port, and is home to the manufacturing and flight testing of Virgin Galactic's Spaceship One and Spaceship Two, the first manned civilian re-useable spacecraft.

Existing airport facilities include a 12,500-foot runway and two crosswind runways. The longest runway is equipped with high-intensity runway lights while the 7,040-foot runway is equipped with medium-intensity runway lights. The third runway is 4,900 feet long but has no lighting.

Existing land use in the vicinity consists of mixed urban use to the east and south in the community of Mojave, industrial and highway commercial uses to the northwest, and undeveloped desert to the north and east. The airport itself includes a substantial area devoted to aviation-related industrial uses.

Mojave Air and Space Port emerged as the leading aerospace test center for commercial operations in North America. Mojave Air & Space Port serves as a federally licensed commercial spaceport and nationally recognized aerospace testing and development center. It is also a major industrial employment hub in easter Kern County. The facility's role in advanced manufacturing, research, flight testing, and commercial space operations, along with its function as a regional transportation and logistics center, contributes significantly to the county's goods-movement. Mojave Air and Space Port has amassed more first flights and significant newsworthy flight activity than any other airport in the world over the past twenty years. Mojave Air and Space Port and industrial park are currently home to more than 60 companies engaged in flight development to light industrial to highly advanced aerospace design, flight test and research and even heavy rail industrial manufacturing. The potential for space tourism continues to be great, though other states are fiercely competing for this business.

Minter Field Airport District/Shafter Airport serves general aviation activities at the junction of SR 99 and Lerdo Highway. Minter Field has two main runways and one crosswind runway. Runway 12/30 is 4,520 feet long, has both Very High Frequency Omni-directional Range non-precision and global positioning system-based instrument approaches, and is equipped with a precision approach path indicator and landing lights.

A third runway serves as a general aviation crosswind landing alternative. One of the benefits this runway offers is to allow student pilots the opportunity to practice crosswind approaches and departures.

Minter Field is surrounded primarily by agricultural uses with a commercial area and industrial uses to the south. The airport owns 3 miles of rail spur connected to the Union Pacific Railroad and is served directly by KT.

Military Aviation Facilities

China Lake Naval Air Weapons Station (NAWS) and Edwards Air Force Base (EAFB) are located in an area referred to as "the R-2508 complex," which is used for the advancement of weapons systems technology and tactical training. The R-2508 complex consists of several restricted airspace areas; it is approximately 110 miles wide and 140 miles long, and covers approximately 20,000 square miles in eastern Kern, San Bernardino, Los Angeles, Ventura, Tulare, and Inyo counties. However, the nature of operations conducted within this airspace creates a flight hazard to non-military aircraft.

In addition to NAWS and EAFB, other military installations use this air space, including Fort Irwin Military Reservation near Barstow, Air Force Plant 42 at Palmdale, and Lemoore Naval Air Station.

Needs and Issues

Demand

In general, demand for aviation services appears to be met within Kern County. Most of the capital improvement projects for Kern County airports focus on maintenance of existing runways and taxiways with an occasional need to improve navigational aids. However, Kern County Airports' staff is working toward qualifying Meadows Field as a reliever airport for Los Angeles International Airport.

Given aviation forecasts for Los Angeles International Airport, at some time over the next 20 years, air traffic for the region may reach saturation. Shafter Airport, Delano Municipal, and Bakersfield Municipal have all recently invested in aboveground automated fueling systems to reduce staff cost and improve fueling service hours to local and non-based pilots. Over the next 5 to 10 years, Kern County airports along with airports across the nation, will be investing in navigational equipment designed to allow instrument approaches using global positioning system technology.

Airport Ground Access/Intermodal Connectivity

Regional passenger air service and its intermodal connectivity to ground transportation systems is a key federal transportation planning goal. Just as land use should be designed to

take maximum advantage of the existing transportation infrastructure capacity, the transportation infrastructure should also be designed to maximize access to key intermodal passenger hubs such as regional airports, transit and rail. Existing transportation infrastructure includes one regional airport with passenger service in Kern County. Meadows Field is the primary regional facility for Metropolitan Bakersfield and the southern San Joaquin Valley.

The terminal at Meadows Field provides good access to SR 99 via Seventh Standard Road, and improvements to this access route are scheduled in the Federal Transportation Improvement Program. The potential for Meadows Field to serve as an overflow facility for Southern California's air traffic may create the need for improvements to ground access. Improvements to Airport Drive, Snow Road, Merle Haggard Drive, and SR 65 near the airport may be necessary. Better connectivity with the existing Amtrak station in downtown Bakersfield and the high-speed rail could result in the need for a transit shuttle, bus rapid transit (BRT), light rail, or spur connection between downtown Bakersfield and the airport. The Metropolitan Bakersfield Transit System Long-Range Plan envisions establishing a transit hub near Meadows Field and designating the route from downtown Bakersfield to the airport for BRT service.

Ground access to Inyokern Airport is adequate for the foreseeable future. The potential for air taxi service to smaller airports could increase traffic at these facilities. Corporate jets are increasingly using the Internet to pick-up additional travelers headed in the same direction and provide a supplemental funding source for their operation. This capability to book a small aircraft while in flight has transportation planners speculating that a whole industry of air taxi providers using satellite global positioning system (GPS) navigation could provide point-to-point service, increasing the use of small airports. If this were to occur, an increased demand for vehicle/transit/rail access to existing smaller airports may result. Efforts must be made to preserve and maintain access to all civilian airports in the region and expand that access as needed.

At and around the Mojave Air & Space port, planning efforts must consider access improvements serving aerospace and industrial employers; freight mobility supporting oversized and specialized aerospace cargo; workforce transportation needs associated with aerospace employment centers; transportation resiliency supporting emergency response and continuity of operations; and coordination between transportation planning and airport/spaceport operational requirements.

Airport Land Use

Over the past decade, former agricultural areas in Kern County have been developed for residential, commercial or industrial use. Since many of the region's public access airports are in agricultural areas or on the urban fringe, much of the new growth is moving closer to

the airports. Assuring that the areas around Kern County's airports are devoted to compatible uses has become a more challenging task in this environment of growth pressures.

Noise issues are generally a function of urban encroachment in the vicinity of an airport. In Kern County, virtually all airports were originally developed in areas that were some distance from other development. Frequently, the very success of the airport served as the catalyst for adjacent development. Since the purpose of an airport is to facilitate the take-off and landing of aircraft, and since aircraft make noise, conflicts over noise are an early indicator that an airport is facing the broader issue of urban encroachment.

Noise contours maps have been prepared through various programs for all of the airports in Kern County, using the FAA Integrated Noise Model. For the more active airports, the noise analysis has been part of preparing an Airport Master Plan. Noise contours were also prepared for airports as part of various Airport Land Use Commission studies. A Comprehensive Land Use Plan has been prepared that includes land use analysis, noise contours, airspace plans and layout plans for all Kern County airports.

Recent Aviation Planning Activities

Kern County Department of Airports opened the Meadows Field William M. Thomas Air Terminal northwest of the former terminal in February 2006. The building is designed to be expandable to meet future air service demands. The building currently accommodates up to six jet-boarding gates and can be expanded to add six additional bridges. The terminal has also been designed to allow another wing to be constructed that would accommodate an additional 12 jet-boarding gates. Ground area to accommodate additional parking facilities is reserved.

The Department of Airports anticipates the following activities over the near-term:

- Complete renovations to the Customs and Borders Office (former terminal);
- Market Meadows Field for international air cargo service;
- Upgrade the lights and signs for Runway 30R; and
- Undergo environmental review and project approvals for the Meadows Field, Wasco, Lost Hills and Kern County Airport Master Plans.

In June 2004, East Kern Airport District/Mojave Airport became the first civilian airport to be certified as an inland spaceport by the Federal Aviation Administration. Later the same year, aircraft manufacturer Scaled Composite launched their first sub-orbital aircraft from Mojave Airport, ushering in the age of privately-owned manned space programs.

In 2008, with input from County of Kern Planning Department, eastern Kern agencies, and stakeholders, the Governor's Office of Planning and Research completed its Joint Land Use Study (JLUS) for R-2508 (Edwards Air Force Base, China Lake Naval Air Weapons Station, and the surrounding military operation area). The purpose of the JLUS is to reduce potential conflicts while accommodating growth, sustaining the economic health of the region, and protecting public health and safety. The JLUS committee meets biannually to review those JLUS projects that have been implemented and strategize on researching possible resources to implement remaining projects.

Homeland Security

Following the events of September 11, 2001, the Department of Homeland Security made airport security a top funding priority. Meadows Field and Inyokern Airport constructed security fences and staffed security checkpoints to improve passenger-boarding security and reduce threats of terrorism.

Proposed Actions

Near Term, 2026–2030

- Work with Meadows Field and Inyokern Airport to obtain funding from the state and federal governments for their respective development programs;
- Work with local and regional transit providers to increase alternative mode ground access options at Meadows Field;
- Assist Meadows Field with planning related to high-speed rail connections;
- Work with public airports to increase their access to state and federal funds; and
- Work with the JLUS committee to implement planning activities listed in the JLUS for R-2508 airspace (China Lake Naval Air Weapons Station and Edwards Air Force Base).

Long Term, 2030–2049

- Continue to work with the public access airports to increase their access to state and federal funds;
- Update the Regional Transportation Plan to be consistent with the California Aviation System Plan, and regional aviation systems plans, as necessary;

- Implement the Action Plan of the Central California Aviation System Plan;
- Participate in master plan updates for various Kern County airports; and
- Implement planning actions and strategies listed in the JLUS for R-2508.

SAFETY/SECURITY ACTION ELEMENT

Federal law specifies that MPOs will develop a metropolitan planning process that provides for consideration of projects and strategies that will increase the security of the transportation system for motorized and non-motorized users. Kern COG is committed to promoting increased safety, and the performance measures of the Regional Transportation Plan include safety as a critical factor.

California's Strategic Highway Safety Plan (SHSP) is a statewide, comprehensive, data-driven effort to reduce fatalities and serious injuries on public roads. The SHSP is updated regularly to ensure continued progress and meet changing safety needs.

The new updated SHSP (2025-2029) includes the following:

- Increases the focus on reducing the number of fatalities, serious injuries, and overall crashes and the rate at which each occur per 100 million vehicle miles traveled;
- Measures the cost effectiveness of evidence-based countermeasures deployed at high-priority locations;
- Implements Safe System Approach which encourages implementation of strategies that strengthen safe system elements: Safe Roads, Safe Speeds, Safe Road Users, Safe Vehicles, Post-Crash Care, and Safer Land Use.
- Adopts Safe System Pyramid to help prioritize treatment levels to impact the greatest number of people and commit to a pro-social traffic safety culture mentality can exponentially advance the strategies within this plan.
- Identifies the locations of fatalities and serious injuries;
- Identifies areas with high-risk factors for potential crashes;
- Includes tribal roads;
- Involves even more safety stakeholders from across the state who identified safety "Challenge Areas" on which to focus resources and efforts;
- Coordinates with all other plans and programs in California that touch upon road safety; and
- Improves the speed of data results.

Recent Planning Activities

Golden Empire Transit District's Vision and Planning Guidelines

In December 2010, the GET Board of Directors adopted the following Vision Statement:

> "*GET…doing our part to improve mobility and create livable communities by becoming every household's second car.*"

In addition to the Vision Statement, the Board also adopted a number of Planning Guidelines:

- Services should be designed in a manner which maximizes the seamless connectivity between all routes, modes, and systems. In this context, seamless means that the passenger should not be discouraged from making a trip because of perceived barriers related to: (1) physical connections, (2) timed transfers, (3) fare payment, or (4) information services;
- The system-wide transit operating speed (as measured by total Annual Revenue Miles divided by Total Annual Revenue Hours) should increase each year, or at the very least, should never drop below the 2010 baseline;
- Transit service should be designed in a manner that allows it to have a meaningful impact on regional air quality and support achievement of greenhouse gas reduction targets;
- Transit should be designed in a manner that supports healthy lifestyles by fostering a pedestrian- and bicycle-friendly environment;
- Transit service should be financially sustainable over all time periods; and
- Transit planning should be conducted in collaboration with cities and the County in order to integrate transit and land use planning decisions.

General Transit Planning Principles

In addition to the GET Board Guidelines, a number of general fixed-route transit best practices were applied in development of the service plans:

- Service productivity (cost-effectiveness) and coverage must be balanced in a way that reflects local values;
- Devote a fair share of resources to corridors featuring transit-supportive land use and demographic patterns;
- Whenever possible, routes should have trip-generating "anchors" at both ends;
- Routes should be as direct as possible;

- Avoid creating large one-way loops; and
- Avoid requiring out-of-direction travel, especially in the middle of routes.

Transportation Security

Policies and Recommendations

Kern COG's Transportation Security Plan 2026–2049 provides an action plan and constrained policies detailing nine measures that the agency will undertake in regional transportation security planning.

1. Kern COG should help ensure the rapid repair of transportation infrastructure critical in the event of an emergency.
    a. Kern COG, in cooperation with the state agencies, should identify critical infrastructure needs necessary for emergency responders to enter the region, the evacuation of affected facilities, and the restoration of utilities.
    b. Kern COG, in cooperation with the California Transportation Commission (CTC), Caltrans, and the federal government, should develop a transportation recovery plan for the emergency awarding of contracts to rapidly and efficiently repair damaged infrastructure.
2. Kern COG should continue to deploy and promote the use of intelligent transportation system technologies that enhance transportation security.
    a. Kern COG should work to expand the use of ITS to improve surveillance, monitoring, and distress notification systems and to assist in the rapid evacuation of disaster areas.
    b. Kern COG should incorporate security into the regional ITS architecture.
    c. Transit operators should incorporate ITS technologies as part of their security and emergency preparedness and share that information with other operators.
    d. Aside from developing ITS technologies for advanced customer information, transit agencies should work intensely with ethnic, local, and disenfranchised communities through public information/outreach sessions, ensuring public participation is used to its fullest. In case of evacuation, these transit-dependent persons may need additional assistance to evacuate to safety.
3. Kern COG should establish transportation infrastructure practices that promote and enhance security.

   a. Kern COG should work with transportation operators to plan and coordinate transportation projects, as appropriate, with the Department of Homeland Security grant projects to enhance the regional transit security strategy (RTSS).

   b. Kern COG should establish transportation infrastructure practices that identify and prioritize the design, retrofit, hardening, and stabilization of critical transportation infrastructure to prevent failure in order to minimize loss of life and property, injuries, and avoid long-term economic disruption.

4. Kern COG should establish a forum where policymakers can be educated and regional policy can be developed.

   a. Kern COG should work with local officials to develop regional consensus on regional transportation safety, security, and safety/security policies.

5. Kern COG will help enhance the region's ability to deter and respond to acts of terrorism and human-caused or natural disasters through regionally cooperative and collaborative strategies.

   a. Kern COG should work with local officials to develop regional consensus on regional transportation safety, security, and safety/security policies.

   b. Kern COG should encourage all Kern COG elected officials to be educated in the National Incident Management System (NIMS).

   c. Kern COG should work with partner agencies and federal, state, and local jurisdictions to improve communications and interoperability and to find opportunities to leverage and effectively use transportation and public safety/security resources in support of this effort.

6. Kern COG should enhance emergency preparedness among public agencies and with the public at large.

   a. Kern COG should work with local officials to develop regional consensus on regional transportation safety, security, and safety/security policies. Safety includes emergency preparedness and training on hydrogen transportation, fueling and storage.

   b. Kern COG should work to improve the effectiveness of regional plans by maximizing the sharing and coordination of resources that would allow for proper response by public agencies. Kern COG should encourage and provide a forum for local jurisdictions to develop mutual aid agreements for essential government services during any incident recovery.

7. Kern COG will help to enhance the capabilities of local and regional organizations, including first responders, through provision and sharing of information.

a. Kern COG should work with local agencies to collect regional GeoData in a common format and provide access to the GeoData for emergency planning, training, and response.

b. Kern COG should develop and establish a regional information sharing strategy, linking Kern COG and its member agencies for ongoing sharing and provision of information pertaining to the region's transportation system and other critical infrastructure.

8. Kern COG should provide the means for collaborating in planning, communication, and information sharing before, during, or after a regional emergency.

    a. Kern COG should develop and incorporate strategies and actions pertaining to response and prevention of security incidents and events as part of the ongoing regional planning activities.

    b. Kern COG should offer a regional repository of GIS data for use by local agencies in emergency planning and response, in a standardized format.

LAND USE ACTION ELEMENT

See Chapter 4, Sustainable Communities Strategy, for further information on sustainable land use.

Land use is one of the most important factors in effective transportation planning to preserve the region's economic, environmental, and equitable sustainability. While Kern COG does not have jurisdiction over land use planning, the agency promotes and encourages dialogue among stakeholders involved in the land use decision-making process, through city and county General Plan actions, the environmental process and the RTP outreach process.

Figure 5-29: Hierarchy of Transportation Land Use Decisions



Land use affects all transportation modes; however, some transportation facilities are more dependent on land use decisions than others. To rank the importance of land use decisions for transportation-related infrastructure, planners can consider the number of site opportunities to accommodate a particular facility or land use. The more site opportunities, the easier and cheaper it is to find a place to move the facility. **Figure 5-29** illustrates a potential hierarchy or priority for placing transportation facilities based on site opportunity.

As an example, in transportation planning, airports have a very limited number of sites where they can be located. They require a large area and must be located away from steep terrain as well as residential development. If development encroaches on an airport the use of that facility can be greatly curtailed or even closed, negatively affecting the region's economy and payback on the original investment in that facility. Another example of this hierarchy can be the location of local streets. When a subdivision is designed the positioning of the streets is often adjusted to optimize the layout of the residential lots. Local streets have many site opportunities or options to best fit the surrounding uses. In terms of transportation related land use decision, the positioning of local streets is not as important as the location of major transportation infrastructure investments such as airports or other global gateways.

This action element covers transportation planning priorities from a land use perspective. The discussion is organized using the suggested hierarchy in Figure 5-29, focusing on the uses with the fewest number of site opportunities first. Each transportation category discussed below (global gateways, rail/transit, and highways/roads) will also focus on the need to preserve locations for intermodal connectivity and viability, ensuring the RTP goals are met. In addition, this action element will not override local land use public decision making and will respect private property rights.

Global Gateways Land Use Actions

See the Aviation Action Element section above for further discussion on air travel.

Inland Ports

Landlocked Kern County has no seaports; however, it is closely linked to international trade through the ports of Los Angeles/Long Beach and Oakland/Stockton. The Kern region has infrastructural and economic connections to two of the world's largest international trade gateways. During past economic booms, as much as one-third of all waterborne freight container traffic at U.S. ports was handled by the twin ports of Los Angeles and Long Beach. Los Angeles/Long Beach port freight headed for destinations outside of Southern California are estimated to account for 75% of total container traffic (Leachman & Associates LLC, Port and Modal Diversion for SCAG, 2005). Fifty-seven percent (57%) of all trucks on SR 99 and I-5 are heading to or from Southern California; of those, 18% are empty shipping containers being transported to or from the ports (Kern COG, I-5/SR 99 Origin and Destination Truck Study, October 2009).

The City of Shafter is developing an inland port hub with the ability to gain synergy from the combining of import loads destined for distribution centers in Shafter and Kern County with the export agricultural needs of the Southern San Joaquin Valley. The City of Shafter (a rural area) is located within 300 miles of over 40 million people in some of the United States most urban areas and provides the unique opportunity to maximize efficiency, produce jobs, and create wealth while reducing the impact to the environment. It is unparalleled in providing multiple economic and environmental benefits for California. The City of Shafter has invested in technology with a 30+ mile state-of-the-art fiber optic communications network and has recently completed the construction of over 17,500 feet of rail track capable of handling entire unit trains from the class-one railroad Burlington Northern Santa Fe (BNSF).

Rail access to the ports provides sustainable economic, environmental, and equitable opportunities for a region and is the highest land use concern related to transportation facilities in Kern County. In 2009, The Wonderful Company produced a white paper that estimated the inland port facility would bring $1.2 billion per year in financial benefits to the state and region, and would provide 31,800 permanent jobs at the Port of Oakland and in

Shafter by 2030. In addition, the project could provide $3.4 billion in state and local tax revenue over the next 20 years. By shipping products to the port via rail rather than by truck, the facility would reduce 5 tons per day in nitrous oxides (NOx) and 471 tons per day in carbon dioxide (CO2) emissions, making this project one of the biggest transportation source reductions for air quality and climate change emissions in the state. From a land use perspective, preserving rail and truck route connections to this vital state hub, and preventing encroachment of sensitive land uses near the facility, is of primary concern for regional sustainability.

The Tejon Ranch Commerce Center sits at the southern gateway to Kern County, an area of California already home to major distribution centers for IKEA, Famous Footwear, Dollar General, Caterpillar, Loreal and many others. Sitting directly on Interstate 5, it is the area's best location, with fully-entitled land for development of up to 20 million square feet of new warehouse and industrial space.

Tejon Ranch Company and The Rockefeller Group opened the Outlets at Tejon in August 2014. The upscale 320,000 square-foot outdoor shopping center has more than 70 retailers on 43 acres. The center is located on Interstate 5, at Wheeler Ridge Rd near the base of the Grapevine in Kern County. The Outlets benefit from favorable regional demographics, with 3.2 million people living within an hour's drive and approximately 65 million travelers passing by the location annually. In 2025, 200 apartments were completed adjacent the Outlets.

Tejon Ranch Commerce Center is part of an expanded 1,093-acre Foreign Trade Zone (FTZ), which allows users to move merchandise directly from port of arrival to the FTZ, avoiding delays at congested ports. IKEA is utilizing Foreign Trade Zone benefits at Tejon Ranch Commerce Center. Tejon Ranch Commerce Center is the site of the largest activated Foreign Trade Zone (FTZ) in California. FTZ's are sites near ports of entry where foreign and domestic merchandise considered international trade can provide important cost-savings benefits involving customs duties and other ad valorem taxes. Users can obtain permission from Customs to move merchandise directly from the port of arrival to the FTZ avoiding delays at congested ports. Tejon Ranch Commerce Center is strategically located proximate to major transportation routes and are within 50 miles of the geographic center of population for the state making the location ideal for serving both Northern and Southern California as well as the regions to the east.

To complement Tejon Ranch Commerce Center and the Outlets at Tejon, Grapevine at Tejon, a new sustainable master planned community located adjacent to the Tejon Ranch Commerce Center calls for 12,000 residential units and 5.1 million square feet of commercial space. The community will provide residential opportunities for the thousands of workers currently employed at businesses within the Tejon Ranch Commerce Center reducing employment related vehicle miles traveled. The community will be designed in a way that promotes water efficiency, walkability, bike-ability and key retail and commercial

uses within close proximity to residential areas. It is planned that the community will be developed over the next 20 years.

Airports

Airports have a few more site opportunities than seaports but encompass large areas when the surrounding affected land uses are considered. This is especially true when considering expansion potential of an airport. This section covers the importance of maintaining and expanding air freight and air passenger service for sustainability of the region, and the need to protect these facilities from encroachment by sensitive land uses.

Air Freight

As Asia and the southwestern United States continue to grow, air freight is anticipated to steadily increase once economic recovery is realized. Anticipated increases in time-sensitive cargo have made air freight from Asia a booming business. Southern California is focusing its expansion of air freight capacity at the Southern California Logistics Center (formerly George Air Force Base) in Victorville. However, the facility's 3,000-foot elevation makes it costlier to fly out of than lower altitude facilities because lower air density requires greater fuel consumption on takeoff, especially during the summer.

Figure 5-30: Great Circle Route Between Southern California and Asia HTTP://GC.KLS2.com/

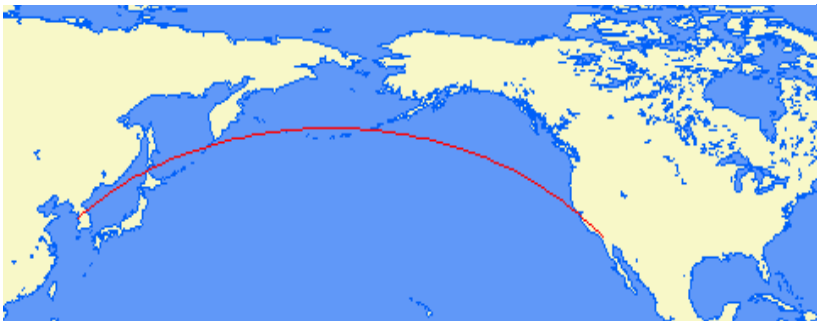
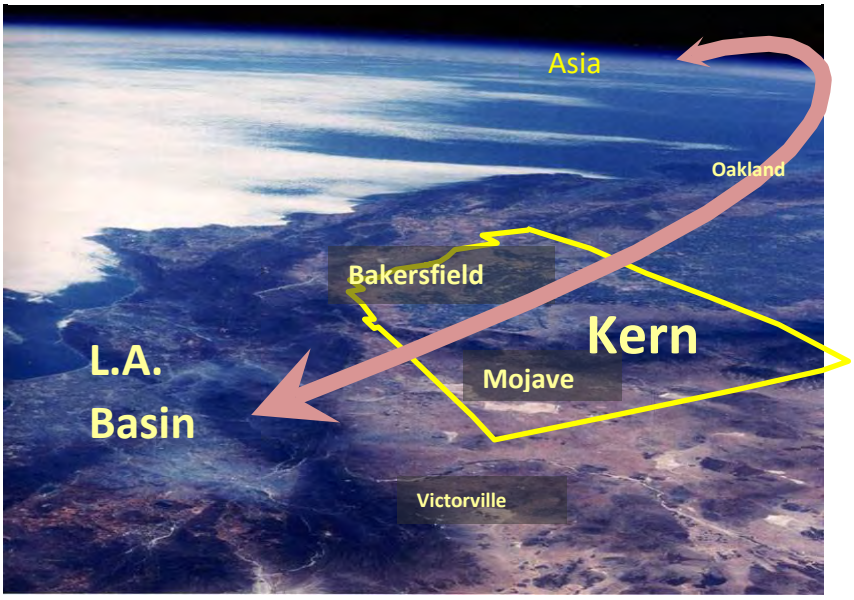


Figure 5-31: Kern County Great Circle Route Between Southern California and Asia



Kern County's main airport is Meadows Field, adjacent to the northern edge of Bakersfield. At 500 feet elevation, the facility requires less fuel to ascend with a full load and lies on the most direct path from Southern California

to Asia (see Figures 5-30 and 5-31). Meadows Field has the fifth longest runway in California and has recently added international service capability. A third runway and cargo terminal are planned. Meadows Field has good highway connectivity to Ventura, Los Angeles, and San Bernardino counties through I-5 and State Routes 99 and 58. Meadows Field is also within 6 miles of the Shafter intermodal facilities and is connected by existing rail spurs to both Burlington Northern Santa Fe and Union Pacific railroads.

Mojave Airport in eastern Kern County also serves as an operational air freight facility within the county. The primary focus of this airport is as a civilian flight test center, and it is the only FAA-recognized private spaceport in the nation. The facility provides an intermodal transfer facility with the goal of handling two flights per day. Freight service may increase if it does not affect the primary research role of the facility.

Preservation of these facilities is essential. Protecting these facilities from residential and other conflicting encroachments should be one of the highest priorities for land use decision-makers. Moving the facilities is cost prohibitive and would likely reduce the strategic advantage the existing locations have with regard to proximity to Asia, as well as connectivity to highway and rail facilities.

Air Passenger Service

As with air freight, the Los Angeles Basin's runway capacity to handle air passenger service will not be able to meet demand, even with the planned Palmdale International Airport. The Southern California Association of Governments' overall plan to sustain its region's growth in air passenger demand is to link the region's airports with high-speed rail. This would allow the more congested airports to ferry passengers to and from outlying airports where additional capacity is available. The goal is to create an integrated airport system for Southern California that allows users to fly into one airport, catch transit or a train, and fly out of another airport with no more than a 30- to 90-minute layover. Meadows Field should be linked into the reliever network of airports through the California High-Speed Rail (HSR) network. Approved by California's voters in 2008, high-speed rail would likely accelerate the connectivity of Meadows Field to Palmdale, Burbank, and Los Angeles International Airport (LAX). Currently, high-speed rail is planned to link downtown Bakersfield and Union Station in downtown Los Angeles. An express bus transit route between LAX and Union Station already exists. Similar transport between downtown Bakersfield and Meadows Field would also be needed to provide seamless high-speed rail service. Once this connection is established, Meadows Field will become a "front door" to Southern California for passenger travel from Asia.

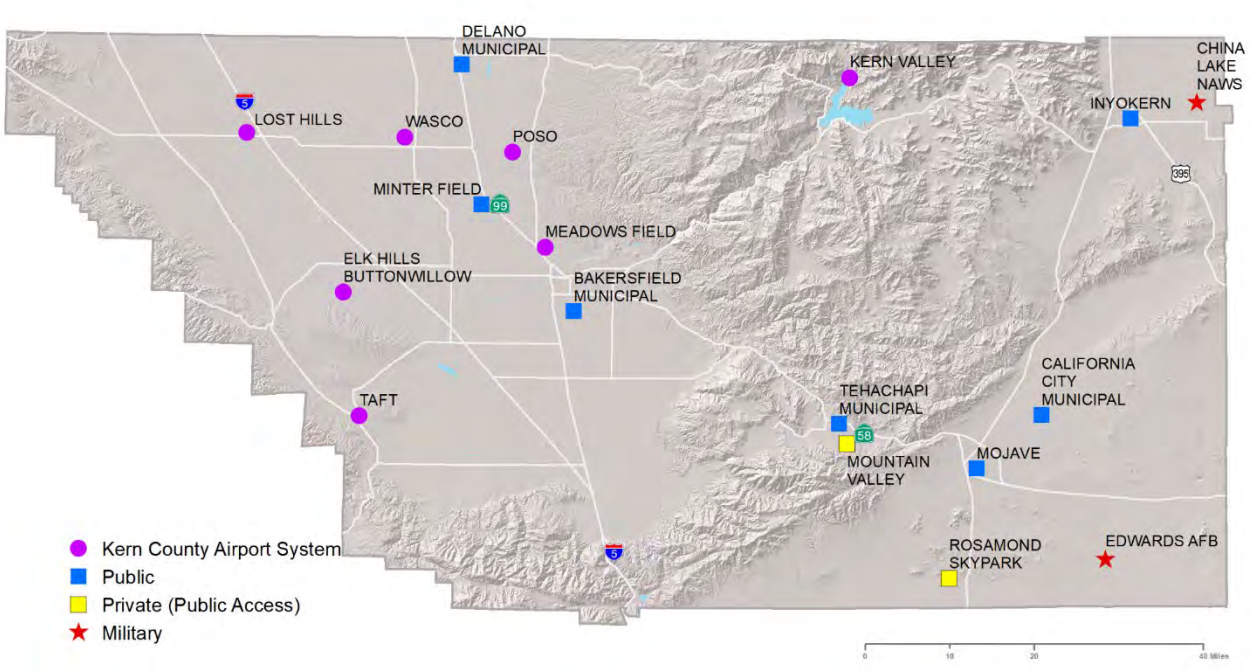
At less than 50% capacity, Meadows Field is the most underused full-service civilian airport in Southern California. The County of Kern completed construction of a jet terminal in early 2006 to handle planned expansion, and the former terminal is currently unoccupied and has

been remodeled as an international airport facility. The accessibility and relative lack of congestion between Kern and Ventura, Los Angeles, and San Bernardino Counties would make this facility a prime location for travel to and from Asian destinations. To accommodate proposed lengthening of runways to the northwest of Meadows Field, future circulation plans should consider realignment of SR 65 to the west.

The emerging trend for air-taxi/business jet charter service provides potential business for smaller airport facilities throughout the Kern region (see **Figure 5-32**). The ability of a business traveler in a rental car to book an air taxi or business jet while the jet is in flight, and rendezvous with the jet at a nearby airport, could transform activity at smaller airports. Development of a system of small, very light jet-capable airports with good freeway access could relieve congestion at overcrowded regional hub airports. It could also put most of California within a 30-minute point-to-point jet flight from Kern County. Facilities such as Bakersfield Municipal Airpark and general aviation airports in California City, Inyokern, Delano, Shafter, Wasco, Tehachapi, Taft, Mojave, Kern Valley, Buttonwillow, Lost Hills, Rosamond, and Famoso should be preserved for potential expansion to this type of service. The need for rental car and restaurant facilities at these locations, as well as runway expansion to a minimum of 5000 feet, should be recognized as a long-term goal.

To preserve these facilities, local General Plans and concomitant land use decisions must assume that local airports may expand and runways will be lengthened. Even the smallest

Figure 5-32: Potential Air Taxi Jet Charter Facilities



facility should be planning for expansion to air taxi service. Protecting these facilities from encroachment by sensitive land uses will help provide the economic engine and infrastructure to encourage job growth.

Conflicting Land Uses – Setback Distances

Preserving global gateways from encroachment by incompatible land uses is critical to the economic and environmental viability of the region. The encroachment of sensitive land uses upon inland ports and airports can greatly limit the use of such facilities and eventually force their closure. Cities and the county address land use compatibility issues in their respective General Plans and implementing ordinances, and together with the CEQA process have the means to conduct health risk assessments, air quality analysis and noise assessments to establish standards and conditions that are applicable to each local land use jurisdiction's situation. **Table 5-9** provides advisory recommendations for suggested setback distances that would limit exposure to harmful air pollution. (These are rough estimates and should be used only when no other data or local study is available.)

Note that additional strategies can be found in CARB's Technical Advisory on Strategies to Reduce Air Pollution: Exposure Near High-Volume Roadways 2017 https://ww2.arb.ca.gov/sites/default/files/2017-10/rd_technical_advisory_final.pdf. These strategies include: 1) Speed reduction mechanisms, including roundabouts; 2) Traffic signal management; 3) Speed limit reductions on high-speed roadways (>55 mph); 4) Design that promotes air flow and pollutant dispersion along street corridors; 5) Solid barriers, such as sound walls; 6) Vegetation for pollutant dispersion; and 7) Indoor high efficiency filtration.

Table 5-9: Air Quality Recommendations on Siting New Sensitive Land Uses Such as Residences, Schools, Daycare Centers, Playgrounds or Medical Facilities

Source Category	CARB Advisory Recommendations
Rail Yards	Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. Within 1 mile of a rail yard, consider possible siting limitations and mitigation approaches.
Distribution Centers, Truck Stops	Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week). Consider the configuration of existing distribution centers and avoid locating residences and other new sensitive land uses near entry and exit points.

Source: ARB Air Quality and Land Use Handbook: A Community Health Perspective https://ww2.arb.ca.gov/sites/default/files/2023-05/Land%20Use%20Handbook_0.pdf

Note that these setbacks are from the California Air Resources Board, 2005 Air Quality and Land Use Handbook (http://www.arb.ca.gov/ch/landuse.htm) and should be considered minimums. More recent studies such as an R. Spencer-Hwang study indicate greater setbacks may be needed https://pmc.ncbi.nlm.nih.gov/articles/PMC6279983/

Noise sources should also require proper setbacks when siting future transportation facilities or when considering mitigation such as increased insulation and sound walls. Each jurisdiction is responsible for maintaining an Airport Land Use Compatibility Plan with specific information on siting land uses adjacent to each airport. **Table 5-10**[22] provides some advisory recommendations when no other information is available.

Table 5-10: Noise Recommendations on Siting New Sensitive Land Uses Proximate to Airports

Source Category	Advisory Recommendations
Regional Airports, Commercial/Air Freight	Avoid siting new sensitive land uses within 10,000 feet of planned and existing runway approaches and 2000 feet on either side. LAX has CNEL 65dB extending 5 miles beyond the runway and up to 1 mile laterally along the departure path. Within 14,000 feet in any direction of a runway observe appropriate height restrictions based on conical surface.
Local Airports, Very Light Jet/Air Taxi Service	Avoid siting new sensitive land uses within 5,000 feet of planned and existing runway approaches and 1000 feet on either side. Within 14,000 feet in any direction of a runway observe appropriate height restrictions based on conical surface. Local airports that may one day serve as air taxi service ports should have expansion plans increasing runway length to a minimum of 5,000–7,000 feet subject to local studies to accommodate very light jet air taxi service.

Source: Kern Council of Governments, Kern County Airport Land Use Compatibility Plan, amended March 2004

Global Gateways – Land Use Actions

Near Term, 2026–2030

- Facilitate the Shafter Rail Terminal and the Wonderful Industrial Park by programming infrastructure to service rail and truck traffic that may be generated by the facility;
- Use the California Environmental Quality Act review process to inform stakeholders and decision makers on the impacts of sensitive land use developments near vital transportation infrastructure necessary to handle increasing air traffic and international cargo, as well as increasing port activity;

[22]The update to the 2005 ARB Freight Handbook has be superseded by the AB 617 Community Emission Reduction Program (CERP) containing community specific strategies and is available at: https://community.valleyair.org/ . A concept paper for the Handbook update was released in 2019 and contains a comprehensive list of more generic strategies for freight projects. The Concept paper is available at: https://ww2.arb.ca.gov/sites/default/files/2020-03/2019.12.12%20-%20Concept%20Paper%20for%20the%20Freight%20Handbook_1.pdf

- Work with the Kern County Department of Airports and local planning departments to preserve existing airports from encroachment by sensitive land uses to strategic global gateways;
- Implement the Directions to 2050 Growth principles vision for economic vitality by planning and programming infrastructure to provide connectivity to air traffic and international cargo facilities;
- Coordinate with the County of Kern, City of Bakersfield, and City of Shafter on the proposed expansion of Meadows Field in the County of Kern Airport Master Plan; and
- Coordinate with the Southern California Association of Governments, the Metropolitan Transportation Commission, and the ports to minimize impacts of port activity through Kern County.

Long Term, 2030–2049

- Monitor progress toward implementing regional principles developed by the Directions to 2050 visioning process consistent with local general plans;
- Coordinate with the Kern County Department of Airports, municipalities and airport districts to establish intermodal connectivity for rail, trucking, transit, and passenger vehicles; and
- Work with Kern Economic Development Corporation to promote logistics and aerospace job opportunities in Kern County.

Rail/Transit Land Use Actions

See the Freight Movement Action Element and Public Transportation Action Element sections for further discussion on rail freight transport and public transportation modes.

Rail and transit provide the highest-volume corridors for movement of goods and people in and through a region. These facilities require seamless connectivity. If these connections are degraded or broken by incompatible or competing land uses, the system can become less effective or even threatened with elimination. Preservation of rail and transit facilities is the next highest transportation land use priority after global gateways.

Rail Freight

Not only is connection to the ports vital, but connections with switching yards to out-of-state destinations are a primary function of the rail system. In 2008, a facility opened in Delano, consolidating most of the perishable shipping activity in the southern San Joaquin Valley. The facility hauls refrigerated box car units between Delano and Albany, New York, in six days, where they are distributed to East Coast grocery store chains. The facility was acquired

by UP in 2017 and marketed as UP Cold Connect. The service is temporarily closed due to competition from trucking and low diesel fuel costs.

Bulk hauling specialty oil products from several oil refineries and gas plants in the region travel the network of short-haul rail facilities to out-of-state customers via the Bakersfield freight yards. Preservation of Kern's short-haul rail network, operated by the San Joaquin Valley Railroad, is a key priority.

Along the national class 1 rail system, the Tehachapi Pass provides passage of goods between the Port of Oakland and the all-weather southern route through the Rockies, to Texas and Chicago. With the recently completed Tehachapi Pass capacity improvement project jointly funded by the State of California and the BNSF, the 35 trains that could pass through the summit daily, has now increased to 50 trains per day.

Other rail freight includes bulk mining in Trona and Boron. Eastern Kern County is the source for half of the world's supply of borates. Rio Tinto (formerly U.S. Borax) ships five unit trains a week from Boron to a company-owned facility at the Port of Long Beach. Like many shipper/receivers that use short-haul rail, Rio Tinto may not be able to afford to ship by truck. Loss of short-haul rail service could mean curtailment or closure of the operation. Preserving short-haul rail means preserving the Kern region's economy.

Preservation of freight rail corridors in Kern is essential to promoting the principles of the Directions to 2050 visioning process. Strategies such as public/private partnerships and leveraging passenger rail service to preserve the short-haul system should be considered. Shipping freight by rail is ten times more energy-efficient than by truck, making preservation and expansion of rail freight vital to both the preservation of natural resources and development of a sustaining economy and strategic employment place types.

Passenger Rail/Public Transit

Like freight rail, passenger rail and public transit have limited site opportunities and are highly dependent on surrounding land uses. It is important that investment in these modes follow land use decisions that support such investment. This section covers rail and transit priority place types, transit-oriented design, and carefully planned parking facilities that promote transit use and that could be considered in the next update of a jurisdiction's circulation plan.

Transit Oriented Land Use Concepts – Passenger rail and transit are dependent on where the population is located. **Figures 4-11** and **4-12** of the Sustainable Communities Strategy Chapter 4 illustrate Transit Priority and Strategic Employment Place Types for Kern. Rather than showing large areas of planned urban growth, the maps show existing, planned and potential places where future transit and passenger rail service investment might occur

based on existing variances in adopted General Plan intensities. In addition, the maps illustrate how transit investment would coordinate with these existing and planned place types.

Transit viability is closely linked to land use density and intensity within a region. Before World War II, land uses in most communities were focused on walkability and streetcar accessibility. Most communities in the Kern region have an urban core based on these concepts. The historic pre-WWII Bakersfield downtown was very walkable and accessible via a streetcar system. The Southern Pacific passenger train station on Baker Street in Old Town Kern (East Bakersfield) was connected to the Santa Fe train station in downtown Bakersfield on F Street by an electric trolley that ran along 19th Street from 1901 to 1942. Suburban explosion since WWII has spawned a low-density development pattern that results in a heavily subsidized, underused transit service.

As Metropolitan Bakersfield has grown, it has loosely developed around a network of auto-oriented retail centers illustrated in the Centers Concept map from the Metropolitan Bakersfield General Plan. Transit connectivity between the centers in the northwest are hindered by a 3-mile-wide low-density oil production and refining complex on the northwest side of the Kern River. The result is poor transit service from the rapidly growing northwest to the rest of Metropolitan Bakersfield. A ring of centers now exists around this industrial area, including Downtown/Westchester, California Avenue, The Marketplace/CSUB, Northwest Promenade, and Rosedale Highway/SR 99. Each of these centers covers a large area that often lacks a central focal point or pedestrian pocket for concentrating urban transit access, requiring a car to get from one store to another within the centers. Beyond this ring of centers, potential new centers are planned in outlying areas.

Transit oriented development can play an important role in outlying communities and rural areas as well. However, the techniques must be scaled down to fit the lower intensity land uses. Service to outlying areas lack the ridership to warrant frequent service. The importance of connecting services via dial-a-ride local circulator bus service can increase the service area for riders in outlying communities. Vanpooling can play an important role in providing service to strategic employment areas in outlying communities as well. The public unmet transit needs process helps ensure that transit needs in rural and urban areas that are reasonable to be met, are provided service.

The following are a suggested list of tools and concepts available to the local land use authorities.

Existing Tools and Concepts

Reduced Impact Fees for Core Area Development – To encourage gradual infill development, in 2003 the City of Bakersfield and the County of Kern jointly adopted a two-

tiered traffic impact fee for Metropolitan Bakersfield. The fee in the "core area" is almost half of the $12,870 per house in the "non-core area." The City of Tehachapi also adopted a reduced fee for core area development. The core area is primarily the older built-out portions of the community that have the infrastructure in place. The logic behind the lower core area fee is that housing in these areas should not have to pay as high a fee because the transportation infrastructure is already in place. The result is a fee structure that promotes infill and increased densities in areas with readily available bus transit, bike, and pedestrian access.

Indirect Source Review (ISR) Rule – The San Joaquin Valley Air Pollution Control District has enacted the ISR rule, requiring new development to pay a fee for mitigating air quality impacts. All or a portion of the fee can be waived if a developer includes strategies that improve air quality, such as walkable design, bike paths, better access to transit, etc.

High-Speed Rail Station Area Planning – The City of Bakersfield Economic and Community Development Department is already planning intensification of land uses around the proposed high-speed rail station in downtown Bakersfield. Plans include the addition of 600 housing units and the Mill Creek pedestrian parkway that connects shops, restaurants, offices and housing to the downtown high-speed rail station site.

Blueprint/Directions to 2050 Principles in General Plan – The City of Maricopa has incorporated the Blueprint/Directions to 2050 Principles into its General Plan such as enhancement of existing assets, and compact walkable development.

Healthy Communities – The City of Delano adopted a new element to its General Plan called the Health and Sustainability Element. The new element includes goals and policies designed to strategically form a community that provides a healthy and sustainable environment for its residents.

Climate Change Policies – The City of Taft is incorporating emission reduction policies that relate to climate change in its General Plan update. The City of Delano adopted a Climate Action Plan which includes a range of measures to reduce GHG emissions from a variety of sources throughout the City as well as a Municipal Energy Action Plan for City facilities.

Form-Based Code General Plan – The City of Tehachapi developed and adopted one of the first citywide form-based code General Plans in the nation. The plan focuses on the architectural design of a community and encourages infill and development in the central community with transit access.

Complete Streets in Circulation Elements – Effective in 2011, AB 1358 required General Plan Circulation Elements to include transit systems, bike systems, and pedestrian facilities in addition to automobile circulation networks. According to Government Code Section

65302(b)(2)(A) and (B), with the next substantial revision to a jurisdiction's General Plan Circulation Element, the jurisdiction must incorporate a multi-modal network with complete street techniques for safe and convenient travel for all users, including public transit users in the rural, suburban, and urban context of the General Plan. Circulation Plan update guidelines are available at http://opr.ca.gov/docs/Update_GP_Guidelines_Complete_Streets.pdf .

Specific Plan Lines - In addition, Kern has already made extensive use of specific plan lines to preserve right-of-way for future highway corridors. Local land use plans can consider other strategies to preserve transit centers and corridors. Specific plan lines can be developed that identify transit-oriented centers, corridors, and boulevards to allow for gradual higher-capacity transit modes as land use densities warrant.

New Tools and Concepts

Transit More Responsive to Peak Period Demand Changes - A major advantage of transit over single-occupant vehicle facilities, such as freeways, is that transit is more economical when a corridor reaches capacity. The cost to add a bus or another railcar along a corridor as congestion increases is considerably less expensive than adding right-of-way for another roadway lane; the bus is only needed during peak periods, making it more efficient than providing a travel lane that is underused 90% of the time.

Phased Transit Capacity Intensification – As transit-oriented place types gradually develop, eventually sufficient land use intensity will be available to support increased capacity modes such as express bus service, bus rapid transit and, eventually, commuter/light rail. In 1997, the MTIS developed a sketch plan for a commuter rail network connecting Metro Bakersfield to outlying communities. As part of the Metro Bakersfield Long Range Transit Plan completed in 2012, commuter rail service using existing spur lines to link with the high-speed rail station in Bakersfield was studied. A gradual phasing of transit-capacity intensification needs to be brought online carefully, to match the gradual land use intensification. **Table 5-11** illustrates the progressive steps along a local, intercity, or interregional corridor as it becomes sufficiently used to support higher-capacity transit modes.

Table 5-11: Phased Transit Capacity Intensification

	LOCAL	INTERCITY	INTERREGIONAL
 Fixed-Route Transit	**Rural (Village/Neighborhood) Transit Capacity Phase**		
	Dial-a-Ride/Senior Transit/Rideshare/Taxi/Vanpool	Regional Transit (KRT) /Senior Transit/Feeder Bus	Regional Transit (KRT) /Rail Feeder Bus/ Greyhound
	Suburban (Town/Community) Transit Capacity Phases		
 Bus Rapid Transit	Dial-a-Ride/Senior Transit/Taxi/etc.	Regional Fixed Route (KRT)	Rail Feeder Bus
	Fixed Route Bus(GET)/Circulator Bus	Rail Feeder Bus/Greyhound	Passenger Rail Service (Amtrak)
	Express Bus/Bus Rapid Transit (BRT)	Intercity Commuter Rail (Metrolink)	
 Commuter Rail	Commuter Rail/Light Rail (Metrolink)		
	Urban (Metro) Transit Capacity Phases		
	Shuttle Bus/Circulator Bus	Rail Feeder Bus	Passenger Rail Service
	Fixed Route Bus (GET, DART)	Intercity Commuter Rail (Metrolink)	High-Speed Rail
	Bus Lanes/Mixed Carpool Lanes		
 High-Speed Rail	Express Bus/Bus Rapid Transit (BRT)		
	Rail Feeder Bus		
	Commuter Rail/Light Rail (Metrolink)		

Source: Adapted from the Transportation and Land Use Coalition (TALC)

The Bay Area Transportation and Land Use Coalition (TALC) suggests an evolving transit strategy that promotes the concept of Express Bus/Bus Rapid Transit (BRT) as an interim step between fixed bus routes and higher-capacity modes such as light rail. BRT is an evolving term for a host of sophisticated technologies including articulated buses, auto drive technology, and traffic signal green-light extension used on both bus-only and mixed-flow lanes. The Federal Transit Administration offers the following definition of BRT:

BRT is a combination of facility, systems, and vehicle investments that convert conventional bus services into a fixed-facility transit service, greatly increasing their efficiency and effectiveness to the end user.

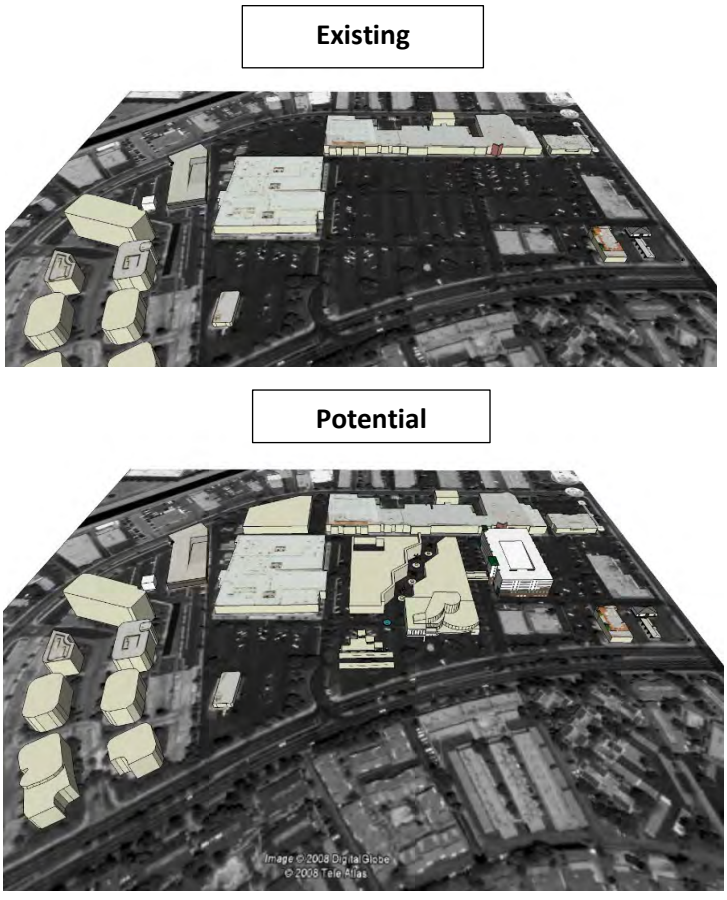
The TALC strategy focuses on a planned and evolving intensification of transit-oriented development destinations for use as BRT stops. TALC's strategy of phased transit mode intensification, as the centers and corridors infill and ridership increase, allows the transit fare box revenue to drive the building and gradual intensification of the transit facilities along the corridor. Table 5-9 illustrates the evolving progression from rural to suburban to urban

transit usage as the land use intensifies and the ridership warrants higher-capacity transit modes.

TALC suggests that infill land development around the transit centers should gradually drive the intensification of transit infrastructure. As new low-density suburban development occurs, a phased land use plan can provide areas for the future densification and infill with more intense urban uses around a transit center. This might include reserving areas for future commercial, mixed use, and more compact housing options.

Parking and Transit-Oriented Development – Detailed transit-oriented development standards that include the concept of phased land use intensification around transit centers can be found in The Next American Metropolis: Ecology, Community, and the American Dream (Calthorpe 1993). The design guidelines include "surface parking redevelopment" e.g., "Land devoted to surface parking lots should be reduced through redevelopment and construction of structured parking facilities. The layout and configuration of the surface parking lots (near transit centers) should accommodate future redevelopment; design studies showing placement of future buildings and parking structures should be provided."

Figure 5-33: Bakersfield-California Avenue Shopping Center Existing/Potential

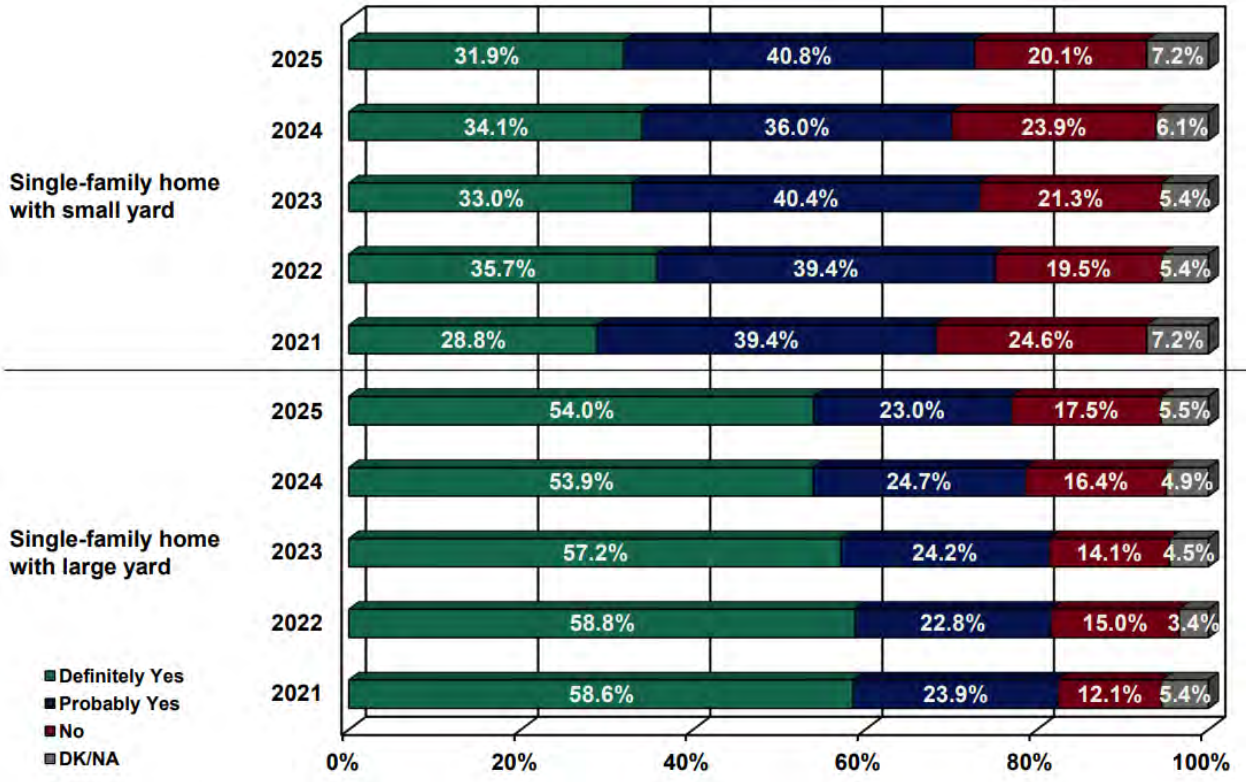


Parking structures are expensive and have limited applicability for most rural and suburban centers. However, one of the more effective opportunities to intensify low-density development around transit-oriented development centers is to control parking configuration. **Figure 5-33** is an example of many older retail centers with large parking areas that only fill up two times a year—the day after Thanksgiving and the day after Christmas. Implementation of other parking concepts, such as joint use parking by office, carpooling, retail, entertainment, churches, and mixed-use residential, can provide a more efficient and consistent usage of parking on weekdays, weekends, and evenings. Greater

pedestrian and transit use allow a reduction in parking near transit centers by 15% to 25%. Parking for carpoolers, and access for bicyclists and transit commuters, requires additional consideration in this process.

Parking costs can also be used to promote development of a major transit center. Charging for parking creates a disincentive for people to drive to the center, encouraging them to take transit, carpool, bike, or walk. In Old Town Pasadena, proceeds from the parking fees and meters were used to finance pedestrian street improvements that transformed a blighted downtown into a vibrant destination, which boosted the area's businesses and created a transit-oriented infill node for the new Gold Line transit station at Mission Park. Parking costs used to fund local projects that benefit those paying them are referred to as user-based fees. User-based fees for all forms of transportation expenditures are becoming more common and would have to be heavily relied upon to implement transit-oriented development.

Figure 5-34: Kern Housing Preference 2025 Community Survey



Market Driven Housing Choices – Recent Kern COG surveys and studies suggest a shift in the market demand for housing. Since 2009, the statistically valid annual community surveys over 1,200 people. **Figure 5-34** provides information from the survey and compares the housing preference has changed from 2021 - 2025. Since the last RTP we have seen

range in interest in single family homes with large years grow from 75 to 80%, while interest homes with small yards have fallen off from a range 40-70% in 2017 to a range around 75%.

Proposed Rail/Transit-Related Land Use Actions

Near Term, 2026–2030

- Acknowledge city and county adopted General Plans and amendments and the related California Environmental Quality Act (CEQA) review process to inform stakeholders and decision makers on the impacts of sensitive land use developments near vital transportation infrastructure necessary to handle increasing local, intercity, and interregional transit use;
- Work with GET, KT, other local transit providers, and local land use planners to preserve existing and future transit opportunities from the encroachment of low-density land uses around transit-oriented development centers;
- Implement the long-range 2022 RTP in partnership with member agencies to preserve near- and long-term transportation infrastructure, thus promoting the gradual intensification of transit use only when market demand for compact land uses increases;
- Encourage the adoption of General Plan circulation elements that address transit, bike, and pedestrian modes. Consider specific plan lines and form-based codes where appropriate to implement transit improvements along designated transit corridors that connect transit-oriented development centers;
- Expand transportation choices and transit usage by providing market-driven housing choices that include more compact and mixed land uses within walking distance to transit centers;
- Identify and space transit-oriented, village, town, and suburban/community centers a minimum of 1 to 4 miles apart or as determined in adopted city and county General Plans and subsequent amendments;
- Provide convenient and safe walking and bike paths to a fixed transit hub at each development center;
- Allow reduced parking requirements near transit centers that have alternative modes of access such as walking and bike paths, circulator buses, etc.;
- Coordinate with GET on implementation of traffic signal green-light extension technology as a first step toward implementation of Bus Rapid Transit and peak period bus/carpool lanes on arterial streets; and
- Coordinate with GET, KT, and the Kern County Department of Airports to improve intermodal connectivity between transit systems and Meadows Field.

Long Term, 2030–2049

- Monitor progress toward implementing principles developed by the Directions to 2050 outreach process;
- Promote more compact and mixed-use centers along major transit corridors where appropriate to support more intense transit options such as Bus Rapid Transit and light rail as areas urbanize;
- Land uses should be mixed both horizontally and vertically where appropriate. Vertical mixed use, with ground-floor retail in developed areas and activity centers as identified through land use plans, can increase the vitality of the street and provide people with the choice of walking to desired services;
- More important for Bakersfield, mixing uses horizontally can prevent desolate, single-use areas and encourage increased pedestrian activity; scale of use and distance between uses are important to successful horizontal mixed-use development;
- Support and enhance transit priority and strategic employment place types. These areas have a strong impact on transportation patterns as the major destinations. They are generally characterized by their regionally important commercial, employment, and service uses. To make these places more transit-supportive, they should be enhanced by land use decisions that locate new housing and appropriately scaled retail and employment uses to diversify the mix, creating an environment that maximizes transportation choice;
- The cities and the county should be encouraged to provide land use intensities where appropriate at levels that will promote use of transit and support pedestrian and bicycle activity. A general threshold for transit-supportive residential uses is 10 to 15 units per acre within ½ mile of a high-frequency transit stop (15 min. headways or less). This density can be lower, however, if the urban environment supports easy pedestrian/bike access to transit. Nonresidential uses with a floor area ratio (FAR) of 0.5 provide a baseline that can support viable transit ridership levels. Local land use plans should provide flexibility to maximize the intensity of development in transit priority place types to be more responsive to changing market conditions; and
- The cities and the county should be encouraged to provide parking requirements (and parking provisions) compatible with compact, pedestrian, and transit-supportive design and development. Requirements should account for mixed uses, transit access, and the linking of trips that reduce reliance on automobiles and total parking demand.

Highway/Road Land Use Actions

See the Regional Streets and Highways Action Element, Public Transportation Action Element, Freight Movement Action Element, and Active Transportation Action Element sections above for further discussion on facilities and connectivity.

See Chapter 4, Sustainable Communities Strategy, for further discussion on sustainable highway/road facilities and connectivity.

While roads and highways have considerably more flexibility in siting than air, rail, or transit modes, roads provide interconnectivity to all other modes. At these intermodal connection points, road and highway land use decisions are considerably less flexible because of the limited number of site opportunities. Preserving intermodal connections, while ensuring the capacity necessary to minimize congestion, is a major concern for land use planning. When siting roads and highways, local planners rely on special transportation studies and circulation plans. The following are some ideas that planners might consider implementing to encourage sustainable roads and highways within the Kern region.

Road and Highway Grid

A rule of thumb is that highways and freeways in urban areas should be spaced 3 to 6 miles apart. Recent specific plan line adoptions around Metropolitan Bakersfield have resulted in a beltway system that will be more than 7 miles from the next parallel freeway facility. As new housing is built on the urban fringe, residents may strongly object to new freeways being constructed near their homes, thus potentially driving the beltway system further out; the arterial circulation system in the interior would suffer increased congestion as a result. Parallel arterials halfway between two parallel freeways that are spaced too far apart would be servicing greater loads than six-lane arterials can absorb because they must carry additional traffic that the freeway system is too distant to service.

Figure 5-35: Central Bakersfield's Interrupted Arterial Grid



The Central Bakersfield arterial network can be characterized as a high-volume, interrupted grid pattern (**Figure 5-35**). While many regions provide a four-lane arterial grid, Metropolitan Bakersfield is fortunate to have a six-lane arterial network that is laid out on roughly 1-mile intervals with curvilinear deviations from the section line grid. However, the arterial system is interrupted by a series of railroad corridors, freeways, canals and a river, resulting in greater than 1.5-mile gaps between arterials. A level of service degradation can be anticipated where arterials are spaced at greater than 1-mile intervals. The decision to allow the lower-density arterial spacing avoided building costly bridges, as well as further arterial segments on the urban fringe where future traffic volumes would be

expected to be low. As new entitlements were approved beyond these locations, congestion levels increased in these areas.

In addition to arterial spacing, spacing of freeway interchanges has resulted in increased traffic congestion levels. Ming Avenue, White Lane, and Panama Lane, at State Route 99, were all spaced 1.5 miles apart when the highway was designed to rural specifications in these areas. Now that the region has urbanized, heavy traffic congestion is common at all three interchanges.

Irregular spacing of arterials can make it more challenging to synchronize traffic signals in more than one direction. Arterials with signals at irregularly spaced collectors and entrances to shopping centers further complicate traffic signal coordination efforts. A collector network that directs local traffic to and from the arterials commonly deviates from the grid layout in the newer suburbs, hindering traffic signal synchronization.

The silver lining of having an imperfect arterial grid is that it results in higher levels of congestion that may promote the use of transit and other modes. However, bus transit is often stuck in the same traffic congestion. Transit service needs to provide a congestion free alternative to get around during peak periods if it is to be a viable alternative to automobile travel. Providing alternatives such as light rail and bus lanes during peak travel periods ensure that transit provides a congestion free alternative to single-occupant vehicle travel.

Bus and Carpool Lanes

One of the most efficient uses of high-occupancy vehicle (HOV), low-emissions vehicle (LEV) lanes is to provide priority access to express bus service. The sight of buses speeding past congested traffic can be a strong inducement for commuters to take advantage of transit, helping to relieve congestion and extending the service capacity of a freeway by providing an alternative means to get through a congested corridor.

In October 2005, Caltrans analyzed the congested portions of State Routes 58 and 99 in Metropolitan Bakersfield. The findings indicated that, for the most part, HOV lanes would not provide much additional congestion relief over mixed-flow lanes. This is primarily a result of the relatively short commutes, making the time savings differential less significant. However, the incorporation of an express bus or BRT service that uses the HOV lane can greatly improve the performance of transit ridership. Northbound SR 99 through Metropolitan Bakersfield was identified as feasible for implementing an HOV lane; however, building a carpool lane in just one direction is not much of an incentive for carpooling. The cutoff for feasibility in the study was 400 vehicles per peak hour of travel to 1800 vehicles per lane. SR 99 southbound had a higher level of vehicle occupancy in the study—sufficiently high that a 2+ person vehicle per lane facility would become saturated. Use of congestion pricing or increasing the capacity to 3+ during peak periods could combat the saturation problem. No

funding was identified in the study for financing the HOV lanes; however, federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds and the Air District's new Indirect Source Review (ISR) fee may be eligible for an express bus/HOV/LEV lane.

In 1994, HOV lanes for the Westside Parkway and Downtown Parkway (now called the Centennial Corridor south) were studied as part of the facility's Tier 1 Environmental Impact Report. Modeling showed that the facility would carry less than 2 vehicles per minute, a third of the traffic necessary to make the facility run efficiently by 2015. However, analyzing a much longer horizon indicated that eventually the facility could benefit from an HOV/LEV/bus lane as it became more congested. The source of the congestion is a high level of new entitlements approved on the fringe of the metropolitan area. Incorporating an express bus and future HOV/bus lane into freeways that will eventually become congested is an essential traffic relief valve for an expanding metropolitan area.

Some regions have developed carpool lanes on arterial streets (**Figure 5-36**). In Seattle, on some arterials, the right lane is reserved as a business access and transit (BAT) lane. The lane may be used for turning right into or out of parking lots and at intersections, or by a bus. The BAT lane configuration allows the bus service to get through when the arterial is congested. Buses are allowed to travel through the intersection in the BAT lane. A BAT lane also allows for carpools, vanpools, and emergency vehicles to get through when traffic is backed up.

Figure 5-36: Business Access and Transit (BAT) Lanes



CalVans, a public vanpool service, has been operating in Kern County since 2012. In addition, private vendors such as Enterprise Vanpools operates 65 vanpools in Kern County resulting in an estimated reduction of vehicle miles traveled (VMT) in Kern of 1.7 million miles.

Park-and-Ride Locations

Park-and-ride locations should be planned at the terminus of an express bus/BRT/light rail line and near major intermodal facilities such as freeway interchanges, airports, and regional rail. As the metropolitan area expands, new TOD centers will be established beyond the former terminus. At that point, the former terminus can begin to intensify and infill, likely converting the park-and-ride facility into parking for additional office and commercial activities. Currently, a large number of informal

park-and-ride areas have been established at commercial centers throughout Bakersfield. They support vanpools that go to the prisons, oil fields, and other outlying resource employment areas surrounding Metropolitan Bakersfield. Facilitating the expansion of vanpooling is important to the region's goals.

Freight Mobility on Highways and Roads

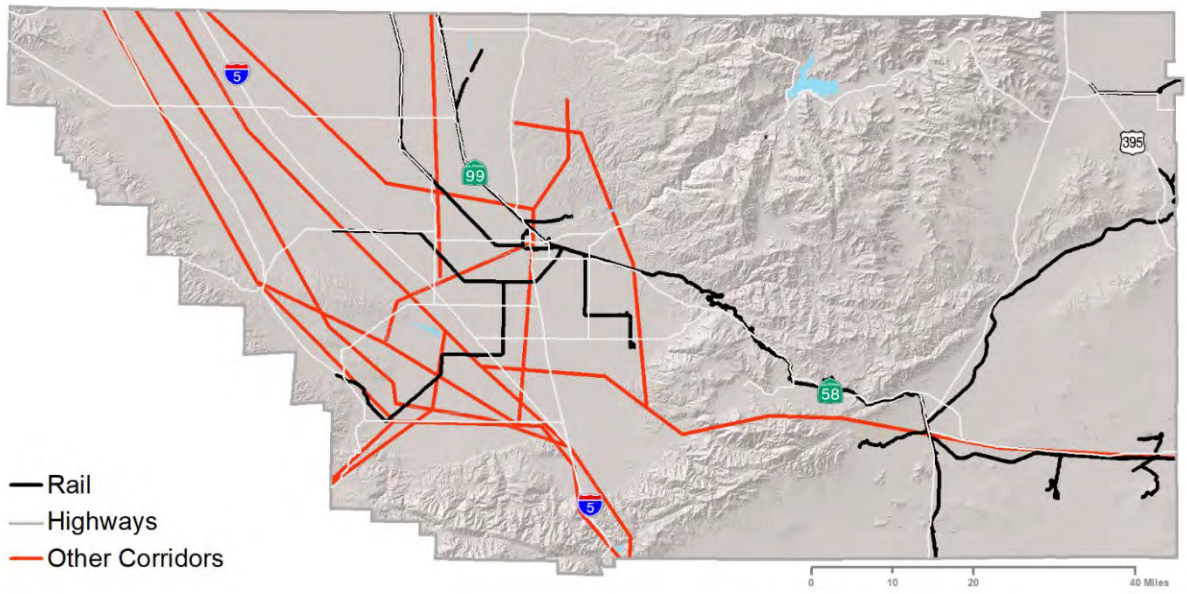
Closely tied to the region's economic and environmental goals, truck freight mobility along highways is highly dependent on land use decisions. For this discussion, freight mobility is divided into three separate areas:

- Interregional through-county, or "primary" goods movement;
- Freight destined/originating locally, or "secondary" goods movement;
- Local freight delivery such as Federal Express/UPS, or "tertiary" goods movement.

Primary Goods Movement

Of the primary or through-county goods movement, pipelines handle more tonnage than all other modes combined (**Figure 5-37**). These privately-operated facilities allow the inexpensive movement of liquid and gas products. In addition to relieving a tremendous tonnage of equivalent truck and rail traffic, the pipelines have terminals that transfer cargo to rail and truck. It is these intermodal points that have the greatest effect on the existing transportation infrastructure and need to be protected from conflicting land uses. The propane gas terminal near Taft is one example of this type of facility, and the Alon Oil Refinery terminal on Rosedale Highway is a distribution point for oil products by truck. Golden Bear,

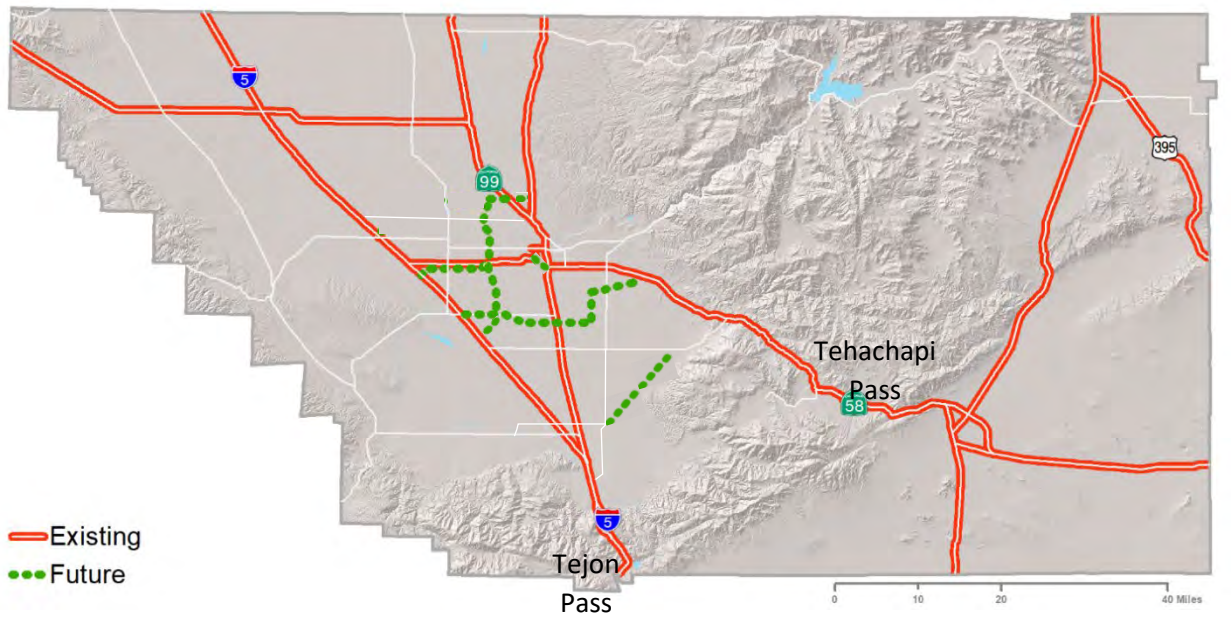
Figure 5-37: Primary Goods Movement Corridors: Truck, Rail, Other



San Joaquin, and other local refining facilities also ship oil products that originated from the local and regional pipeline networks in the region.

Kern lies at the crossroads for much of the trucking goods movement throughout the state. **Figure 5-38** shows the State Highway system that passes through the county. The Tejon and Tehachapi passes are major bottlenecks for trucking and rail. Preservation of these corridor passes for goods movement is critical to Kern County's and California's economic health.

Figure 5-38: Primary Truck Goods Movement Facilities: Existing and Future



Forecasted growth along these corridors is expected to increase dramatically over the next several decades. While Caltrans has proposed additional truck passing lanes through the mountain passes, the number of lanes that can fit in the narrow canyons through the passes is limited.

Options to increase capacity through these passes include adding truck toll lanes that use congestion pricing to create an incentive for trucks to travel at off-peak times. Another option is the double tracking of the rail line over the Tehachapi Pass. This alternative would greatly increase the capacity of the corridor while reducing truck emissions by as much as tenfold. Coordinating the financing of all truck-lane facilities and double tracking the rail corridor could result in more efficient goods delivery to Southern California.

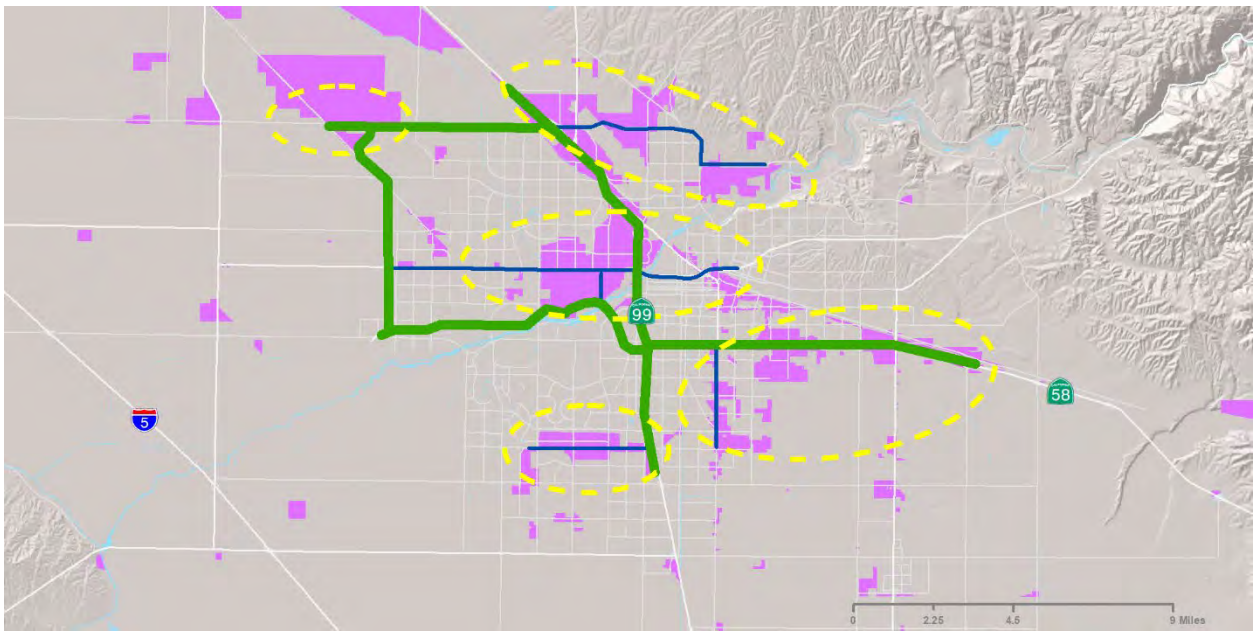
In other areas of the county, congestion on State Routes 99 and 58 through Metropolitan Bakersfield is impeding primary freight traffic through the region. A system of corridors surrounding Metropolitan Bakersfield will help relieve traffic in the Metro core. Shown on Figure 5-31 as red and green lines, these facilities should be considered heavily traveled

truck routes, and land use along these corridors should be tolerant of existing and growing future truck traffic.

Secondary Goods Movement

Secondary goods movement focuses on transport of goods that originate or are destined locally. Secondary goods shipments tend to originate from industrially zoned areas. Metropolitan Bakersfield has five major industrial activity areas that generate freight

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



movement; these areas are shown on **Figure 5-39**. Connecting these areas is a series of internal arterials and collectors that must handle high volumes of truck traffic. **Figure 5-39** shows these facilities as dark blue lines. The yellow dashed areas are the industrial districts. The thicker green lines are a network of major arterials and freeways that connect these districts with each other. The industrial district north of Bakersfield is located at the Wonderful Industrial Park.

Transporting goods along these corridors requires special turning -radius considerations for longer truck trailers. National Surface Transportation Assistance Act truck routes must be able to handle trucks up to 53 feet in length and require special median design to accommodate the larger turning radii. The maintenance of truck routes needs to be accommodated to promote the region's economic and environmental goals.

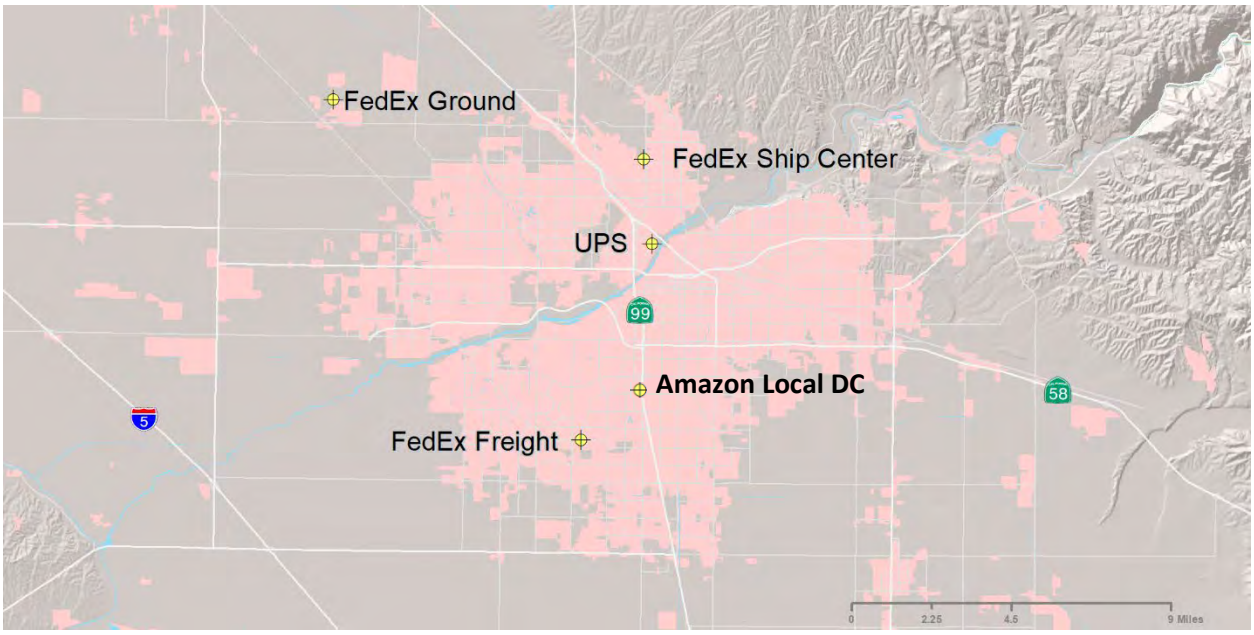
Connections from these industrial districts to the primary or regional goods movement corridors on State Routes are critical. The primary goods movement network in Metropolitan

Bakersfield is becoming heavily congested. Development of additional primary goods movement corridors, as a system of beltways around Metropolitan Bakersfield, will help to relieve some of this congestion.

Tertiary Goods Movement

Tertiary goods movement is the distribution of goods locally. Facilities such as Federal Express and UPS use the entire local street network for delivering goods and services (see **Figure 5-40**). It also includes other goods movement such as grocery and retail store

Figure 5-40: Tertiary Goods Movement Nodes



deliveries. Delivery service is a rapidly expanding sector for goods movement as internet shopping becomes more prevalent. Amazon has recently opened two distribution centers, and is developing a third local facility and has plans for a second one. Providing adequate capacity and siting for these tertiary goods movement activities is critical for the economic viability of the region.

Proposed Road/Highway-Related Land Use Actions

Near Term, 2026–2030

- Continue to use the CEQA review process to inform stakeholders and decision-makers on the impacts of sensitive land use developments near vital transportation infrastructure;
- Work with member agencies to preserve existing and future road and highway rights-of-way from the encroachment of sensitive land uses;

- Implement the long-range 2026 RTP in partnership with member agencies to preserve near- and long-term transportation infrastructure that promote the preservation of goods movement routes and facilities;
- Encourage the adoption of general plan circulation elements with specific plan lines as appropriate to preserve goods movement corridors and high frequency transit corridors; and
- Provide for all types of truck-related goods movement along truck-route corridors.

Long Term, 2030–2049

- Monitor progress toward implementing regional principles developed by the Directions to 2050 outreach process;
- Promote land use along freight corridors that are compatible with goods movement traffic;
- The transportation and circulation framework should define compact districts and corridors that are characterized by high connectivity of streets to not overly concentrate traffic on major streets and to provide more direct routes for pedestrians, good access to transit, and streets that are designed for pedestrians and bicycles, as well as for vehicles;
- New residential developments should include streets that provide connectivity. Cul-de-sacs and walls around communities are especially challenging for providing effective pedestrian and bike access to public transit;
- Transit improvement projects should be targeted at areas with transit-supportive land uses (existing and planned) in and around key destinations and projects that can increase pedestrian activity;
- Streets should be designed to support use by multiple modes, including transit, bicycles, and pedestrians, through proper scaling and provision of lighting, landscaping, and amenities. Amenities must be designed to provide comfortable walking environments;
- Buildings should be human scaled, with a positive relationship to the street (e.g. entries and windows facing onto public streets, and appropriate articulation and signage);
- The impact of parking on the public realm should be minimized by siting parking lots behind buildings or screening elements (walls or landscaping). Buildings should be close to the road so parking can be located on the side or in the rear; and
- Relax roadway level of service (LOS) standards in high-priority transit corridors. In high-demand, high-capacity transit corridors—specifically, the Lines 1 and 2 Rapid alignments identified in the Short-Term Plan, where service is proposed to be

upgraded to bus rapid transit—it may be desirable, even necessary, to reduce minimum standards for intersection LOS. There has been some discussion already of site-specific relaxations of the existing City of Bakersfield standard of LOS C related to adjacent transit-oriented developments. If traffic lanes along major arterials such as Chester Avenue and California Avenue were to be set aside for exclusive use by transit vehicles, congestion might result at some locations, exceeding the existing threshold for mitigation. In these cases, mitigation could be pursued, but it might not always be possible or even desirable to implement typical mitigation such as additional turn lanes, as such measures can sometimes impinge on the pedestrian realm or even adjoining properties. In these instances, policymakers would be faced with a decision: accept somewhat higher levels of traffic congestion at these locations or accept less robust transit-priority treatments. It should be noted that minimum roadway level of service standards in many urban areas are LOS D, or less in some cases.

Land Use Decisions Outside Kern County

Land use decisions in neighboring jurisdictions can greatly impact Kern's regional transportation system, as is being experienced at the northern end of the San Joaquin Valley. Spillover development from coastal areas will be a primary driver for development in the Kern region. However, the percentage commuting to Los Angeles County from 1990 to 2000 remained unchanged at 3% of the total households in Kern, indicating that the main wave of urbanization has yet to reach this county. Kern COG and the Southern California Association of Governments (SCAG) meet periodically to discuss interregional planning issues such as land use, transportation strategies, and regional housing needs. Recent meetings have been held to discuss the proposed Centennial new town development on Tejon Ranch property south of the Kern County line near Interstate 5 and State Route 138. Kern COG provides modeling on the transportation impacts of this development to the Kern region. In addition, Kern COG has agreements in place with the San Joaquin Valley metropolitan planning organizations and the four-county Eastern Sierra Transportation Planning Partnership.

Proposed Actions

Near Term, 2022–2026

- Encourage land use decisions by member agencies that promote pedestrian, bike, and transit-oriented mixed-use and infill development;
- Continue to review and comment on environmental documents and their identified transportation impacts, recommending pedestrian, bike, and transit-oriented development strategies;
- Promote increased communication with neighboring jurisdictions on interregional land use issues;
- Coordinate regularly with SCAG on interregional land use and transportation planning issues;
- Coordinate with the San Joaquin Valley Metropolitan Planning Organizations on interregional land use and transportation planning issues; and
- Coordinate with the Eastern Sierra Transportation Planning Partnership on interregional land use and transportation planning issues.

Long Term, 2027–2046

- Encourage land use decisions by local government member agencies that promote pedestrian, bike, and transit-oriented mixed-use and infill development;
- Where appropriate, encourage local government agencies to plan for high-density, pedestrian-oriented transit hubs that support the current and planned investment in alternative transportation modes such as bus transit;

- Encourage higher densities by member agencies necessary for the Regional Housing Needs Allocation Plan;
- Promote land use patterns that support current and future investments in bus transit and that may one day support passenger rail alternatives;
- Re-evaluate feasibility of commuter rail alternatives and intermodal connections with implementation of the GET Long-Range Transit Plan and in light of potential high-speed rail service;
- Promote increased communication with neighboring jurisdictions on interregional land use issues;
- Coordinate regularly with SCAG on interregional land use and transportation planning issues;
- Coordinate with the San Joaquin Valley Metropolitan Planning Organizations on interregional land use and transportation planning issues;
- Coordinate with the Eastern Sierra Transportation Planning Partnership on interregional land use and transportation planning issues; and
- Continue coordination activities with the San Luis Obispo and Santa Barbara COGs on interregional land use and transportation planning issues for State Routes 33, 41, 46, 58, and 166.

CHAPTER 6 FINANCING TRANSPORTATION

Regional transportation plans must include a financial element that identifies monetary resources to implement the plan (23 USC 134(h)(2)(B)). This Chapter serves as the Financial Element to fulfill the federal requirement that the 2026 RTP be financially constrained (i.e., budgeted) and provides a cost analysis for implementing the program of projects included in the Chapter 5 Strategic Investments (Action Element). It describes the financial situation that will exist between FY 2026 and FY 2049, the implementation period for this 2026 RTP.

FINANCIAL ANALYSIS PROCESS

The Kern Council of Governments (Kern COG) has estimated revenues that are reasonably expected to be available from known federal, state, local, and private sources of transportation funding to implement the proposed projects. Each year, Kern COG is responsible for selecting and prioritizing transportation projects for the allocation of millions of dollars in funding. These responsibilities involve programming federal, state, and local transportation funds, each of which may have different requirements, limitations, and schedules.

Projecting revenues and expenditures over this length of a planning period is difficult at best. The analysis relies partly on historical funding patterns from state and federal sources, though effort has been made to account for new methods of allocating state transportation funds since the passage of Senate Bill 45 (Government Code Chapter 622), effective January 1, 1998. In addition, the year of expenditure must be considered when estimates for capital projects are developed; this is required by the federal surface transportation act.

Even for existing funding sources, understanding and implementing the complex array of local, state, and federal programs is not easy. Some of the programs rely on allocations, others on apportionments, and others are matching programs. Different combinations of apportioned, allocated, or matched dollars from local, state, and federal sources can be applied to one project. Many of the projections included in the 2026 RTP rely on simplified financial assumptions upon which programming assumptions are then based.

The comparison of revenues and expenditures are not an exact budget, but rather a forecast of future financial conditions for the FY 2026-2049 planning period covered by this RTP.

For additional information please refer to Chapter 1.

REVENUE PROJECTION ASSUMPTIONS

The 2026 RTP financial plan identifies forecasted revenues and expenditures approaching $15.7 billion for capital and operations and maintenance, for all modes including high-speed rail. Approximately $8.9 billion is identified to support the region's capital transportation investments. About $6.8 billion is designated for operations and maintenance of the current and future system. The plan includes a constrained revenue forecast of local, state, and federal sources that are considered reasonably available over the life-span of the 2026 RTP. Financially constrained projects reflected in **Table 5-1** are matched with expected revenue summarized in **Table 6-1** and based on revenue streams considered by the region to be reasonably available. Approximately 83% of these revenue streams are based on traditional and past revenue streams, while about 17% are considered reasonably available anticipating future changes to local and regional policies and revisions to state and federal transportation legislation.

Approximately $2.7 billion of the $15.7 billion revenue estimate is based on revenue streams considered reasonably available to regions in the future as a result of: (1) adjustments to state and federal gas tax rates based on historical trends and recommendations from two national commissions (National Surface Transportation Policy and Revenue Study Commission and National Surface Transportation Infrastructure Financing Commission); (2) leveraging of local sales tax measures; (3) potential national freight program/freight fees; (4) future state bonding programs; (5) mileage-based user fees; and/or (6) other potential new revenue sources such as federal earmarks. A similar conservative assumption was made in prior RTPs with the approval of federal review agencies. For the past three cycles we have seen increases in revenue above historic levels. In 2014-2018 the state approved SB1 gas tax increasing funding for transportation by $5.4B per year to the state. In 2018-2022 the federal government approved the IIJA adding $15B nationally to transportation funds. In 2022-2026 most of Kern's local governments (some earlier) approved 1 cent general sales tax measures for public safety, providing an estimated $2B increase in local transportation maintenance funding based on recent local government expenditure reports.

For the Kern region, each of these funding concepts has a varied weight of opportunity; they are all options that have been under discussion by state and federal legislators for many years and are currently considered reasonably available by larger regional agencies in California. While no one item should be considered a silver bullet for a smaller region such as Kern, collectively, and based on a very conservative estimate, Kern considers several to be reasonably available revenue streams during the life of the plan. Note that there are discussions of an increase in the federal gas tax rate and increasing tax on electric vehicles to cover their share of road maintenance costs so the increase is deemed reasonably available by this MPO. Failure to plan for these funds could result in project delays.

The conservative estimate of $2.7 billion (17% increase) is based on a combination of newer financing opportunities coming into play during the life of this plan. As such, these revenue streams are collectively listed in Table 6-1 and included as "Other Revenue" in the Revenue Summary for the financially constrained element of this plan. No one item is selected, since Kern's transportation history is mostly dependent on transportation impact fees, other local bonding, and local, state, and federally legislated transportation bills including earmarks and appropriations. In the past several years, state and federal discretionary transportation funding opportunities have turned to performance-based outcomes for the project selection process.

In 2012, the Kern region implemented a project selection policy that supports revenue leveraging and performance-based selection criteria to support livable communities and complete streets concepts. Presented below is justification for Kern's "Other" revenue assumptions.

- Kern COG has updated its project selection policy and guidance document to direct its priorities toward projects that support livable communities and complete streets goals.
- Improvements to the gas tax structure, odometer-based taxes, federal freight-related programs, and other identified programs will collectively serve to develop consistent and sustainable funding streams not currently enjoyed by most regions or states. Reforms in these areas would benefit not only the Kern region but all regions in the state and nation.
- Kern projects constrained by the addition of $2.7 billion focus on the areas of operations and maintenance and expanded services to transit, maintenance of streets and roads, and the further implementation of projects that support livable community concepts and complete streets.
- Regional highway capacity projects in Kern include a serious need for safety improvements to many lane miles of two-lane "conventional" highways that could be much safer with four lanes and shoulders/pedestrian improvements.
- Currently waning funding levels for projects of regional significance would be bolstered by state and federal excise tax reform and afford the opportunity for Kern to deliver identified projects that improve safety and increase mode choices.
- The plan does not recommend the use of future revenue streams to add capacity projects, but Kern COG understands that these projects will require a sustainable revenue stream brought on by state and federal reforms to the gas tax to sustain core assumptions to deliver these projects.

- Kern COG has taken steps to move toward integrating safety priorities of capacity needs with cost-effective operational improvements that cost less but provide safety benefits.
- Ongoing outreach to Kern residents indicates a resounding priority to maintain our streets and roads, improve non-motorized opportunities, improve transit, and keep our highways safe.

The assumptions below represent revenue streams considered reasonably available over the last several transportation acts.

- **National Highway System (NHS) and Surface Transportation Program (STP) dollars** are combined with State Highway Account (SHA) dollars to fund the State Transportation Improvement Program (STIP). Total funding available for STIP is apportioned as county shares. The STIP is then divided into two funding groups: (1) the Regional Improvement Program (RIP), which programs 75% of STIP funding; and (2) the Interregional Improvement Program (IIP), which programs the remaining 25%. Of the IIP funding, only 10% can be used in urban areas; the rest is for rural highway projects and other programs, such as rail.
- **County-share estimates to fund state highway projects** and other projects of regional significance are based on California Department of Transportation (Caltrans) projections of Kern County's share and are projected over a 20-year period. Inflation rates were not applied for revenue projections. The first five years of revenue estimates assumed current Federal Transportation Improvement Program (FTIP) project funding plus an additional $30 million. The second five years assumed a RIP rate of $30 million per year for five years and $10 million per year from the discretionary IIP source. The final 10 years assumed $30 million for RIP and $10 million for IIP per year.
- **Year-of-expenditure project estimates** shown in Tables 5-1 and 5-2 are constrained by reasonably available revenue estimates outlined herein. Year-of-expenditure is defined as the anticipated fiscal year that construction would begin. A statewide annual average of 3% for expected inflation was applied to these estimates.
- The assumption for the **State Highway Operations and Protection Program (SHOPP) funding** projection was to calculate the last five years of SHOPP projects based on the FTIP.
- Safety Program dollars were allocated in four distinct programs: **Highway Bridge Program (HBP), Highway Safety Improvement Program (HSIP), Emergency Relief, and Local (Section 130) At-Grade Crossing**. These were averaged over the last five years and extrapolated based on FTIP analysis. No inflation factors were applied.

- For the **Regional Surface Transportation Program**, annual apportionments were averaged and projected over 24 years. Inflation factors were not applied.
- For the **Congestion Mitigation and Air Quality Improvement (CMAQ) Program**, annual apportionments were averaged and projected over 24 years. Inflation factors were not applied.
- The **Bakersfield and Rosamond Transportation Impact Fee programs** are based on residential, commercial, and industrial development but are difficult to predict. For the Rosamond Impact Fee, an average was determined to have been collected over the last several years, while the Bakersfield impact fee was calculated based on the latest fee schedule. Amounts were then projected linearly with growth and inflation factors applied.
- **FTA Funding Section 5307 (Urbanized Area Formula Apportionments for Transit)** annual apportionments were averaged and projected over 24 years. Inflation factors were not applied.
- **FTA Funding Section 5339 (Busses and Bus Facilities for Transit)** annual apportionments were averaged and projected over 24 years. Inflation factors were not applied. **FTA Funding Section 5310 (Elderly and Disabled Persons Transit)** was projected using annual inflation and growth factors and past FTIP programming.
- **FTA Funding Section 5311 (Non-Urbanized/Rural Transit Assistance)** was projected using annual inflation and growth factors and past FTIP programming.
- **Local Transportation Fund (LTF)** was projected using the last five years of expenditures.
- **Active Transportation Program (ATP)** is a state program which combines state and federal funding. The federal program is called Transportation Alternatives (TA). While there is an MPO pass-through (formula distribution) for the ATP, a significant amount of the program is discretionary. The projection for this revenue source uses the FTIP average of awarded projects over the last several cycles.
- **Community Development Block Grants (CDBG)** – A small percentage (5%) of improvements from these grants were directed toward normal non-motorized improvements, including bicycle lanes and sidewalks.
- **Tax Credit Incentives** – Also a community development revenue stream, a similar assumption was made as with the CDBG grants, assuming that any new or reconstruction has and would require improvements to roadways and sidewalks contiguous to upgraded or new property construction.
- **SB 1** – Senate Bill 1, the Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017. The newly adopted state gas tax is expected to introduce approximately $500 million or more of new revenue to the Kern region for use on

streets and roads maintenance. There are several discretionary components to the SB 1 funding program, through which Kern projects could be advanced, potentially exceeding the $500 million estimate.

The assumptions below represent newer goals and policies that the Kern region will rely on to deliver an additional 17% of the program.

- State and Federal Gas Excise Tax Adjustment to Maintain Historical Purchasing Power – Beginning July 1, 2020, state fuel excise taxes are subject to annual inflation rate adjustments. The federal excise tax is not adjusted annually for inflation.
- Mileage-Based User Fee (or equivalent fuel tax adjustment) – Mileage-based user fees would be implemented to replace gas taxes.
- Private Equity Participation – Private equity share as may be applicable for key initiatives (e.g., toll facilities). Freight rail package assumes railroads' share of costs for mainline capacity and intermodal facilities.
- Freight Fee/National Freight Program – A national freight program was approved as part of the FAST Act. The Federal formula for funding the national freight network was developed for discretionary programs throughout the nation.
- Bond Proceeds from Local Sales Tax Measures – Issuance of debt against existing sales tax revenues in Kern County.

Figure 6-1: Transportation revenues 2026-2049 ($ x 1,000)

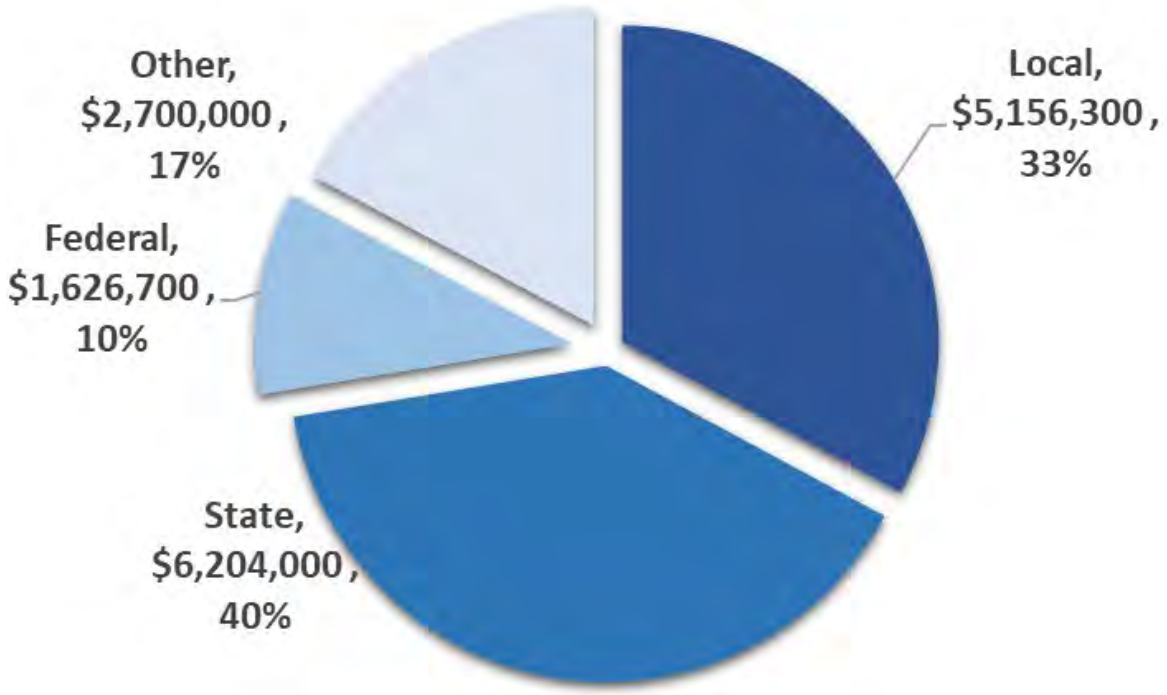


Table 6-1: Revenue Forecast 2026-2049 ($ X 1,000)

Revenue Forecast 2026-2049 ($ X 1,000)			**Advanced Tech, Safe, Clean Transportation--Transportation Control Measures (TCM)**				**Fix-It-First, Keep-It-Local, Cost-Efficient | Reg. Projects**	
			Transit, Passenger Rail, Intelligent Trans. Sys., HOV, Park & Ride, etc.		**Bicycle & Pedestrian Complete Streets Improvements, Maint.**		**Priority Regional Projects, Roadway Safety, Operatns. & Maintenance (O&M)**	
Funding Source	**Total Revenue**	**Overall Percent**	**Capital**	**O & M**	**Capital**	**O & M**	**Capital**	**O & M**
Local Sources								
Cal Vans/other vanpools	192,000	1.2%	48,000	144,000				
Local - General Funds - Roadway Operations & Maintenance	2,261,900	14.4%				203,600	1,000,000	1,058,300
Transportation Dev. Act / Local Transportation Fund	1,325,800	8.5%	265,200	265,200	29,800			765,600
Transit Farebox	267,600	1.7%		267,600				
Local Agency Funds-Developer Fees/Impact Fees/Other	1,109,000	7.1%	37,000		84,700		987,300	
Subtotal	**5,156,300**	**32.9%**	350,200	676,800	114,500	203,600	1,987,300	1,823,900
State Sources								
SB 1	500,000	3.2%		75,000	45,000			400,000
STIP (Regional and Interregional)	960,000	6.1%	50,000				910,000	
State Transit Assistance Fund (STAF)	161,000	1.0%	32,200	128,800				
State Highway Operation and Protection Program (SHOPP)	1,920,000	12.2%			134,500	88,400		1,697,100
State Aid to Airports	3,000	0.0%	3,000					
Other sources - Cap and Trade, TIRCP/ZETCP, CHSRA, etc.	2,660,000	17.0%	2,606,800	53,200				
Subtotal	**6,204,000**	**39.5%**	2,692,000	257,000	179,500	88,400	910,000	2,097,100
Federal Sources								
Regional Surface Transportation Program	288,000	1.8%				25,900	28,800	233,300
Transportation Alternatives Program / Active Transportation Program	40,800	0.3%			40,800			
Congestion Mitigation and Air Quality Program	264,000	1.7%	172,000		92,000			
Local Assistance (HSIP, HBP, Sec.130, Emergency Relief)	120,000	0.8%			10,800			109,200
FTA Section 5307 and 5339 (Transit)	288,000	1.8%	72,000	216,000				
FTA Section 5310 & 5311 (Transit – senior/disabled/rural)	24,000	0.2%	6,000	18,000				
State/Federal Demonstration / Other	56,900	0.4%	16,900		11,500		28,500	
CHSRA	500,000	3.2%	500,000					
Federal Aid to Airports	45,000	0.3%	22,500	22,500				
Subtotal	**1,626,700**	**10.4%**	789,400	256,500	155,100	25,900	57,300	342,500
Revenue From Potential Future Sources*								
Active transportation System Countywide Capital & Maint.	300,000	1.9%			300,000			
Mass Transportation - expansion of transit system	240,000	1.5%	120,000	120,000				
Mass Transportation - Commuter Rail	414,000	2.6%	228,000	186,000				
Roadway Improvements, Safety; Operations, Maintenance	1,746,000	11.1%			349,200		698,400	698,400
Subtotal	**2,700,000**	**17.2%**	348,000	306,000	649,200		698,400	698,400
% funding by category from other sources	*100.0%*		*12.9%*	*11.3%*	*24.0%*	*0.0%*	*25.9%*	*25.9%*
Grand Total	**15,687,000**	**100%**	**4,179,600**	**1,496,300**	**1,098,300**	**317,900**	**3,653,000**	**4,961,900**
Total Capital Revenue	8,930,900	*100%*	*27%*	*10%*	*7%*	*2%*	*23%*	*32%*
Total O & M Revenue	6,776,100	*100%*	*36%*		*9%*		*55%*	

*Potenital sources: Fed. fuel tax increase, cap & trade revenue, e-commerce, freight fee, bonds, self-help sales tax, odometer based user fee, private sector.

- E-Commerce Tax –Potentially, e-commerce tax revenue could be used for transportation purposes, given the relationship between e-commerce and the delivery of goods to California purchasers.
- State Bond Proceeds, Federal Grants, and Other Financing for California High-Speed Rail Program – State general obligation bonds authorized under the Bond Act approved by California voters as Proposition 1A in 2008; federal grants authorized under the American Recovery and Reinvestment Act and High-Speed Intercity

Passenger Rail Program; potential use of qualified tax credit bonds; and private sources.

REVENUE SOURCES

Revenues identified in the 2026 RTP financial forecast are those that have been provided for the construction, operation, and maintenance of the current roadway, transit, and airport systems in the Kern region. Baseline revenues include existing local, state, and federal transportation funding sources. As **Figure 6-1** and **Table 6-1** summarize, revenue forecasts for the Kern region are estimated to be approximately $15.7 billion for the RTP period. Revenue levels identified in Table 6-1 reflect reasonably available funding and include estimates for funding programs used over the last several years.

Approximately $6.8 billion of the $15.7 billion in expected revenue is for the operation and maintenance of the countywide transportation system. The remaining $8.9 billion is dedicated to capital improvements for all modes over the 24-year period of this plan.

Local Revenue

Funding from local sources contributes nearly one-half of the revenues to this RTP. Major contributions to local revenue include, local general funds for roadway maintenance (14.4%), Local Transportation Funds (8.5%), bus transit fare box (1.7%), and other local funding such as developer fees and general funds (7.1%).

One potential source of local funding for Kern County is a transportation impact fee (TIF). Outside Metropolitan Bakersfield, most developments currently do not pay a fair-share impact fee to offset the costs of constructing regional street or highway improvements. The impact fee is designed to collect the difference between the cost of the new roads attributable to new development and the amount of gas tax revenues that the new development will produce for the County or cities to use in road construction. Kern COG has undertaken a series of studies to assess the potential for future TIF programs within unincorporated county areas and small cities. Several small cities have implemented new TIFs, including Tehachapi, McFarland, Delano, Shafter, and Wasco. The County of Kern and the City of Tehachapi has adopted a new TIF for the greater Tehachapi area, and the County will continue to review growing unincorporated areas and develop identical programs when appropriate.

State Revenue

State funding sources constitute about 39.5% of the total 24-year transportation budget. Most of these monies come from the State Transportation Improvement Program (6.1%) and the State Highway Operation and Protection Program (12.2%). State Transit Assistance funds make up 1% while the newly introduced SB 1 funding adds an additional 3.2%. In

April 2017, Senate Bill 1 the Road Repair and Accountability Act was signed into law. The administration estimates this legislation will increase state revenues for California's transportation system by an average of $5.2 billion annually over the next decade. Kern County is estimated to receive over $500 million over the life of this RTP. Two thirds of the funding is slated for road repairs while the rest is focused on transit, freight, bike and pedestrian improvements. The program is primarily funded by a 12-cent per gallon gas tax increase as well as other tax and fee increases; the funding mechanism will bring in less revenue over time. As the state goals to increase low and zero emission vehicles are implemented, the amount of annual revenue from gas tax is anticipated to decrease significantly after the first 20 years. A portion of the SB 1 includes a fee on electric vehicles but only accounts for about 4% of the total revenue from the act. Still, in the near and mid-term of this plan the act provides a much needed source of transportation funding.

Federal Revenue

Approximately 10% of the transportation funds for the 2026 RTP program of projects come from federal funding sources. For purposes of discussion in this document, the STIP and SHOPP programs were considered as state revenue programs; however, their funding is approximately 80% federal highway funds or 40% of the estimated state revenues discussed above. Federal Transit Administration dollars constitute approximately 2% of all RTP funds. These funds are generally used to support transit capital and operating needs. The remaining programs are for safety projects and aviation funding.

Federal revenue estimates in **Table 6-1** are consistent with federal fund estimates resulting from the passage of the Infrastructure Investment and Jobs Act (IIJA) . Project programming of regionally significant projects and revenue estimate information is consistent with the latest four-year STIP fund estimate adopted by the California Transportation Commission (CTC) for use in the development of the 2026 STIP.

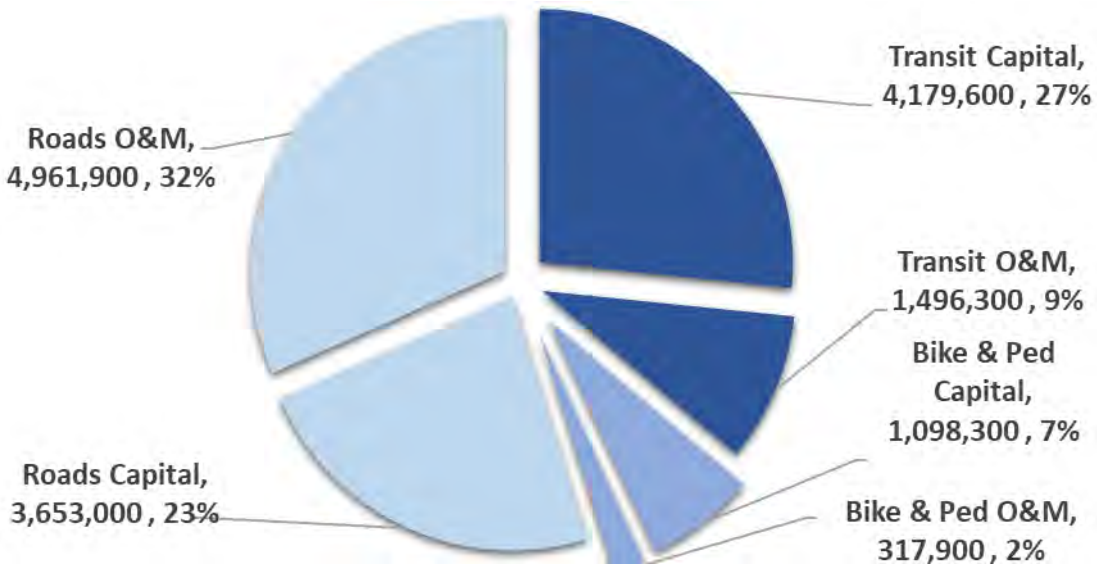
BASELINE EXPENDITURES

Given the 2026 RTP's baseline cost estimate of $15.7 billion, **Figure 6-2** illustrates the mode split for the region. The data show that about 55% of the region's baseline costs are dedicated to street and highway improvements and maintenance. Thirty seven percent (36%) of expenditures are for transit, HOV and rail capital needs, operations and maintenance. The remaining 9% of RTP expenditures are for transportation improvements including active transportation projects, complete streets, aviation capital improvements and maintenance.

Financial Constraint Demonstration

Kern COG has assembled a comprehensive inventory of the transportation revenue programs currently in use by all governmental entities (federal, state, and local) and has projected these revenues primarily based on historical averages over the life of the RTP. Financial revenue projections are based on the best available data from existing sources (i.e., Federal Highway Administration, Caltrans, Kern COG historical programming data, member agency information). **Table 5-1** reflects capital projects that are constrained to revenue estimates in **Table 6-1**.

Figure 6-2: Investments by Mode 2026-2049 ($ x 1,000) 77% for Operations/Maintenance, Transit & Active Transportation



Funding Shortfall of $50 Billion

To further assess the region's financial outlook, baseline revenues were matched against a program of projects that have been divided into two groups: constrained and unconstrained. The $52 billion "Next-In-Line" Unconstrained Program of Projects (**Table 5-2**) lists projects considered necessary for development of Kern County's transportation infrastructure but for which funding cannot be reasonably expected within the time frame of this RTP. The $52 billion includes $30 Billion in unidentified funding to connect the high-speed rail from Bakersfield to Palmdale. In addition, many of the projects listed in **Table 5.2** will not be needed by the horizon year of the plan at current forecasted growth rates, however they will be needed as existing entitlements near build out.

Figure 6-3 shows the $50.48 billion shortfall in funding the Kern region will experience, including funding deficits to operate, maintain, and rehabilitate its existing transportation system over the RTP time frame. While a $50 billion shortfall is shown, it is likely much greater because some projects do not as yet have actual year of expenditure cost (YOE)

estimates because their YOE has yet to be identified. Such projects as high-speed rail improvements and grade-separation projects (over- and under-crossings) do not have identified funding. Some grade separations have been included as components of street

Figure 6-3: $50 Billion Investment Shortfall



Note: Funding need Includes $30 Billion in funding not yet identified for high-speed rail. Not all projects in the Table 5.2 unconstrained list will be needed by the horizon year of this plan at current growth rates.

widening projects, while others are stand-alone projects. Costs will vary based on right-of-way purchases in addition to construction costs. A baseline cost estimate on the order of an additional $40 million per project for grade separation projects could be added to the $50 billion identified shortfall.

The extensive list of unconstrained projects, including regionally significant highway improvements, interchanges, regional roadway improvements, rail and bus service, railroad grade crossings, transportation control measures, and deferred roadway maintenance, paints a vivid picture of Kern County's need for additional revenue. Funds to support operations and maintenance—whether it be street and highway, bus and rail, or transportation demand management programs—are the most difficult to find. Historically, the Kern region has relied heavily on local monies for these operating funds.

Operating funds for streets and road maintenance have been available traditionally through gas taxes, Transportation Development Act (TDA) funds, and flexible federal transportation funds; however, TDA funds in support of street and road maintenance projects are not expected to continue. With increasingly fuel-efficient vehicles and the rising cost of gasoline, revenues from gas taxes are not expected to increase at more than a nominal rate.

For transit, Kern COG is estimated to receive $100 million of Transit And Intercity Rail Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP) funding, over 5 years beginning in FY 23/24 through FY 27/28, to fund transformative capital

improvements that will modernize California's intercity, commuter, and urban rail systems, and bus transit systems to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. No alternative funding source has been identified to augment these funds. Thus, the Kern region's shortfall could easily be more than double the amount of constrained funding by the horizon year of this plan.

Future Revenue Shortfalls for Transportation Maintenance and Expansion

Problem: Federal Energy/Environmental Policies Impact Transportation Funding for Maintenance and Expansion – The recent increase of supplemental gas tax funding sources, such as toll roads in Southern California, sales tax measures, and transportation impact fees on new development, may be symptomatic of a much larger issue. Federal transportation, energy, and environmental policies are linked by the use of federal tax law involving motor fuels to advance national objectives. However, these tax policies are often debated and decided on separately, resulting in policies that sometimes contradict goals and objectives in other policy areas.

In 1956, the federal Highway Trust Fund was established to ensure that America would have a "pay-as-you-go" system for funding needed highway and bridge improvements. The principle was: The more you drive or use the roads, the more you pay to build and maintain them. Congress, in its 2004 transportation-funding bill, reaffirmed this principle. However, current public investment in road, bridge, and mass transit improvements financed by highway user fees is not sufficient to maintain the system's physical condition and has left local governments scrambling to find alternative funding sources to fund their transportation infrastructure. Two specific issues exacerbate this funding situation: less tax revenue generated as a result of improved fuel economy and gas tax revenues allocated to promotion of alternative fuels.

Cause: Improved Fuel Economy Reduces Highway Trust Fund Revenue – Since the 1970s, vehicle manufacturers have struggled to meet federal requirements for fuel economy. While improvements to fuel economy allow more travel on the overall transportation system, lower tax revenues generated per mile of travel result in increased wear and tear on the system. From 1970 to 2000, the average vehicle fuel economy (for all cars and trucks) has improved 42% (from 12 miles per gallon (mpg) to 17 mpg). If today's vehicle fleet had remained at 12 mpg, gas tax revenues would be $46 billion higher than the recent rate of $110 billion per year (federal, state, and local). If this trend continues over the next 30 years, the potential loss in gas tax revenue per vehicle mile traveled could drop by a third, furthering problems in maintaining the system. The vehicle manufacturers' commitment toward providing more fuel-efficient gasoline-electric hybrids, the promise of hydrogen fuel cell technology, and increased fuel costs that motivate consumers to purchase these vehicles will likely accelerate this trend. A more fuel-efficient national

vehicle fleet is a worthy national policy to reduce dependence on foreign oil, but a mechanism is needed to preserve the nation's transportation infrastructure investment.

Cause: Use of Gas Tax Revenue to Promote Alternative Fuels/Modes – In addition to highway maintenance and expansion, small portions of the gas tax are used for programs like deficit reduction and improved air quality. The Congestion Mitigation and Air Quality Improvement (CMAQ) Program uses 3% of federal gas tax funds to reduce transportation-related emissions in areas that do not attain federal clean air standards. Projects using CMAQ funds are required to demonstrate a reduction in emissions, usually by reducing gasoline/diesel fuel consumption through the use of alternative fuels. Many of the projects result in a reduction in gas sales and subsequent loss of tax revenue. CMAQ is an effective program that provides funds to help clean the air in nonattainment areas and has only a relatively minor impact on gas tax revenue; however, it is one of many instances of federal energy and environmental policies affecting the "pay-as-you-go" policy of the transportation systems.

Possible Solution: Toll-based System and Congestion Pricing

Many revenue mechanisms are being considered to augment the gas tax. They include gas tax increases, sales tax measures, transportation impact fees on new development, and tolls. One system to consider for augmenting or replacing the current flat rate gas tax system has been implemented for trucking in Europe. The Swiss version of the system uses satellite global positioning systems (GPS) technology and tachometer data that is uploaded to the Internet to create a travel log for calculating a toll fee based on where the vehicle has traveled. Alternative transportation funding mechanisms would provide incentives to carry out national policies for cleaning the air and conserving fuel while reducing deterioration of the existing transportation infrastructure and providing increased capacity where needed. A variable toll rate based on weight per tire is an example of an incentive that would promote the reduction of wear and tear on the highway system. With such a variable rate, trucking companies might consider adding more axles to reduce per tire weight (and subsequent road wear) to reduce their toll fees.

With a toll-based system, congestion pricing also becomes an option. Trips in heavily congested areas during peak hours could also be billed a higher toll to fund increased transportation capacity and provide an incentive for drivers to seek alternative modes at these times.

Implementing a toll-based system would have some significant hurdles. The public often views tolls as double taxation; that is, tolls being paid in addition to the gas tax. However, a toll-based system for trucks could eliminate the passenger vehicle subsidy for maintenance of highways created by truck travel. Eighty percent of the wear and tear on the

nation's roads is attributed to heavy trucks while they only account for approximately 20% of the total fuel tax revenue and 8% of the total vehicle miles traveled. Despite this, in Southern California, the trucking industry is advocating incentives such as using the toll funds to build commercial "all-truck" toll facilities. The advantage to the trucking industry is that the lanes could be built to allow heavier loads and longer train sets (triple trailers) that cannot currently operate in California. In the interim, local governments will have to focus more on local funding sources to make up the funding shortfall in the face of ever-increasing vehicle use and congestion.

Possible Solution: Mileage-Based User Fee (or Equivalent Fuel Tax Adjustment)

Senate Bill 1121 (2022) requires the California Transportation Commission to prepare a needs assessment to quantify the costs to operate, maintain, and grow the state and local multimodal transportation system over the next 10 years. This needs assessment, consistent with the California Transportation Plan, considers climate resiliency needs, forecasts expected federal, state, and local agency revenues, quantifies revenue shortfalls, and provides recommendations on how to address these shortfalls. An Interim State and Local Transportation System Needs Assessment Report was submitted in 2024, and the Full State and Local Transportation System Needs Assessment Report is due in 2025, and every 5 years thereafter.

Advancements in technologies enabling greater use of electric or alternative fuel vehicles will continue to impact gas tax revenues. The US Energy Information Agency forecasts that fuel efficiency for all light-duty vehicles will steadily increase, from an average weighted mpg of just over 20 in 2008 to nearly 29 in 2030. The fuel efficiency of freight trucks also is expected to improve, although at a slower rate, from an average weighted mpg of about 6 in 2008 to nearly 7 in 2030. These forecasts assume there is no major paradigm shift in vehicle fuel technology, such as affordable electric cars or hybrid heavy-duty trucks. It also assumes no shift will occur in public policy or public attitudes that encourage people to reduce their long-term travel habits or shift to more efficient vehicles more quickly. Given the growing concern about climate protection and fuel price volatility, however, such changes are likely to compromise the long-term viability of the current fuel tax.

Southern California Association of Governments (SCAG) projections indicate that the total number of vehicle miles traveled in the SCAG region will increase by about 16% by 2035. The National Surface Transportation Infrastructure Financing Commission also predicts an increase in vehicle miles traveled (VMT) nationwide. The Financing Commission evaluated a combination of short- and long-term factors, identifying that short-term motor fuel price volatility combined with a weak economy could have a considerable negative impact. They indicate that despite a recent national decline in VMT, travel growth nationally will resume

a trajectory of about 1.5% to 1.8% per year for the foreseeable future due to factors such as population growth, economic growth, and land use patterns. Accordingly, the Financing Commission's findings and recommendations indicate that the most viable approach to efficiently fund investments in transportation in the medium to long run will be a user charge system based more directly on miles driven (and potentially on factors such as time of day, type of road, vehicle weight, and fuel economy) rather than indirectly on fuel consumed. Additionally, the National Surface Transportation Policy and Revenue Study Commission identified consistent findings and recommendations.

Numerous studies in the United States have tested approaches to charging drivers on a use basis - including in Oregon and the Puget Sound region of Washington State. A nationwide survey was conducted by the University of Iowa for the US Department of Transportation that focused on equipment for monitoring travel and methods of billing. The study involved about 2,700 vehicles in 12 locations. Participants were surveyed on their reactions to receiving two types of monthly bills: one providing aggregate data only and the other showing detailed information that included routes of travel. The study included the installation of on-board systems in six regions across the country (San Diego, Baltimore, Austin, Boise, Research Triangle in North Carolina, and eastern Iowa). The aim of the study is to design a prototype road pricing system that is reliable, secure, flexible, user-friendly, and cost-effective and to assess vehicle operators' reactions to the system.

For the SCAG region, revenue from mileage-based fees totals $48 billion from FY 2025 to FY 2035. This analysis assumes that mileage-based fees would replace existing state and federal gas taxes.

CHAPTER 7 FUTURE LINKS

This Chapter deals with key future trends that may affect the RTP in future cycles. Forecasting for more than 5 years can be problematic and should be updated regularly. The Future Links Chapter discusses some major game changers that need to be watched closely with each update of the RTP including:

- Corridor Preservation
- Needed Unfunded Projects and Financial Mechanisms
- Adaptive Cruise Control/Autonomous Vehicle Technology
- High Speed Rail
- Air Quality Contingencies
- Valleywide Chapter

CORRIDOR PRESERVATION

It is important to identify and preserve transportation corridors needed to expand or enhance transportation for Kern County's future growth. The Kern region's local governments will find it difficult to obtain optimal locations for these corridors unless efforts to preserve them are made early.

The American Association of State Highway and Transportation Officials (AASHTO) Report on corridor preservation states that early efforts provide the following benefits:

- Prevent inconsistent development;
- Minimize or avoid environmental, social, and economic impacts;
- Prevent loss of desirable corridor locations;
- Allow for orderly assessment of impacts;
- Permit orderly project development; and
- Reduce costs.

Ideally, planners and policymakers will begin preparing strategies for preserving corridors now as part of the long-range planning process. Planning prevents losing right-of-way that will become necessary for transportation by and beyond the horizon year of this plan. The county and cities can adopt a specific plan line to preserve open land in undeveloped and rural areas. More opportunities to capitalize on preservation are available in less urban

areas, where local governments have an opportunity to obtain available land for new transportation facilities.

The first step to identify potential long-range corridors and determine that a need exists to preserve them is in the development of the General Plan's circulation element. Usually prepared as part of an environmental document, a transportation study using traffic modeling as appropriate can be performed on the ultimate buildout of a General Plan's land use element. The study would determine the need and size of the facility that would be identified in the circulation element. The process can be performed for vehicle, transit, bike, and pedestrian facilities, as well. Kern COG is conducting a similar study through the Kern Area Regional Goods-movement Operations (KARGO) study.

On state highways, a project initiation document is developed for major projects. The next step often is to preserve the right-of-way for the transportation corridor using a specific plan line adoption by the local governments involved. An environmental document and funding component is developed at that time.

The following High Emphasis Interregional Routes are identified by Kern Council of Governments (Kern COG) and the California Department of Transportation (Caltrans) as high priority corridors. These corridors are also identified as future circulation needs in the respective city or county General Plan circulation elements.

Table 7-1: High Emphasis Interregional Routes

Post-2042 Long-Range Corridors	
Corridor	**Source**
Transit/Passenger Rail Corridors	
Bus Transit Link to Mammoth/Reno	Eastern Sierra Planning Partnership
Palmdale/Rosamond/Edwards AFB Commuter Rail	2012 Commuter Rail Study
Wasco/Bakersfield/SW Bakersfield Commuter Rail	2012 Commuter Rail Study
Delano/Bakersfield/Arvin Commuter Rail	2012 Commuter Rail Study
California High-Speed Train Los Angeles to SFO Bay Area	CAHSR Authority 2024 Revised Business Plan
Intermodal Corridors	
SR 58 Centennial Corridor/Westside Parkway Heath Rd to I-5 New Freeway Alignment)	City of Bakersfield; Kern County; Kern COG; Caltrans
Seventh Standard Road/North-West Intermodal Corridors	City of Bakersfield; City of Shafter; Kern County; Kern COG
West Urban Corridor/Shafter Greenpass	City of Bakersfield, City of Shafter; Kern County; Kern COG
UP/BNSF Rail Corridor (Bakersfield to Tehachapi) Route 58 (Bakersfield to Tehachapi)	Caltrans; Kern COG
Route 46 Highway to Expressway Conversion (Countyline to Famoso)	Kern County; City of Wasco; Caltrans; Kern COG
Kern County Urban Corridors	

South Urban Corridor	City of Bakersfield; Kern County; Kern COG
South Arvin Greenpass Network	Kern County; City of Arvin; City of Taft; Kern COG
Rural Truck Network	Kern County; City of Shafter; Kern COG

NEEDED UNFUNDED PROJECTS AND FUNDING MECHANISMS

Under current federal surface transportation legislation, regional transportation plans must demonstrate all proposed projects are capable of being fully funded within the RTP's time frame. This requirement has constrained regions to spotlight and prioritize high performing, cost-effective projects. This approach enables the Kern region to focus on immediate transportation priorities.

Beyond the RTP horizon year of 2049, an estimated $50 billion in unmet transportation needs within the Kern region for capital improvements, operation, and maintenance remain unfunded because of lack of federal, state, and local monies. Over half, $30 billion, is unfunded high speed rail construction in the Kern region. Kern COG, in cooperation and coordination with its stakeholders, maintains a list of capital projects that are financially unconstrained (see Table 5-2). Conceivably, as the future funding picture changes, some of these projects could be advanced to constrained status in future RTP updates.

Kern County is forecasted to continue experiencing growth, which will add more traffic and tax the capacities of the street and highway system. In an effort to expand needed transportation facilities before traffic congestion causes the road system to fail, Kern COG has proposed that the cities and County of Kern implement a transportation impact fee (TIF) to pay for needed transportation facility improvements. Kern COG is developing a series of sub-regional traffic impact fee studies throughout the county. At this time, Metropolitan Bakersfield, Wasco, Shafter, Delano, McFarland, Tehachapi, greater Tehachapi, and Rosamond (unincorporated) have adopted TIFs. Other communities that may have some type of additional traffic impact fee now include Ridgecrest, Arvin, California City and Maricopa. The challenge for smaller communities is that growth patterns may not support regionally significant improvements on the state highway system. All communities require developer funded traffic mitigation as part of their approval process.

Adopting a new transportation impact fee will require working closely with both the local development community and the Kern community at large to gain acceptance to fund needed rights-of-way and safety widening improvements to transportation facilities that are deemed deficient. Kern COG has also studied an impact fee on new warehousing in the region to support regional improvements as part of the Phase II KARGO study.

Issuance of bonds to finance and deliver projects more rapidly is a common practice. Under a Federal Highway Administration program, GARVEE Bonds are being considered for

some of the larger corridor projects within the Kern region. The minimum needed for GARVEE Bond projects is such that only the largest corridor projects would be eligible.

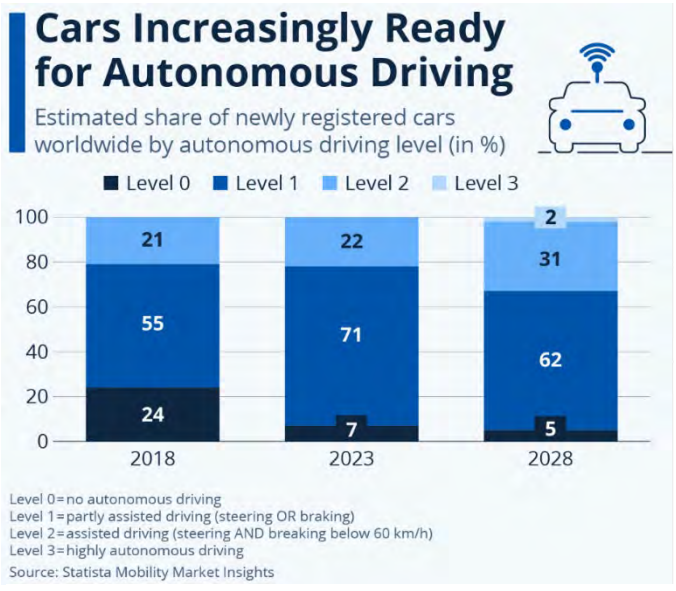
ADAPTIVE CRUISE CONTROL AND AUTONOMOUS VEHICLE TECHNOLOGY

Adaptive Cruise Control (ACC) vehicle technology may extend the life of the transportation system. The technology automatically adjusts the vehicle's speed, breaking and steering to keep a safe distance from the vehicle ahead. If 40% of the vehicles on the road have autonomous co-pilot level 3+ technology, freeway throughput could double, delaying the need to add lanes to existing facilities, as well as reducing emissions at traffic signals by more than 33%[23]. The technology still has numerous human factor issues that need to be resolved before the technology can be implemented successfully. Cooperative ACC (CACC), marketed sometimes as Co-Pilot technology, uses both the forward-ranging sensors of ACC and vehicle-to-vehicle (V2V) communication allowing for the cooperative movement of vehicles, assisting with vehicle merging and platooning. CACC use in heavy duty trucks is expected to lead to truck platooning to improve efficiency, resulting in safety improvements and lower cost per mile for truck fleets, spurring adoption. As ACC, CACC and the supporting technologies continue to emerge, policies and investments by federal, state, and local transportation agencies will continue to evolve as well.

If 40% of the vehicles on the road have autonomous co-pilot level 3+ technology, freeway throughput could double, delaying the need to add lanes…

ACC and associated technologies are expected to progress toward full Automated Driving Systems (ADS) beyond 2025, when advances to fully automated safety features and highway autopilot are expected. Ultimately ADS will be able to handle the whole task of driving when desirable. Released in 2017, the U.S. Department of Transportation National Highway Traffic Administration stated, "automated vehicle technologies possess the

Figure 7-1: 1/3rd of New Cars Will Have Assisted Driving or Higher By 2028 Worldwide



https://www.statista.com/chart/25754/newly-registered-cars-by-autonomous-driving-level/

[23] Federal Highways Administration, Cooperative Adaptive Cruise Control: Human Factors Analysis 2013. https://www.fhwa.dot.gov/publications/research/safety/13045/13045.pdf , pp. 5-6.

potential to save thousands of lives, as well as reduce congestion, enhance mobility, and improve productivity.[24]" Automated Driving Systems technology effectiveness increases when integrated with infrastructure technology. Road system technologies such as intersection controls are considered necessary to reap the full benefits of ADS.

Of the five levels of ADS in 2023, level 1 cruise control, is available on nearly all models. In 2024, there are more than 402 car models in the market at level 2, semi-automated systems for steering, speed and/or braking. One level 3, from Volkswagen Group, that has released "Traffic Jam Assist" in Europe that allows fully autonomous driving at speeds under 37 mph[25]. As the price goes down and the technology demonstrates acceptance, regions will need to update the highway capacities in the regional travel models. It is important to note that the Kern travel model uses a congestion feedback loop that accounts for latent demand caused when throughput capacity is increased. Corridors that are congested today may not see complete elimination of congestion if capacity were to double. For example, peak period weekend and holiday travel to southern California will likely continue to see congestion even if capacity were doubled. High volume alternative modes such as passenger rail, transit and air service are anticipated to still be needed to handle travel demands during peak periods and holidays.

HIGH-SPEED RAIL

The California High-Speed Rail Authority (CHSRA) Business Plan and supplemental reports, combined with the 2025 passage of Assembly Bill (AB) 1207, by the Legislature and Governor have approved an annual appropriation of $1 billion from the Cap and Invest proceeds on a continuous basis to fund high-speed rail for the next 15 years. In that time they anticipate that they have enough to begin operating electric 220 mph trains as early as 2032 between Bakersfield and Madera/Merced. Madera or Merced would then provide a regional rail connection to the Bay Area and Sacramento. The Authority is hoping to connect Madera with Gilroy by 2038, but private sector funding will likely be needed with the recent federal withdrawal of funding from the project. The Gilroy stop could allow use of the electrified Caltrain Corridor by the highspeed trains to San Jose and San Francisco. Next would be an extension through Kern to Palmdale providing a connection to MetroLink regional passenger rail service throughout Southern California, and a connection to 200 mph Brightline passenger rail service. Currently, no funding has been identified for the Bakersfield to Palmdale connection.

[24] [24]U.S. Dept. of Transportation, National Highway Transportation Safety Administration. Automated Driving Systems 2.0: A Vision for Safety. 2017 https://www.nhtsa.gov/sites/nhtsa.gov/files/documents/13069a-ads2.0_090617_v9a_tag.pdf

[25] Autopilot Review. Cars with Autopilot in 2021. 2021 https://www.autopilotreview.com/cars-with-autopilot-self-driving/

The CHSRA has also adopted a goal of completing a connection between the City of Merced and San Jose as part of the initial Silicon Valley to Central Valley line. Connecting the cities of the northern San Joaquin Valley will create economic opportunities for residents of the Valley, alleviate the jobs-housing imbalance in the Bay Area that has created 2 to 3 hour commute trips, and at the same time relieve air quality concerns from vehicle miles traveled (VMT) by cars and light duty trucks.

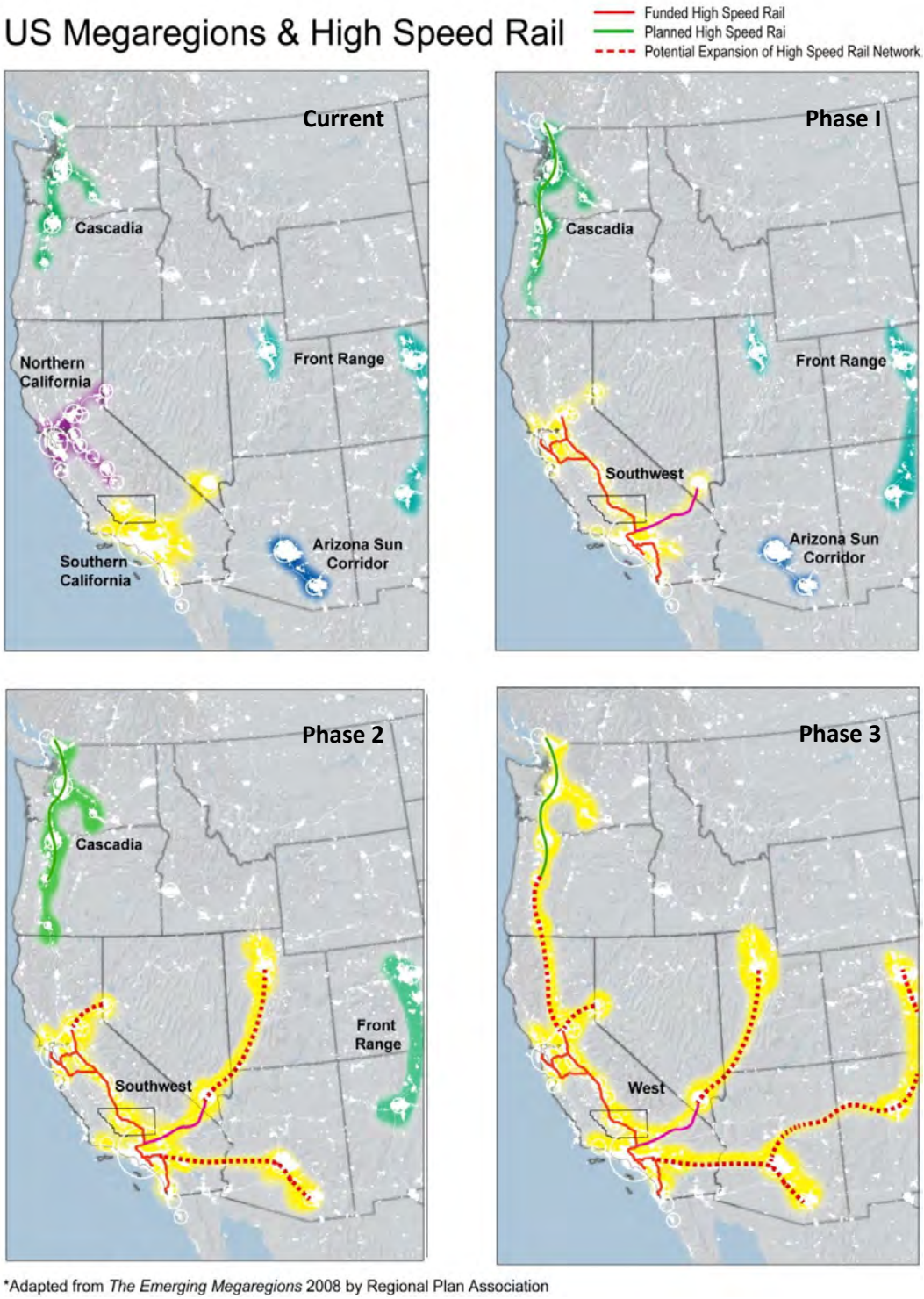
Table 7-2 High-Speed Rail Ridership Forecast (in millions/year)

Ridership Level	**2033**	**2034**	**2035**	**2040**	**2045**	**2050**	**2055**	**2060**
High Ridership	17.9	36.4	41.9	50.0	52.6	55.2	58.1	61.0
Medium Ridership	12.8	27.8	32.0	38.6	40.5	42.6	44.8	47.1
Low Ridership	10.3	21.3	24.5	29.3	30.8	32.3	34.0	35.7

Table 7-2 shows the ridership forecast for the high-speed rail on Phase 1 of the Silicon Valley to Central Valley Line from 2033 to 2060. **Figure 7-2** illustrates the future potential that HSR has in coalescing emerging megaregions. Megaregions are large-scale economic units of multiple large cities and their surrounding areas. The Regional Plan Association (www.america2050.org) has identified emerging megaregions in North America, with California currently depicted as having two separate megaregions: northern and southern. Kern County is assigned to southern California, the largest and fastest growing megaregion in the United States with over half of the west Coast's population. As HSR segments are completed, travel times between the megaregions will decrease, increasing the economic links allowing them to coalesce into a single market area, expanding economic opportunities. A 2-hour, 37-minute train ride between northern and southern California will allow businesses to have one office in both regions. Kern County, located at the center of the emerging southwest megaregion, stands to benefit significantly from high-speed rail because of its location at the center of the system.

Experience in implementing HSR in other countries has found that HSR competes best at 200 to 300 mile distances. Shorter than that and automobile travel is more competitive, longer than that and airline travel is more competitive. Megaregions in the west are conveniently spaced about 300 miles apart, driving expansion of the system to connect to the largest megaregion (southern California). Other countries have also found that opening day ridership exceeded forecasts in every instance.

Figure 7-2 – Connecting West U.S. Megaregions with High Speed Rail Phases



*Adapted from *The Emerging Megaregions* 2008 by Regional Plan Association

Terminal Impact Analysis

The City of Bakersfield, in partnership with and funding from the CHSRA, has completed a High-Speed Rail Station Area Vision Plan (Plan) for downtown Bakersfield. The study area includes the approximate boundaries of the Kern River and 38th Street to the north, California Avenue to the south, Union Avenue to the east, and F Street to the west.

During the Station Area planning process, the City identified and analyzed opportunities and challenges to develop an urban design, multi-modal (pedestrian, bicycle, automobile, transit) transportation, and economic development strategy that optimizes future growth downtown. It also addressed jobs, housing, retail, entertainment, art, cultural amenities, pedestrian and bicycle access, parking, streetscape improvements, lighting, wayfinding, open space and recreation, and sustainability.

The Plan will serve as a vision document that guides the future development of the HSR station area and greater downtown Bakersfield. The vision plan is used to pursue and leverage public and private sector funding for implementation actions, as well as create a baseline document for future planning efforts.

The downtown Bakersfield High-Speed Rail Station Area Plan, will act as a vision document that will:

1. Increase population and economic density in the urban core;
2. Support residential and commercial activity;
3. Develop under-utilized or vacant properties;
4. Connect existing activity and cultural centers;
5. Create an efficient, reliable and effective multi-modal transportation system;
6. Enhance sustainability, livability and a unique sense of place; and
7. Secure funding for identified implementation actions.

Amtrak, Golden Empire Transit, Kern Transit and Greyhound have existing facilities in the Plan area.

Potential Commuter Rail Feeder System

The State of California has invested $393 million in track and signal improvements to the San Joaquin Valley BNSF line, in exchange for permission to run six passenger trains per day. These existing slots could be used for a commuter rail service to connect the proposed High-Speed Rail Heavy Maintenance Facility with the Bakersfield High-Speed Rail Station. If 10% of the Heavy Maintenance Facility employees use the commuter service, that would provide 150 regular riders per shift. The Wasco/Metro Bakersfield commuter rail corridor

will have one million residents by 2035 and would provide a feeder rail service that could increase ridership and profitability of the high-speed rail system. Future expansion of the system to east Bakersfield, Lamont, and Arvin, as well as to Meadows Field Airport, McFarland, and Delano, was suggested in the 1997 Major Transportation Investment Study and the 2012 Kern Commuter Rail Study.

Heavy Maintenance Facility

The California High-Speed Rail Authority (Authority) issued a Request for Expression of Interest (RFEI) identifying potential sites for planned Heavy Maintenance Facilities (HMF) in January 2010. The Authority specified in the RFEI that a HMF site be located in the Central Valley along the proposed route between Merced and Bakersfield. The site would require approximately 154 acres, building footprints would encompass 631,000 to 840,000 sq. ft., and up to 1,500 employees would be needed during peak shifts.

Kern COG on behalf of the County of Kern, cities of Wasco and Shafter submitted proposals for a HMF site in Wasco south of Hwy 46 and east of the existing BNSF tracks, and two sites in Shafter north of Seventh Standard Road on both the east and west sides of the BNSF tracks. The proposed sites in Kern were recommended for continued study in the Authority's Fresno-Bakersfield Section Supplemental Alternative Analysis (May 2011), and carried forward in the Revised Fresno to Bakersfield Section EIR-EIS (November 2013). There were over ten proposals originally accepted by the Authority. Three of the five proposed sites being carried forward are located in Kern County. One of these sites is proposed to be provided to the project at no cost. The Authority has since identified an interim HMF location at the site South of Fresno. The City of Shafter is targeting its site for Wonderful Logistics Center West. Note that an HSR maintenance-of-way site just North of Shafter has potential for a candidate to co-locate the HMF site.

The location of the HMF could become the center for a new industry cluster related to passenger rail manufacturing that could see rail related industries relocate to that facility providing benefits well beyond the 1,500 jobs needed to operate the HMF and the HSR system.

AIR QUALITY CONTINGENCIES

Air quality uncertainties could play a critical role in future funding linkages. In areas such as the San Joaquin Valley that may fail to attain federal clean air standards by the mandated deadlines, the federal Clean Air Act Amendments of 1990 (CAAA) can require withholding funding for capacity-increasing transportation projects, including projects funded from non-federal sources. In the San Joaquin Valley, up to $2 billion in transportation funds could be at stake. A variety of mechanisms in the CAAA can require withholding transportation

funds, including highway sanctions, conformity lapses, and conformity freezes[26]. Should one of these occur, Kern COG may be required to amend its TIP and RTP to fund additional projects that are proven to reduce emissions and/or improve safety. With federal highway sanctions, the US Environmental Protection Agency would prepare a Federal Implementation Plan (FIP) that would reprogram TIP funding to projects that improve air quality and allow the region to demonstrate attainment of federal clean air standards.

Transit improvements, intermodal freight facilities, transportation-related air quality control measures, and safety projects can be exempt from federal highway sanctions, lapses, and freezes. It is prudent to consider studying these types of projects as funding becomes available, to provide local policymakers with a complete range of options should funding interruptions become imminent. Many of these project types are already funded through a mix of resources. Every effort is made to attain federal standards by identifying and implementing cost-effective methods that reduce transportation-related emissions from single-occupant vehicles.

VALLEYWIDE CHAPTER

Included as **Appendix F**, the San Joaquin Valley Regional Overview provides an interregional perspective for transportation planning throughout the San Joaquin Valley. It presents an overview of cross-jurisdictional issues facing the eight related counties and regional transportation planning agencies within Central California.

[26] Highway sanctions, conformity lapses, and conformity freezes are mechanisms in the federal Clean Air Act Amendments of 1990 that are triggered when a region fails to demonstrate attainment of federal clean air standards by required deadlines.

CHAPTER 8 MONITORING PROGRESS

As the designated Metropolitan Planning Organization (MPO) for the Kern region, Kern Council of Governments (Kern COG) monitors transportation plans, projects, and programs for consistency with regional plans. Kern COG also monitors the performance of the transportation system. This performance monitoring is especially important to inform the planning process for future Regional Transportation Plans (RTPs). Regional transportation problems cannot be solved until they are identified and measured.

Kern COG is required to prepare the RTP using performance-based measures that allow public officials to better analyze transportation options and trade-offs. By examining performance of the existing system over time, the MPO can monitor trends and identify regional transportation needs that may be considered in the RTP. Performance measurement helps to clarify the link between transportation decisions and eventual outcomes, thereby improving discussion of planning options and communication with the public. This may also help determine which improvements provide the best means for maximizing the system's performance within cost and other constraints.

Kern COG has developed performance measures (see Chapter 2, Transportation Planning Policies (Policy Element)) for the regional transportation system. In addition, new tools are being developed that will help Kern COG to monitor system performance over time. The Freeway Performance Measurement System (PeMS), developed by UC Berkeley in cooperation with the California Department of Transportation (Caltrans), has the ability to measure and track freeway speeds, delay, and reliability for the regional freeway system.

Transportation planning for the Kern region requires continually improved information on the condition and use of the transportation system. Special reports are prepared periodically by Kern COG to demonstrate highway infrastructure conditions and to monitor the Kern region's overall traffic movement. The Highway Performance Monitoring System (HPMS) is a federally mandated program designed by the Federal Highway Administration (FHWA) to assess the performance of the nation's highway system. Also, under the Clean Air Act Amendments of 1990, Kern COG and its member agencies are required to report periodically on vehicle miles traveled in each air basin to determine whether traffic growth is consistent with the projections on which the State Implementation Plans (SIPs) are based.

The following sections outline several significant tools used by Kern COG to monitor regional progress in advancing the 2026 RTP goals.

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)

As the designated MPO, Kern COG is charged with developing and maintaining the FTIP. The FTIP is a financially constrained (i.e., budgeted) multimodal transportation planning program, developed by the MPO through its member agencies and in cooperation with state and federal agencies. The basic premise of a FTIP is that it is the incremental implementation of the long-range RTP. The FTIP presents federal funding agencies with manageable components for funding long-range plans.

The FTIP is a compilation of project lists from the State Transportation Improvement Program (STIP), State Highway Operations and Protection Program (SHOPP), and other federal-aid programs. The FTIP is composed of two parts: (1) a priority list of projects and project segments to be carried out in a four-year period; and (2) a financial plan that demonstrates how the FTIP can be implemented. The financial plan is also required to indicate all public and private resources and financing techniques that are expected to carry out the program.

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

Every odd-numbered year, Kern COG prepares a Regional Transportation Improvement Program (RTIP), the short-term implementation tool for transportation goals described in this 2026 RTP.

The RTIP provides a listing of projects proposed for implementation within the Kern region during its four-year period. Transportation projects are described in detail, with funding allocated by source and fiscal year. RTIP projects are categorized according to the transportation system to which they apply, i.e., state highways, local highways/expressways, or local streets and roads. Although eligible, transit projects are not included in the RTIP, they are funded by other federal aid programs and included in the FTIP.

During each RTIP development cycle, Kern COG provides member agencies with adopted RTIP Policies and Procedures in order that Caltrans, as well as local agencies, can initiate project delivery. The policies and procedures manual defines the prioritized project candidates, which are then incorporated as the RTP's Capital Improvement Program (CIP) (see Chapter 5, Strategic Investments, Tables 5-1 and 5-2). Only after projects are included in the CIP can they then be funded and advanced as part of the RTIP.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DATABASE MANAGEMENT

Kern COG maintains its own database in order to track project status. TIP data for the Kern region is entered directly into the California Transportation Improvement Program System (CTIPS), which allows an efficient and accurate record of current programming needs. The monitoring process compares project needs with current programming as it advances.

When the need arises to modify a project, or when delays are anticipated, Kern COG can recommend amendments to CTIPS.

The 2012 update to the Kern COG policy for the project selection process incorporates additional growth management and SB 375 SCS framework concepts into the project selection process.

For more information refer to Chapter 4 Sustainable Communities Strategy.

AIR QUALITY CONFORMITY MONITORING

Before federal approval of the RTP and FTIP, the federal Clean Air Act Amendments of 1990 require Kern COG to make a finding of the documents' conformity with the State Implementation Plan's air quality goals as established by the responsible air district. The Conformity Analysis for this RTP and FTIP are hereby included by reference; the relevant resolution adopting this RTP will be included in the final document. This analysis demonstrates that the criteria specified in the federal transportation conformity determination rules are satisfied by the FTIP and RTP.

Figure 8-1: Ozone and CO Planning Areas

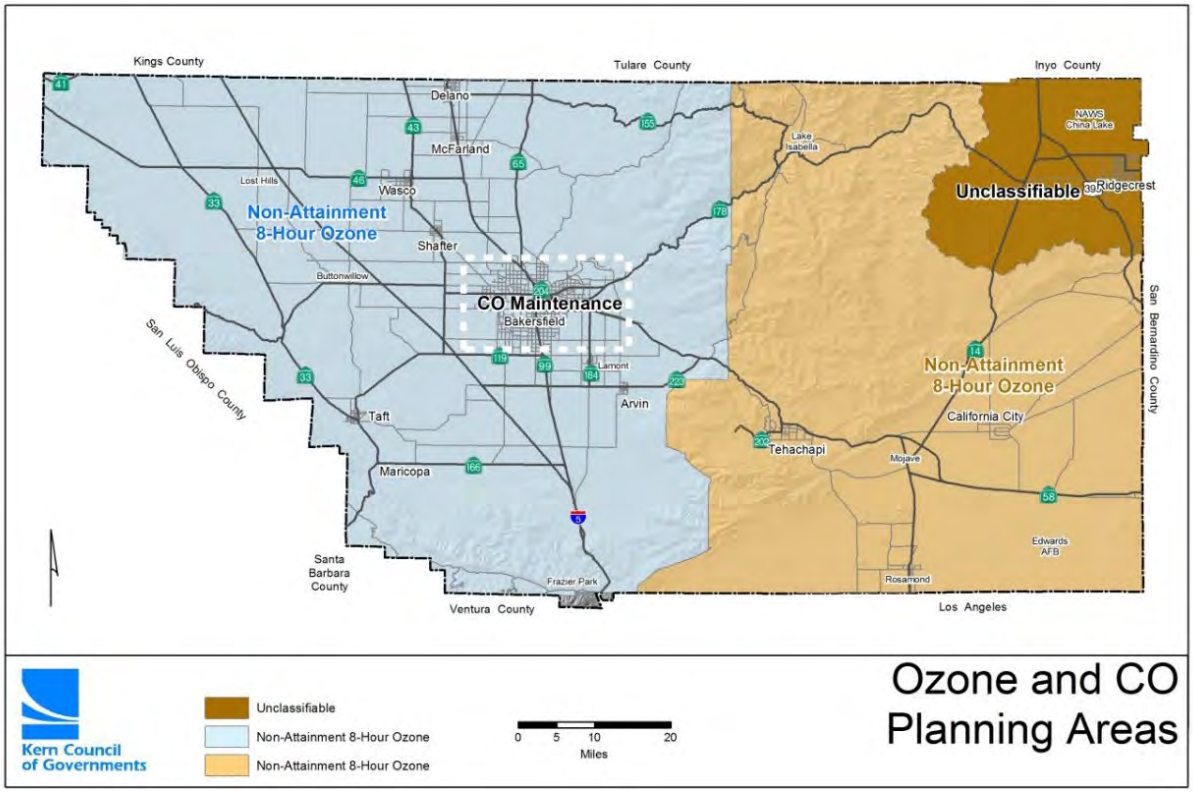


Figure 8-2: Particulate Matter Planning Areas

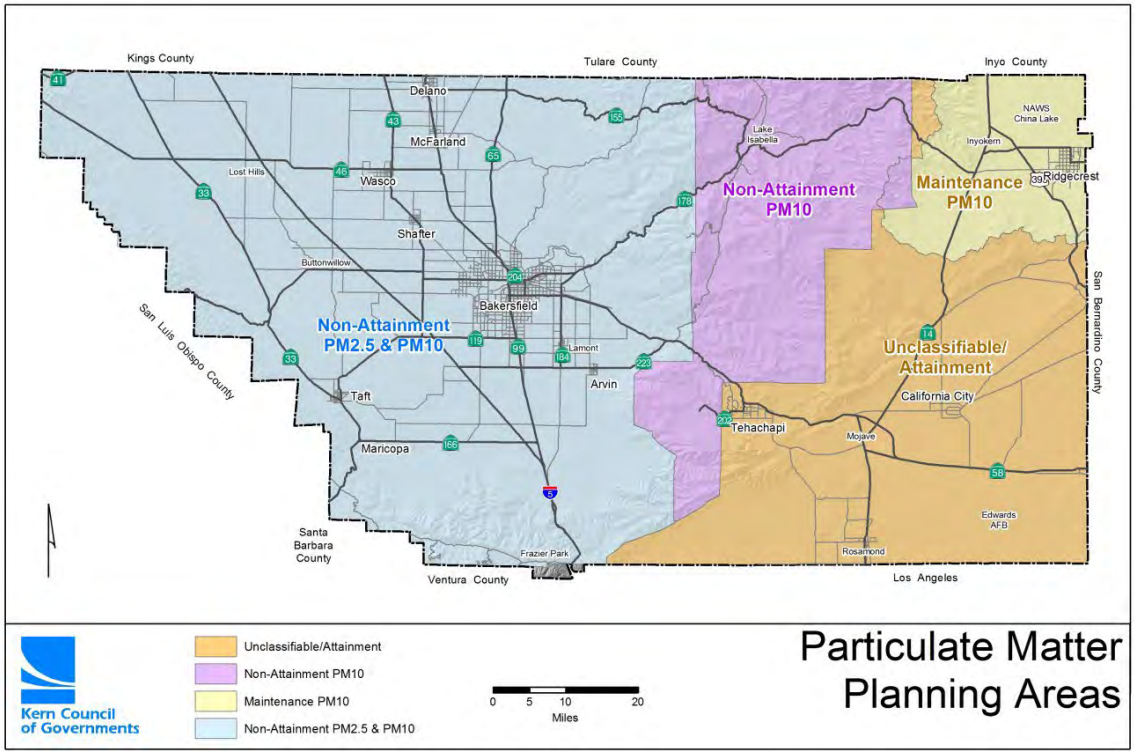
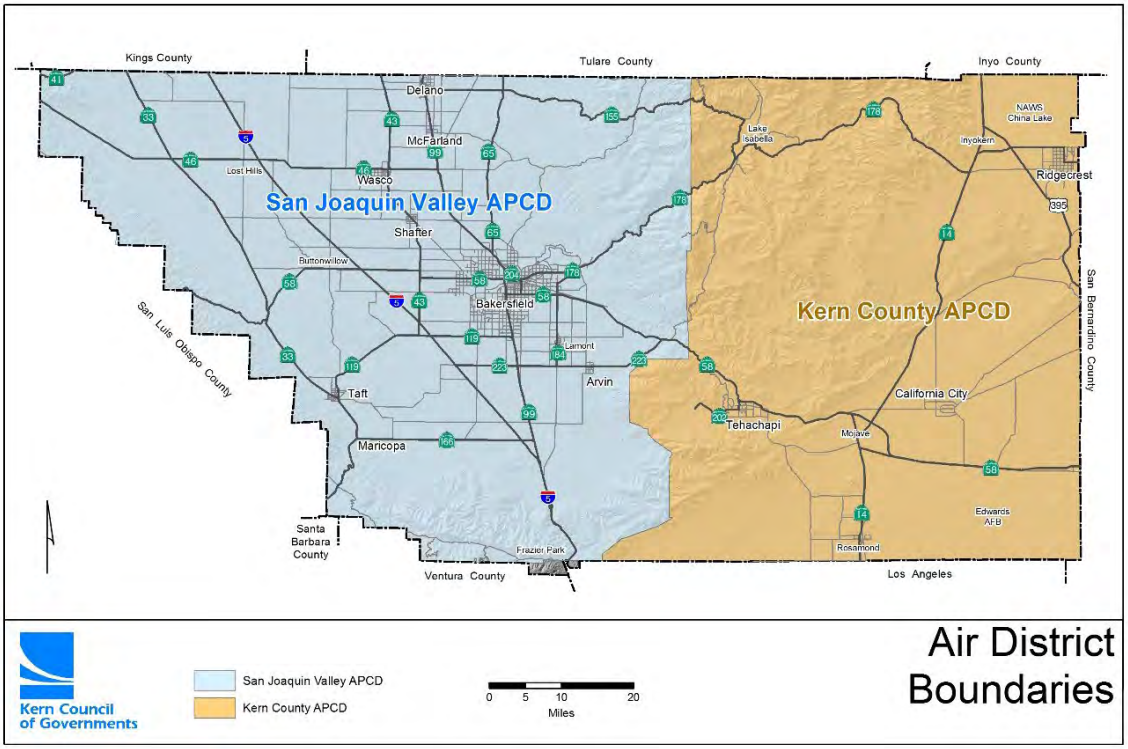


Figure 8-3: Air Pollution Control Districts that Monitor Air Quality



Air quality conformity analysis for each pollutant was conducted for those years required by federal regulations. All analyses were conducted using the latest planning assumptions and emissions models as documented in the Conformity Analysis. The Conformity Analysis covers the planning areas illustrated on **Figures 8-1** and **8-2**. The local air districts monitor air quality levels in these planning areas with an extensive monitoring network. Recently, the San Joaquin Valley Air District has performed a saturation monitoring study around the Arvin monitoring site, employing 20 temporary air monitors for one season. The study was so successful that the air district is considering similar studies around all of its permanent air monitoring locations. The two air districts in Kern County are shown on **Figure 8-3**.

CALIFORNIA CLEAN AIR ACT TRANSPORTATION PERFORMANCE STANDARDS

The California Clean Air Act provides the basis for air quality planning and regulation independent of federal regulations. The act specifically requires that local air districts in violation of the California Ambient Air Quality Standards prepare attainment plans. The plans must identify air quality problems, causes, trends and actions to be taken to attain and maintain California's air quality standards by the earliest practicable date. Implementation of Transportation Control Measures (TCMs) in the 2026 RTP help to further progress toward attainment of these standards and require that they continue and expand even after all federal standards are met.

See Chapter 5, Strategic Investments, Transportation Control Measures Action Element for further information on TCMs.

HIGHWAY PERFORMANCE MONITORING SYSTEM (HPMS) AND REGIONAL TRAFFIC COUNT PROGRAM

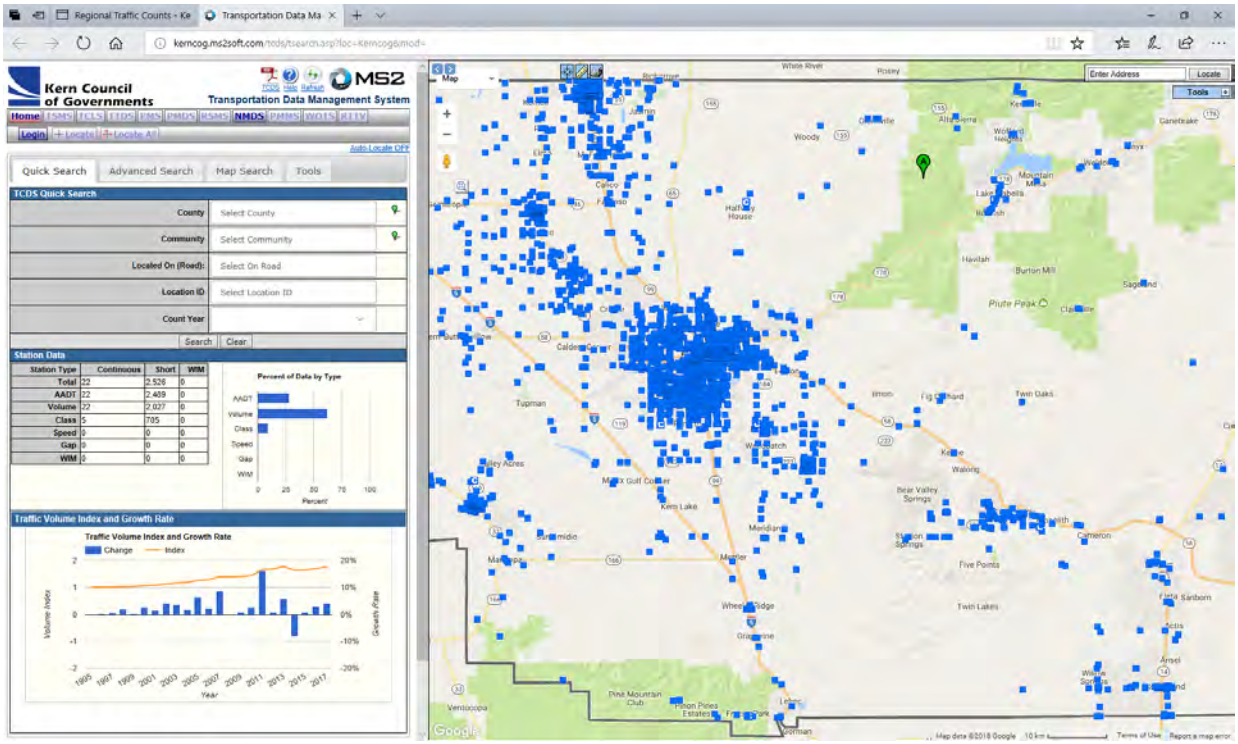
The HPMS is used as a transportation monitoring and management tool to determine the allocation of federal aid funds, to assist in setting policies, and to forecast future transportation needs as it analyzes the transportation system's length, condition, and performance. Additionally, the HPMS provides data to the US Environmental Protection Agency (EPA) to assist in monitoring air quality conformity and to support the Biennial Report to Congress on the Status of the Nation's Highways.

In California, the HPMS program is implemented annually by Caltrans. Kern COG's responsibility is to assist Caltrans in collecting data from local jurisdictions. Kern COG's responsibility also includes distribution, collection and administration of all HPMS survey packages in the Kern region.

To facilitate the HPMS program locally, Kern COG has developed an extensive regional traffic monitoring program accessible via an online map interface providing access to over 1000 count locations (Figure 8-4). The program provides regular traffic counts and Bicycle/Pedestrian counts across all jurisdictions in the region. The collected data assists

in setting policies, forecasting future transportation needs, and monitoring air quality conformity. In addition to traffic counts, Kern COG is partner in the National and State Household Travel Surveys, with responses from over 2000 households in the region, and has performed truck origin and destination surveys garnering input from over 20,000 truckers.

Figure 8-4: Regional Traffic Count Program Locations



REGIONAL TRAVEL DEMAND MODEL

Kern COG maintains a regional travel demand forecast model for the Kern region consistent with the California Transportation Commission 2024 RTP Guidelines for category 3 regions with a population over 200,000 that are nonattainment for ozone. The model is used to forecast the demand for future transportation infrastructure by predicting future travel patterns based on such factors as locally approved General Plan land use entitlements, input from local planning departments on socioeconomic growth areas, and state and federal data sources. Some of the forecast input variables include observed and forecasted population, households, employment, school enrollment, income, traffic counts, speeds, intersection configuration, household travel characteristics, existing and planned transportation networks, etc. The model's accuracy is measured by how well it replicates the observed data. These variables are maintained for approximately 2,000 transportation

analysis zones covering the 8,200-square-mile Kern region. The model underwent a major update in 2017 called the Valley Model Improvement Program 2 (VMIP2), standardizing the eight COG models in the San Joaquin Valley. Considered a modified 4-step mode choice model, the model includes a congestion feedback loop along with new improvements that make the model more sensitive to trips by housing type and vehicle availability. The 2017 model was calibrated and validated to observed data by DKS Associates under the supervision of a registered civil engineer. Full model documentation is available online at http://www.kerncog.org/category/data-center/transportation-modeling/. In 2021, and 2024 the model was revalidated to observed data but is essentially the same model.

One of the primary purposes of the model is to demonstrate conformity with the federal Clean Air Act amendments of 1990 requiring substantial reductions from all pollution sources, including transportation-related mobile source emissions. Travel Demand Forecast Modeling is also used in the RTP/TIP processes, Congestion Management Program (CMP), Sustainable Communities Strategy and numerous environmental documents for locally identified projects. The CMP process provides important monitoring of any change in congested roadways in the region and the VMT tracking program also uses the model to provide communities feedback on progress toward implementing SB 375 goals. Kern COG's Regional Transportation Model provides a savings to its member agencies by avoiding duplicate, overlapping, and potentially conflicting transportation forecasts. Furthermore, the model is updated every 4 years, providing new results based on the latest observed information.

Kern COG has an open process for review and use of the travel model. This was exhibited during prior RTP cycles where Kern COG made available copies of the model to stakeholder groups. Oversight for the model is provided by the Kern Regional Transportation Modeling Committee, a sub-committee of the Regional Planning Advisory Committee made up of local government representatives and stakeholders which operates under a Memorandum of Understanding (MOU) signed by the City of Bakersfield, Caltrans District 6, the County of Kern, and Kern COG. Kern COG has adopted the following policies and procedures for maintaining the model consistent with the MOU:

1. Model Base Year Validation – Network-based travel models must be validated against observed counts for a base year from which future projections will be made:
    a. Observed counts used in base year validation shall not be more than 10 years prior to the date of a conformity determination.
    b. Base year validation shall take place after the release of the decennial Federal Bureau of Transportation Statistics, Census Transportation Planning Package (CTPP), which is approximately four years after the date of the most recent decennial Census.

   c. Revalidations prior to release of the next CTPP should be spaced a minimum of three years apart to allow conformity review agencies time to complete state and federal review processes and develop air quality budgets using the modeling results. A minimum of three years between revalidations is also needed to allow responsible state and federal agencies to complete their review of large environmental documents without major changes to transportation circulation modeling results.

2. Land Use Data – General Plan land use capacity data or "build-out capacity" is used to distribute the forecast county totals, and may be updated as new information becomes available, and is revised in regular consultation with local planning departments.
3. Socioeconomic Forecast Data – Countywide forecasts for households, employment, and other socioeconomic data shall be updated not less than three years from the time of the socioeconomic forecast. A minimum of three years between countywide forecast revisions is needed to allow responsible state and federal agencies time to complete their review of large environmental documents without major changes to transportation circulation modeling results. Redistribution of forecasts for sub-county areas may be made on an as-needed basis to better reflect existing General Plan land entitlements as long as countywide forecast totals remain unchanged.
4. HPMS data collection and reporting shall be performed annually in the spring and submitted to the California Department of Transportation prior to June 15.
5. Network Updates – Added as needed to the model existing, planned, and proposed future transportation facilities.
6. Transportation Analysis Zone Updates – Added as needed in response to additional networks to allow appropriate loading of trips on the network.
7. Local Scenario Modeling – Due to the scale and complexity of a countywide model, not all network links can be validated and calibrated adequately. For links that are not calibrated, an adjustment factor may be applied to future years based on how far off the model assigns trips in comparison to the actual count. In addition, alternative models may be developed for community and site specific analysis on behalf of a member agency. Local scenario models may not be used for determining air quality conformity of a project, or FTIP/RTIP and RTP project rankings.

CONGESTION MANAGEMENT PROGRAM (CMP)

State Proposition 111, passed by voters in 1990, requires urbanized areas to prepare and regularly update a CMP. Fixing America's Surface Transportation Act (FAST) updated the requirements for Transportation Management Areas. The plan shall:

- Develop regional goals to reduce vehicle miles traveled during peak commuting hours and improve transportation connections between areas with high job concentration and areas with high concentrations of low-income households;
- Identify existing public transportation services, employer-based commuter programs, and other existing transportation services that support access to jobs in the region; and
- Identify proposed projects and programs to reduce congestion and increase job access opportunities.

As the designated Congestion Management Agency, Kern COG must establish a system of roadways that will be monitored in relation to established level of service standards. The goal of the CMP is to identify a regional network and work toward maintenance of level of service E or better on the highways and roads that are identified in this network.

The CMP requirement was born of the realization that large capital projects alone cannot solve congestion problems and that local land use decisions contribute to roadway congestion. Kern COG, as the designated Congestion Management Agency (CMA) for the Kern region, adopts and updates the CMP. In 2011 Kern COG added new policies in the CMP process for considering multimodal LOS and Complete Streets techniques to address existing congested areas. The CMP provides an important mechanism to monitor and ensure that growth induced congestion is addressed in a way that advances the goals of the RTP. The program is provided as a separate action element of Chapter 5, Strategic Investments.

COMMUNITY PROGRESS TRACKING AND ASSISTANCE PROGRAM

In 2014, Kern COG formalized a program designed to help local jurisdictions track their progress toward reducing vehicle miles traveled (VMT), and provide planning assistance and resources to make progress toward that goal. The program provides local communities with regular feedback on how they are doing in reducing VMT per capita to help meet our region's air quality and SB-375 goals. The program has already provided over $500,000 in planning funds to local jurisdictions so they can develop projects that qualify better under the new performance-based Project Delivery Policy and Procedures. Other resources being provided to local planners include the San Joaquin Valley Objective Design Standards Guidebook. The guidebook is intended as a tool for local planners in the San Joaquin Valley region as they consider the adoption of objective design standards in their community. The guidebook includes best practice examples of objective design standards across a range of potential topics. The guidebook is available online at https://sjvcogs.org/reap.

INTERGOVERNMENTAL REVIEW

Under federal law, Kern COG is designated as the Area-wide Clearinghouse for review of all submitted plans, projects, and programs for consistency with adopted regional plans and policies. Regionally significant transportation projects reviewed for consistency with regional plans are defined as construction or expansion of freeways; state highways; principal arterials; and routes that provide primary access to major activity centers, such as amusement parks, regional shopping centers, military bases, and airports, as well as high-speed rail. Any project involving transportation improvements is reviewed to determine whether such improvements are included in the regional planning process.

CONCLUSION

Monitoring progress is critical to achieving the RTP goals. As discussed above, Kern COG continues to expand its monitoring efforts through its air quality conformity monitoring, HPMS and regional traffic count program, regional travel demand model, CMP, and community progress tracking and assistance program. In addition, to these monitoring efforts, Kern COG annually performs a statistically valid quality of life phone survey of 1,200 adults to assess community priorities (as discussed in the outreach Appendix). Kern COG also performs periodic bike surveys as part of local bike plan updates. Future monitoring efforts may include pedestrian surveys and possibly railroad traffic use studies. The data and feedback obtained through these efforts provide our policy makers the tools to adjust plans in response to changing information and trends, enhancing the likelihood of attaining the RTP goals.

CHAPTER 9 TRANSPORTATION GLOSSARY/ACRONYMS

A

AASHTO: See American Association of State Highway and Transportation Officials

AB 2766 - Motor Vehicle Fee Program: A program that permits air districts to allocate vehicle registration surcharge fees of up to $4.00, per vehicle, per year to projects that reduce motor vehicle emissions, such as zero-emission vehicles, roundabouts/traffic circles, and trip reduction programs.

AB 32 (The Global Warming Solutions Act of 2006): California Assembly Bill (AB) which set goals to reduce the state's greenhouse gas emissions to 1990 levels by 2020. Directs the California Air Resources Board (CARB) to develop regulations and establish a mandatory reporting system to track and monitor global warming emissions levels.

Accessible: A transportation vehicle, facility or program is accessible if it can be used by persons with disabilities through the provision of ramps, lifts, curb cuts and special equipment, planning or amenities.

ACOE: see Army Corps of Engineers

Action Element: The Action Element of the RTP consists of short and long-term activities that address regional transportation needs. All transportation modes (highways, local streets and roads, mass transportation, rail, maritime, bicycle, pedestrian and aviation facilities and services) are addressed. In addition, the Action Element identifies project priorities beyond what is already programmed.

Active Transportation: Active Transportation includes any method of travel that is human-powered, but most commonly refers to walking and bicycling.

Active Transportation Program: State funding program established in 2013 for projects that increase bicycling and walking. Consolidates several federal and state programs - including the federal Transportation Alternatives Program (TAP)/formerly Transportation Enhancement Activities (TEA), Safe Routes to Schools, and Bicycle Transportation Account.

ADA: see Americans with Disabilities Act

ADT: see Average Daily Traffic

Air Pollution Control District (APCD) - Also referenced as the Air Quality Management District (AQMD), the APCD is responsible for emissions regulations and attainment of federal and state air quality standards in a predefined region. The APCD deals with issues

such as **the Employer Trip Reduction Program.**

Allocate: The process used to release funding to transportation projects.

Alternative Planning Scenario (APS): Scenario required to be developed by an MPO if the region's SB 375 Sustainable Communities Strategy (SCS) falls short of meeting regional greenhouse gas reduction targets from passenger vehicles. Scenario showing how targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies.

Alternative Transportation Fuels: Low polluting fuels that are used to propel a vehicle, in place of petroleum-based gasoline or diesel fuels. Examples include biodiesel, electricity, ethanol, propane, compressed natural gas, and liquid natural gas.

American Association of State Highway and Transportation Officials (AASHTO): A national nonprofit, non-partisan association representing highway and transportation departments.

American Recovery and Reinvestment Act (ARRA): Federal bill approved in February 2009 aimed at creating jobs and spurring economic activity. Included funding for transportation infrastructure projects, among other non transportation projects and programs.

Americans with Disabilities Act (ADA): Federal legislation (1990) defining the responsibilities of and requirements for transportation providers to make transportation accessible to individuals with disabilities. Examples include public and private entities providing fixed-route or demand-responsive transportation services using accessible vehicles, complementary paratransit service for individuals who cannot use fixed-route service, curb cuts and other accessible sidewalk facilities.

APCD: see Air Pollution Control District

APE: see Area of Potential Effect

Appropriate/Appropriation: A budgetary term that refers to an act by a governing body to provide budgeted funds to programs that have been previously authorized by other legislation. The amount of funding appropriated may be less than what was authorized.

APS: see Alternative Planning Strategy

AQMP: see Air Quality Management Plan

Area of Potential Effect (APE): Area in which resources may be affected by a project.

Army Corps of Engineers (ACOE): Federal agency responsible for providing engineering services, including the planning, design, construction, and operation of water resources and other civil works and military projects.

ARRA: see American Recovery and Reinvestment Act

Arterial Road System: Roads which provide corridors for through traffic movement, many of which feed into the highway network. Most are served by bus transit and have marked bicycle lanes.

ATP: see Active Transportation Program

Authorize: An act by Congress that creates the policy and structure of a program, including formulas and guidelines for awarding funds. Authorizing legislation (such as MAP-21) may set an upper limit on program spending or may be open ended. Revenues to be spent under an authorization must be appropriated annually by separate legislation.

Automated Vehicle Location (AVL): A device that uses the coordinates from satellites to determine the precise location of vehicles. AVL is often used to manage bus, taxi and commercial vehicle fleet operations.

Auxiliary Lane: Freeway lanes linking adjacent interchanges to reduce weaving conflicts between exiting and entering vehicles.

Average Daily Traffic (ADT): The 24-hour volume of traffic that passes a point on an "average" day. Depending on the location, ADT can be assumed to be a two-way volume. Annual ADT volumes or AADT estimate traffic volumes during an average day of the year, calculated using the average daily traffic and factoring in weekday and seasonal characteristics.

Average Vehicle Ridership (AVR): The average number of people per motorized vehicle. Also called Average Vehicle Occupancy (AVO).

AVL: see Automated Vehicle Location

AVO: Average Vehicle Occupancy

AVR: see Average Vehicle Ridership

B

B2W: Bike to Work

BACM: Best Available Control Measures, see Reasonably Available Control Measures

BAT Lane: see Business Access & Transit Lane

Base Year: Year used in performance analysis as a reference point for current conditions.

Baseline: Future scenario which includes only projects currently underway or programmed funds. The Baseline scenario functions as the "No Project" alternative in the RTP Program EIR.

Bikeway: Facility designated for use by bicyclists. There are three types of bicycle facilities.

1. *Bike Path or Bike Trail (Class I Bikeway)* — Provides a completely separated right-of-way designated for the exclusive use of bicyclists and pedestrians with crossflows by motorists minimized.

2. *Bike Lane (Class II Bikeway)* — Provides a striped and/ or signed right-of-way for use by bicycles, but with occasional adjacent vehicle parking and cross-flows by pedestrians and motorists permitted.

3. *Bike Route (Class III Bikeway)* — Highlights direct or scenic routes for bicyclists using signs or permanent markings. Routes may be shared with pedestrians or motorists.

Buffered Bike/Pedestrian Facility: A bicycle or pedestrian facility that has additional space between the motor vehicle travel lane and the bicycle and pedestrian facility. A buffered facility offers a more comfortable biking or walking environment.

BIL: Bipartisan Infrastructure Law. See Infrastructure Investment and Jobs Act (IIJA).

Bus Rapid Transit (BRT): A broad term that, through improvements to infrastructure, vehicles and scheduling, attempt to use buses to provide a service that is of a higher quality than an ordinary bus line.

Business Access & Transit (BAT) Lane: A lane on a non-freeway where the right lane is for non-single occupancy vehicle travel and emergency vehicles. Single occupancy vehicles turning right at the end of the block or into a driveway may also use the lane.

C

California Air Resources Board (CARB or ARB): State agency responsible for adopting state air quality standards, establishing emission standards for new cars sold in the state, overseeing activities of regional and local air pollution control agencies, and setting regional targets for reducing greenhouse gas emissions.

California Department of Transportation (Caltrans or CT): State agency which builds and maintains state highways, some state railways, and administers multimodal transportation programs within the state.

California Energy Commission (CEC): Established by the State Legislature in 1974, the CEC is the State's principal energy planning and policy making organization. The CEC is charged with ensuring a reliable and affordable energy supply for the State. CEC policies are consistent with protecting the State's environment and its public health, safety, and general welfare.

California Environmental Quality Act (CEQA): Legislation which requires private entities, state and local agencies to disclose, consider and mitigate the environmental impacts of various actions.

California State Association of Counties (CSAC): Agency representing the 58 county governments before the California Legislature, administrative agencies and the federal government.

California Transportation Commission (CTC): A board appointed by the governor and state legislature that sets spending priorities for highways and transit, reviews Regional Transportation Plans (RTPs) and Regional Transportation Improvement Programs (RTIPs) and allocates funds to transportation projects from several funding programs.

California Transportation Plan (CTP): A statewide, long-range transportation policy plan that provides for the movement of people, goods, services, and information. The CTP offers a blueprint to guide future transportation decisions and investments that will ensure California's ability to compete globally, provide safe and effective mobility for all persons, better link transportation and land-use decisions, improve air quality, and reduce petroleum energy consumption.

Caltrans: see California Department of Transportation

Cap & Trade Program: The California Air Resources Board, as part of AB 32, has established a cap and trade program to reduce greenhouse gas emissions from all sectors. The program sets a limit or cap on the amount of a pollutant that may be emitted. Emissions permits are sold to firms which allow them the right to emit a specific volume of the specified pollutant. The total number of permits cannot exceed the cap. Although how the funds will be allocated has not been determined, it is reasonable to assume that low-carbon transportation improvements should receive a substantial share of the proceeds from the cap-and-trade program.

Capital Improvement Program (CIP): A document which sets forth the cost, funding and year of construction for projects over a specified number of years (typically five to seven years).

Capital Improvements: Physical infrastructure improvements such as pavement, sidewalks, bridges, signals and purchases of equipment, vehicles.

CARB: see California Air Resources Board

Carpool: An arrangement in which two or more people share the use of a privately-owned automobile to travel together to and from pre-arranged destinations — typically between home and work or home and school.

Carsharing: Organized short-term auto rental, often located in downtowns, near public transit stations, residential communities and employment centers. Carsharing organizations operate fleets of rental vehicles that are available for short trips by members who pay a subscription fee, plus a per trip charge.

Categorical Exemption (CE): Classes of projects that are usually exempt from CEQA, provided that no exceptions apply.

CE: see Categorical Exemption

CEC: see California Energy Commission

CEQA: see California Environmental Quality Act

Changeable Message Signs (CMS): Large overhead signs providing advisory information to travelers.

CHP: California Highway Patrol

CIP: see Capital Improvement Program

Climate Adaptation: Refers to efforts by society or ecosystems to prepare for or adjust to climate change and its impacts.

CMA: See Congestion Management Agency

CMP: See Congestion Management Program

CMAQ: see Congestion Mitigation and Air Quality Improvement Program

CMIA: see Corridor Mobility Improvement Account

CMS: see Changeable Message Signs

CNG: see Compressed Natural Gas

COG: see Council of Governments

Collector Streets: Streets that collect traffic from local streets, channeling it to arterials, freeways, or local destinations such as schools or shops.

Commute Kern: Kern COG's rideshare program which provides information about transportation alternatives to the single occupant vehicle and carpool match lists.

Commute: The trip to/from a regular location, usually work or school.

Commuter Rail: Conventional rail passenger service within a metropolitan area. Service primarily is in the morning (home-to-work) and afternoon (work-to home) travel periods.

Commuter: A person who travels regularly between home and work or school.

Complete Streets: Streets designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and bus riders of all ages and abilities can safely move along and across a complete street.

Compressed Natural Gas (CNG): A clean-burning alternative fuel for vehicles.

Conformity: A demonstration of whether a federally supported activity is consistent with the Clean Air Act. Transportation conformity applies to plans, programs, and projects approved or funded by the Federal Highway Administration or the Federal Transit Administration.

Congestion Management Agency (CMA): State designated county-level policy body responsible for monitoring and developing a Congestion Management Plan (CMP) to measure levels of service on highways, roadways, and intersections.

Congestion Management Program (CMP): Multi-jurisdictional program with the goals of reducing traffic congestion, researching land use decision impacts, and improving air quality. State law requires the RTPA of every county with an urbanized area of at least 50,000 people to prepare and maintain this program.

Congestion Mitigation and Air Quality Improvement Program (CMAQ): Federal funding program established specifically for projects and programs that contribute to the attainment of a national ambient air quality standard. Funds distributed to regions based on population, Air Quality maintenance/ attainment category and air pollution severity.

Congestion: Congestion is usually defined as travel time or delay in excess of what is normally experienced under free-flow traffic conditions. Congestion is typically accompanied by lower speeds, stop-and-go travel conditions, or queuing, such as behind ramp meters or heavily-used intersections.

Consolidated Transportation Services Agency (CTSA): Agency responsible for coordinating specialized transportation services. In the Kern region, the CTSA is provided by GET.

Constrained (Fiscal Constraint/Financially Constrained): Denotes a funding scenario under which projects, programs, expenditures in a plan or programming document that can be implemented within the constraints of committed, available or reasonably available revenue sources. This document also identifies constrained projects as "Within Projected Funds."

Coordinated Public Transit-Human Services Transportation Plan (CPTP): A federally required plan to serve as a unified, comprehensive strategy for the delivery of transportation services for people with disabilities, older adults, and low-income individuals.

Corridor Mobility Improvement Account (CMIA): Authorized by voters in 2006 as part of Proposition 1B bond to fund state highway projects that provide demonstrable congestion relief, enhanced mobility, improved safety, and stronger connectivity.

Core Area, Metro Bakersfield: An area in central Bakersfield including unincorporated areas that has a lower traffic impact fee than new development on the periphery the Metropolitan Bakersfield Area outside the Core Area.

Corridor: A major transportation route which can consist of one or more highways, arterial streets, transit lines, rail lines and/or bikeways.

Council of Governments (COG): A voluntary organization of local governments that strives for comprehensive regional planning. Kern COG is the COG for Kern County and its cities.

County Shares: A formula in state law that requires a minimum return of STIP revenues to counties based on population and state highway miles.

CPTP: see Coordinated Public Transit-Human Services Transportation Plan

CSAC: see California State Association of Counties

CRRSAA: see Coronavirus Response and Recovery Supplemental Appropriations Act

CT: see California Department of Transportation

CTC: see California Transportation Commission

CTP: see California Transportation Plan

CTSA: see Consolidated Transportation Services Agency

CTSC: see Community Traffic Safety Coalition

D

DAC: see Disadvantaged Community

DAR: Dial-A-Ride – See Demand-Responsive Transit.

Dedicated Funds: Federal, state or local funds which can be used only for specific purposes or by specific agencies.

Demand Response Transit: Non-fixed-route service using vans or buses with passengers boarding and disembarking at pre-arranged times at any location within the system's service area. Also called Dial-A-Ride (DAR).

Department of Transportation (DOT): At the federal level, the cabinet agency headed by the Secretary of Transportation is responsible for highways, transit, aviation, and ports. The DOT includes the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Federal Aviation Administration (FAA), and other agencies. The state DOT is Caltrans.

Development Impact Fee: A fee charged to private developers, usually on a per-dwelling-unit or per square-foot basis, used to pay for infrastructure improvements necessitated because of the development.

Disadvantaged Community (DAC): For Kern County, DACs, Environmental Justice, Underserved, Areas of Persistent Poverty, Historically Disadvantaged Communities are defined by various state and federal regulations, grant programs and tools including CalEnviroScreen, and EJScreen.

Discretionary Funds: Federal, state and local funds which can be used for a variety of purposes. Sometimes also referred to as "flexible funds."

DMV: CA Department of Motor Vehicles

DOT: see Department of Transportation

E

EA: see Environmental Assessment

East Kern Air Pollution Control District: Agency responsible for implementing and enforcing state and federal air quality regulation in the East half of Kern County.

EB: Eastbound

ED: see Environmental Document

EJ: see Environmental Justice

EIR: see Environmental Impact Report

EIS: see Environmental Impact Statement

EMFAC - Emission Factor: Model that estimates on-road motor vehicle emission rates for current year as well as backcasted and forecasted inventories.

EMS: see Extinguishable Message Sign

Environmental Assessment (EA): A document that serves to briefly provide sufficient evidence and analysis for determining whether to prepare an EIS or FONSI for federal-aid projects. It is the federal equivalent of the CEQA term "initial study."

Environmental Document (ED): The draft or final Environmental Impact Statement or Environmental Impact Report, Finding of No Significant Impact, Environmental Assessment or Negative Declaration.

Environmental Impact Report (EIR): An assessment of the environmental effects and mitigations for a proposal or decision which, under the California Environmental Quality Act (CEQA), has been determined may significantly impact the environment.

Environmental Impact Statement (EIS): Document that details any adverse economic, social and environmental effects of a proposed transportation project prepared pursuant to the National Environmental Policy ACT (NEPA), roughly analogous to an EIR under CEQA.

Environmental Justice (EJ): The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. EJ principles include ensuring that planned transportation improvements do not have a disproportionate adverse impact on low income or other under-represented groups, and that minority and low-income populations receive equal benefits, on an equally timely basis, as other populations.

EPA - Environmental Protection Agency: Federal agency established to develop and enforce regulations that implement environmental laws enacted by Congress to protect human health and safeguard the natural environment.

Equity: Fairness in process, distribution of resources, opportunity and provision of varying levels of support, based upon need to achieve greater fairness of outcomes. Includes just and fair inclusion in which all can participate, prosper, and reach their full potential.

Excise Tax: Excise taxes are taxes paid when purchases are made on a specific good, such as fuel. Excise taxes are often included in the price of the product.

Expenditure: In transportation terms, this is any allowable expense associated with a project or program.

Expressway: A divided highway for high-speed traffic with at least partial control of access. In some areas, expressways are divided arterial roads with limits on the frequency of driveways and intersecting cross-streets. In other area, access to expressways is limited only to grade-separated interchanges, making them the full equivalent of freeways.

Extinguishable Message Sign (EMS): Signs along roadways that provide advisory messages or direct motorists to Highway Advisory Radio broadcasting current information about traffic conditions.

F

FAA: see Federal Aviation Administration

Farebox Recovery Ratio: The proportion of public transit operating expenses covered by passenger fares. The ratio divides the farebox revenue (cash, tickets, and passes) by the total operating expenses.

Federal Aviation Administration (FAA): The federal agency that regulates the use of airspace and is responsible for evaluating and disseminating information about hazards and obstructions to aviation.

Federal Highway Administration (FHWA): The federal agency responsible for the approval of transportation projects related to the roadway system.

Federal Railroad Administration (FRA): Federal agency created to promulgate and enforce rail safety regulations, administer railroad assistance programs, conduct research and development in support of improved railroad safety and national rail transportation policy, and consolidate government support of rail transportation activities.

Federal Transit Administration (FTA): The federal agency responsible for administering federal transit funds and assisting in the planning and establishment of mass transportation systems.

Federal Transportation Improvement Program (FTIP): Federally required multi-year capital improvement program listing projects using federal funds and major highway, transit, and active transportation projects including project costs, funding sources, and development schedules.

FHWA: see Federal Highway Administration

Financial Element: A required component of the RTP, the financial element identifies the current and anticipated revenue sources available to fund the constrained transportation investments described in the Action Element. The intent of the Financial Element is to define realistic financing constraints and opportunities.

Finding of No Significant Impact (FONSI): Federal environmental document (NEPA) term roughly analogous to Negative Declaration under CEQA.

Fiscal Year (FY): The 12-month period established for budgeting purposes. The fiscal year for state and most local governments in California begins July 1 and ends June 30. The federal fiscal year begins October 1 and ends September 30.

Fixed Guideway: A term for transportation modes that feature guidance along a fixed structure, such as a track, a concrete channel, or a cable. Examples include diesel powered railroad trains, electrified light rail trolleys, monorails, funiculars, gondolas, and people movers.

Fixed Route Service: Service provided on a regular, fixed schedule basis along a specific route.

Fixed Route: A fixed route is a bus transit route in which a vehicle operates on a regular, fixed- schedule along a specific route, with vehicles stopping to pick up and deliver passengers at specific locations.

Flex Hours: Work hours which allow an employee to work a non-standard work schedule and commute during non-peak hours. Common examples include the 4/10 where an individual works four 10-hour days per week or the 9/80 where an individual works longer hours each day with one day off every other week.

Flexible Funds: Federal funds that can be used for highway, transit or other transportation projects, as determined by regional MPOs and state governments. Examples of such funds are the Surface Transportation Program (STP) and the Congestion Mitigation and Air Quality (CMAQ) fund.

FONSI: see Finding of No Significant Impact

Freeway Service Patrol (FSP): Roving tow truck service that clear incidents on roadways during peak travel periods.

Freeway: A divided arterial highway designed for the unimpeded flow of large traffic volumes. Access to a freeway is controlled and intersection grade separations are required.

FSP: see Freeway Service Patrol

FTA: see Federal Transit Administration

FTA Section 5307: Federal Transit Administration (FTA) Urbanized Area Formula Program for public transit.

FTA Section 5310: Competitive funding to increase the mobility of seniors and persons with disabilities. The former New Freedom Program (SECT 5317) was folded into this program.

FTA Section 5311: Federal funding provided for rural public transportation programs.

FTIP: see Federal Transportation Improvement Program **FY:** see Fiscal Year.

Fund Estimate: The STIP cycle begins with the development of a State Fund Estimate by Caltrans, which compares existing commitments against total estimated revenue expected from state and federal sources. Caltrans estimates state and federal funds "reasonably expected" in annual increments for five years (the STIP period). The calculation of existing capital program commitments is based on Caltrans' Project Delivery Report, while noncapital expenditures of operation and administration costs are estimated based on current spending and projected needs. This comparison of revenues to commitments results in an estimate of total uncommitted funds that are available for programming and prorated to each program category. The Fund Estimate is required by law to be submitted by July 15 of odd-numbered years, and to be adopted by the CTC within thirty days after submittal. CTC adopts a "Fund Estimate

Methodology" to guide Caltrans in formulating the Fund Estimate.

G

Gas Tax: The tax applied to each gallon of fuel sold. In California this is also called the Motor Vehicle Fuel Tax or Highway Users Tax Account (HUTA).

General Plan: A policy document required of California cities and counties by state law that describes a jurisdiction's future development in general terms and includes policy statements and maps. Land use decisions must be derived from the document, which includes seven mandatory elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety.

GET: see Golden Empire Transit District

GHG: see Greenhouse Gas

Geographic Information System (GIS): Mapping software that links information about where things are with information about what things are like. GIS allows users to examine relationships between features distributed unevenly over space, seeking patterns that may not be apparent without using advanced techniques of query, selection, analysis, and display.

Golden Empire Transit District (GET): A special district established by state law serving the metropolitan Bakersfield area including the unincorporated areas.

Grade Crossing: A crossing or intersection of highways, railroad tracks, other guideways, or pedestrian walks, or combinations of these at the same level or grade.

Greenhouse Gas (GHG): Any of the atmospheric gases that contribute to the greenhouse effect by absorbing infrared radiation produced by solar warming of the Earth's surface. Include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

H

HAR: see Highway Advisory Radio

HBR: see Highway Bridge Program

HCM: see Highway Capacity Manual

Headquarters (HQ): The main offices in Sacramento of the California Department of Transportation (Caltrans), a government agency in California charged with improving mobility across the state.

Headways: Time interval between transit vehicles traveling the same direction on the same route; i.e., 15-minute or 2-hour headways indicates service every 15 minutes or every 2 hours.

High Occupancy Toll (HOT) Lanes: A lane on a multilane highway designated for use, primarily in the peak periods, free of charge by vehicles with two or more occupants or for single-occupant vehicles paying a toll.

High Occupancy Vehicle (HOV) Lanes (or Diamond Lanes): A lane on a multi-lane highway designated for use, primarily in the peak periods, only by vehicles with more than one (or sometimes two) occupants – such as carpools, vanpools, shuttles, and

buses. In California, motorcycles, emergency vehicles, and certain low/zero emissions vehicles may also use HOV lanes.

Highway Bridge Program (HBR): Federal funding program administered by Caltrans for bridge replacement or rehabilitation on public roads.

Highway Capacity Manual (HCM): Provides information for many transportation facilities and modes, including techniques for estimating the number of vehicles that can fit in a roadway (capacity), Level of Service, and design characteristics.

Highway Safety Improvement Program (HSIP): Formerly the Hazard Elimination and Safety Program (HES). Federal funding program administered by Caltrans for improving safety.

Highway: A general term which includes roads, streets, and parkways and all their associated types. In this document "highway" typically refers only to roads on the State Route System however (e.g. Highway 58).

HIP: Highway Infrastructure Program (HIP) federal funding program.

HOT: see High Occupancy Toll Lanes

HOV: see High Occupancy Vehicle Lanes

HPMS - Highway Performance Monitoring System: A federally mandated program designed by FHWA to assess the performance of the nation's highway system. Includes data on public roadways.

HQ: Headquarters

HSIP: see Highway Safety Improvement Program

HSR - High Speed Rail: Railroad passenger service that, as defined by California state law, operates at maximum speeds of more than 200 miles per hour. Because of the speed, high speed rail normally operates on intercity (longer) routes.

HUTA: Highway Users Tax Account. See Gas Tax

I

IIJA: see Infrastructure Investment and Jobs Act

Infill Development: Development of land within an established urbanized area.

Infrastructure Investment and Jobs Act: The Infrastructure Investment and Jobs Act of 2021 (IIJA, P.L. 117-58) is a federal bill that includes the federal Surface Transportation Reauthorization Act and Surface Transportation Investment Act. Sometimes also referred to as the Bipartisan Infrastructure Law (BIL), it includes provisions related to federal-aid highway, transit, highway safety, motor carrier, research, hazardous materials, and rail programs of the U.S. Department of Transportation (U.S. DOT). Overall the bill includes $1.2 trillion in investments over five years, from Federal Fiscal Year (FFY) 2022 through FY 2026, including $550 billion in new spending on transportation, water and power infrastructure, and pollution cleanup, in addition to regular annual spending on infrastructure projects.

Initial Study: Under CEQA, a systematic review of a proposed project undertaken to

determine whether there is substantial evidence that it may result in one or more significant impacts.

In-Lieu Fee (ILF) Mitigation: A permittee pays a fee to the operator of the ILF program instead of conducting project-specific mitigation. An ILF program typically combines fees collected from a number of permittee's projects to finance a mitigation project.

Intelligent Transportation System (ITS): A general classification of transportation technologies, management tools, and services made possible through advances in computer and communication technologies. Examples include real-time information about traffic incidents, dynamic curve warning signs, and the guidance of vehicles through remotely controlled equipment.

Intercity Rail: Railroad passenger service that primarily serves longer trips, such as those between major cities or regions.

Inter-modal: Using or addressing inter-connections between various transportation facilities or modes.

Interregional Transportation Improvement Program (ITIP): A state funding program designated to receive 25% of funds programmed in the STIP (the other 75% are RTIP funds). Available for major state highway and passenger rail routes which link regions. Projects are proposed by Caltrans and subject to CTC approval.

IS: see Initial Study

ISTEA: Inter-modal Surface Transportation Efficiency Act. Federal funding and authorization bill that governed federal surface transportation spending 1991-1997.

ITAC: see Interagency Technical Advisory Committee

ITIP: see Interregional Transportation Improvement

Program

ITS: see Intelligent Transportation Systems

J

Jobs/Housing Balance: The interrelationship between the location and type of housing versus the location and type of jobs in a region. This interrelationship has implications for transportation demand.

JPA - Joint Powers Authority: Two or more agencies that enter into a cooperative agreement to jointly wield powers that are common to them. JPAs are a vehicle for the cooperative use of existing governmental powers to finance and provide infrastructure and/or services in a cost-efficient manner.

K

KARGO: see Kern Area Regional Goods-movement Operations Studies

Kern Area Regional Goods-movement Operations (KARGO) Studies: A series of three studies in the early 2020s on goods movement in the Kern region.

KEDC: Kern Economic Development Corporation

L

Level of Service (LOS): A qualitative assessment of a facility's operating conditions. The extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. Level of Service indicates the capacity per unit of demand for each public facility. For automobiles, LOS ratings typically range from LOS A, which represents free-flow conditions, to LOS F, which is characterized by heavy congestion, stop-and-go traffic, and long queues forming behind breakdown points.

Light Rail: A passenger transportation system of self-propelled vehicles that operate over steel rails located in the street, on an aerial structure, or on a separated right of way.

Liquefied Natural Gas (LNG): A cleaner burning liquid fuel derived from a natural gas that is cooled to below its boiling point, so it becomes a liquid.

Long-Range Transit Plan: This plan represents a long-range evaluation of transit needs and proposes recommendations for implementing long-range objectives over a 20-year timeframe. The Plan provides direction for coordinating implementation of goals and policies identified in the Plan.

LNG: see Liquefied Natural Gas

Local Jurisdictions: The eleven cities and the (unincorporated) County of Kern, each of which has its own elected decision-makers, planning and public works departments, and control over land-use decisions within its boundaries.

Local Streets: Streets that provide direct and internal access to adjacent residential or rural areas, on which through traffic is generally discouraged.

LOS: see Level of Service/Level of Service Standard

Low Emission Vehicles: Vehicles using alternative fuel sources which emit little or no tailpipe exhaust, e.g., electric, hybrid electric, and fuel cell.

LTC: see Local Transportation Commission

LTF: Local Transportation Funds. See Transportation Development Act

M

Maintenance Area: Area which, at one time did not, but now does meet current state or federal air quality standards.

MAP-21 - Moving Ahead for Progress in the 21st Century: Federal transportation act signed into law on July 6, 2012.

Successor bill to SAFTEA-LU (2005), MAP-21 consolidated several funding programs and establishes requirements for transportation planning and project implementation.

Mass Transit: A common carrier service provided for transporting passengers on established routes, with fixed schedules, published rates of fares. Includes buses and rail.

Metropolitan Bakersfield Area: A joint planning area between the County of Kern and the City of Bakersfield that includes a jointly adopted traffic impact fee.

Metropolitan Planning Organization (MPO): A federally designated agency responsible for monitoring and planning associated with regional employment, residential and transportation. Kern COG is the MPO for the County of Kern and its eleven incorporated cities.

Mitigation: Project or program intended to offset impacts of a transportation project on an existing natural resource such as a stream, wetland, and/or endangered species.

Mitigation Banking: The preservation, enhancement, restoration or creation of a wetland, stream, or habitat conservation area which offsets, or compensates for, expected adverse impacts to similar nearby ecosystems.

Mixed Flow Lane: Travel lanes shared by autos, trucks, buses, and motorcycles (as compared to restricted lanes, such as HOV lanes).

Mixed Use: Combining of commercial, office, and/or residential land uses to reduce travel distances and facilitate walking. Examples include multi-story buildings containing businesses and retail stores on the lower floors, and homes on the upper floors.

MMLOS: see Multimodal Level of Service

Mode Split or Mode Share: The proportion of total travel in each travel mode.

Mode: Method of travel, e.g., private automobile, walking, bicycle, transit, airplane, bus, train.

MPO: see Metropolitan Planning Organization

MTIS: see Major Transportation Investment Study

Multimodal Level of Service (MMLOS): A way to measure the degree to which street design and operations meets the traveling needs of each user type – automobile, bus, pedestrian, bicycle, etc.

Multimodal: Using or addressing more than one transportation mode.

N

National Environmental Policy Act (NEPA): Federal law identifying environmental disclosure requirements. Required to be followed on projects using federal funds.

National Highway Freight Network (NHFN): A federally established network designed to facilitate the efficient movement of goods across the U.S. In includes the Primary Highway Freight System (PHFS), which consists of critical highways identified as essential for freight transportation.

National Highway System (NHS): A federally established national road system.

Nature-Based Solutions (NBS): Projects or project elements that leverage natural processes and features to address transportation challenges, such as mitigating greenhouse gas emissions, improving air quality, managing stormwater runoff, reducing erosion, and alleviating urban heat island effects.

NB: Northbound

ND: see Negative Declaration

Negative Declaration (ND): A determination based upon an initial study that there is no substantial evidence that a proposed project may result in a significant effect.

NEPA: see National Environmental Policy Act

NHFN: see National Highway Freight Network

NHS: see National Highway System

Non-Attainment Area: An air basin which does not meet existing state or federal air quality standards.

O

O&M: Operations and Maintenance. The range of activities and services provided by the transportation system and for the upkeep and preservation of the existing system.

Obligate: The act of securing a commitment from Federal or State government (e.g. FHWA or Caltrans) to pay or reimburse entities for a project's eligible costs. Many funding programs require a project sponsor to obligate funds in a timely manner or lose the funds.

Off-Peak Period: The time of day when the lowest concentration of travels are using a transportation facility. These times are generally before 6 a.m., mid-day, and after evening commute hours.

Open Space: Generally understood as any area of land or water which is not developed for urbanized uses. In General Plans areas may be designated as Open Space for the purposes of the preservation or managed production of natural resources, outdoor recreation, or the promotion of public health and safety.

Operations: On-going activities necessary to manage and perform services for a system, such as labor costs. For transit, costs include fuel, salaries and replacement parts.

Overall Work Program (OWP): Budgetary document describing proposed activities for the upcoming fiscal year, including those required by federal and state law.

OWP: see Overall Work Program

P

PA&ED: see Project Approval and Environmental Document (PA&ED)

Paratransit: Term used to describe transportation services which operate on flexible routes and/or provide demand-responsive service and is most frequently used by elderly and disabled passengers unable to take fixed route transit. Generally, vans, small buses, or taxis are used to provide this service. The ADA-mandated service in our region is CTSA run by Golden Empire Transit District.

Park-and-Ride Lot: A facility where individuals can meet to utilize carpools, vanpools, and transit to continue traveling to their destinations.

Parking Management: Strategies which use parking supply or pricing as an incentive or disincentive to affect the demand for parking. Preferred parking for carpools is an example of a parking management incentive, and charging parking fees is an example of a disincentive.

Passenger Miles: The total number of passengers carried by a transit system, multiplied by the number of miles each passenger travels. Passenger miles are normally measured on a daily or annual basis.

Pavement Condition Index (PCI): A numerical index between 0 and 100 used to indicate the general condition of a pavement with 0 representing the worst possible condition and 100 representing the best possible condition.

Pay as You Drive (PAYD) Insurance: A type of automobile insurance whereby the costs are dependent upon type of vehicle used, and measured against time, distance and location.

Peak Periods: The hours during which the greatest traffic volumes or highest transit use occur.

PeMS - Performance Monitoring System: The PeMS program uses urban freeway data collected through freeway loop detectors to provide current, ongoing data on freeway volumes and speeds that can be displayed graphically and exported to other monitoring applications.

Performance Based Planning: An approach that uses performance measures to support investment decisions to help achieve desired outcomes.

Performance Measures (or Evaluation Measures or Targets): Objective, quantifiable measures used to evaluate the performance of the transportation system, and to determine how well planned improvements to the system are achieving established objectives.

Person Trip: Any person's one-way travel to any destination for any purpose. More specifically, a trip is the one-way movement from an origin to a destination, whereby each trip has two trip ends.

PHFS: Primary Highway Freight System - see National Highway Freight Network (NHFN)

PID: see Project Initiation Document

Plans, Specifications and Estimates (PS&E): A phase or milestone in the life cycle of a project following PA&ED and preceding construction; includes the preparation of construction contract documents, the acquisition of right of way, and the securing of permits.

Planned Projects: Projects on the Constrained/within projected funds RTP list which have not previously been approved for funding by the RTC. Projects are expected to be funded through 2035.

PM: see Post Mile

Policy Element: A required component of the RTP, the policy element clearly conveys the region's transportation goals and policies.

Post Mile: The mileage measured in statute miles from a county line or the beginning of a route to another county line or the ending of the route. Each post mile along a route in a

county is a unique location on the State Highway System.

Primary Transportation Network: Includes state highways, principal arterials and rail lines.

Principal Arterial - The functional classification system at the federal level defines principal arterials for rural areas, urbanized areas, and small urban areas. In urbanized areas, the principal arterial system can be identified as unusually significant to the area in which it lies in terms of the nature and composition of travel. Principal arterials derive their importance from service to rural oriented traffic and/or from service for major movements within the urbanized area. The principal arterial system should carry the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central city. Frequently, the principal arterial system will carry important intra-urban as well as intercity bus routes. In small urban and urbanized areas, this system should provide continuity for all rural arterials which intercept the urban boundary. Because of the nature of the principal arterial system, almost all fully and partially controlled access facilities will be part of this functional system; however, it is not restricted to controlled access routes. The spacing of urban principal arterials will be closely related to the trip-end density characteristics of particular portions of the urban areas.

Program: verb- to assign funds to a project.

Program Environmental Impact Report (PEIR): Environmental review process used to evaluate the potential environmental effects of large-scale plans or programs.

Programmed Projects: Projects on the Constrained/ within projected funds list for which funding has already been approved by the RTC. These projects will be initiated and/or completed by 2019.

Project Approval and Environmental Document (PA&ED): A major phase in the life cycle of a project following the Project Initiation Document and Programming but preceding PS&E.

Project Initiation Document (PID): an engineering document or technical report that documents the scope, cost, and schedule of a project.

Project Study Report (PSR): A preliminary engineering report that documents agreements on the scope, a set of reasonable and feasible alternatives, the schedule, and the estimated cost of a project so that the project can be included in a future State Transportation Improvement Program (STIP).

Proposition 1A: Bond measure passed by voters in November 2008 authorizing $9.95 billion to the California High-Speed Rail Authority to construct the core segments of the rail line from San Francisco to the Los Angeles area.

Proposition 1B: Bond measure passed by voters in November 2006 authorizing $27 billion in bonds distributed to highway, local road, and transit projects through a combination of competitive and formula programs.

PS&E: see Plans, Specifications and Estimates

PSR: see Project Study Report

Public Transportation: Transportation by bus, rail or other conveyance, either publicly- or privately- owned, that provides to the public general or special service on a regular and continuing basis. Also known as "mass transportation," "mass transit," and "transit".

R

RACM: see Reasonably Available Control Measures

Rail Transit: Public transportation services provided on a fixed rail line, e.g., light rail.

Ramp Metering: Electronic traffic control devices located at freeway access points to meter the entry of vehicles onto the freeway. The goal is to help optimize the movement of persons and vehicles.

Reasonably Available Control Measures: Air quality control measures that are reasonably available. Some regulations require control measures that are "Best" available a.k.a. BACM.

Regional Blueprint: Collaborative planning processes that engage residents of a region in articulating a vision for the long term future of their region. The goal of the process is to develop a preferred growth scenario that can guide regional and local land use and transportation. The term blueprint has also been used in place of the term plan or study.

Regional Housing Needs Assessment (RHNA): Quantifies the need for housing within each jurisdiction of the Kern region based on population growth projections. Communities then address this need through the process of completing the housing elements of their General Plans.

Regional Planning Advisory Committee (RPAC): Kern COG advisory committee providing oversight for SB 375 Sustainable Community Strategy development and other regional planning coordination. The committee is made up of local planners from each of the eleven jurisdictions as well as some key stakeholders such as the Tejon Indian Tribe.

Regional Statistical Area (RSA): A grouping of Transportation Analysis Zones in the Kern region that make up an economic market sub area, sometimes referred to as sub areas.

Regional Surface Transportation Program (RSTP): See Surface Transportation Block Grant Program (STBG).

Regional Surface Transportation Program (RSTP): Surface Transportation Block Grant Program (STBG)/Regional Surface Transportation Program funds (federal) exchanged for state funding.

Regional Transportation Improvement Program (RTIP): The state required multi-year capital improvement program for transportation projects using state and federal funds. The RTIP for Kern is adopted by Kern COG and is submitted to the California Transportation Commission for inclusion in the State Transportation Improvement Program (STIP) and is included by Kern COG in the FTIP.

Regional Transportation Plan (RTP): The state mandated long-range plan that acts as a blueprint to guide transportation development. Developed by regional transportation planning agencies, it includes a

policy, action, and financial elements. Kern COG prepares and adopts the RTP and it must be consistent with other local plans.

Regional Transportation Planning Agency (RTPA): Designated by the State of California to provide regional transportation planning and make funding decisions, including preparation of the Regional Transportation Plan and the Regional Transportation Improvement Program. Sort of a state version of the federal MPO designation.

Regional Travel Demand Model (RTDM): A computer software program using demographic data to estimate the transportation impacts of population growth and land use decisions on the transportation system, and to assess the utility of transportation projects.

Reverse Commute: Travel in the direction opposite to the main flow of peak period commute traffic.

RHNA: see Regional Housing Needs Assessment

Ridership: The number of transit users, usually reported as a yearly total or as the average for a normal workday.

Rideshare: Alternatives to driving alone, including carpooling, vanpooling, taking the bus, bicycling, walking and telecommuting. Commute Kern is Kern COG's Rideshare program.

Right-of-Way (ROW): The area of property owned by a public or private entity used for transportation purposes.

ROE: Right of Entry

ROW: see Right-of-Way

RPA: see Rural Planning Assistance

RPAC: see Regional Planning Advisory Committee

RSA: see Regional Statistical Area

RSTP: see Regional Surface Transportation Program

RTDM: see Regional Travel Demand Model

RTIP: see Regional Transportation Improvement Program

RTP: see Regional Transportation Plan

RTPA: see Regional Transportation Planning Agency

Rural Planning Assistance (RPA): Funds awarded by the California Department of Transportation (Caltrans) annually for use by the Regional Transportation Planning Agency.

S

Safe Routes to Schools: Initiatives, such as education, encouragement campaigns, and infrastructure improvements, that make it easier and safer for children to walk and bicycle to school.

Safe Routes to Transit: Strategies to address the challenges of getting to and from a transit stop or station. These include sidewalks and curb cuts to bus stops, pedestrian crosswalks near transit stations, bicycle lanes that connect to transit and bike parking at transit stations, feeder-distributor bus/shuttle routes, car sharing/station cars, and ridesharing.

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU): Funding and authorization bill from 2005-2012 that governed federal surface transportation spending.

SAFE: see Service Authority for Freeway Emergencies **SAFETEA-LU:** see Safe, Accountable, Flexible, Efficient **Transportation Equity Act:** A Legacy for Users

San Joaquin Valley Air Pollution Control District (SJVAPCD): Agency responsible for implementing and enforcing state and federal air quality regulation in San Joaquin Valley portion of Kern County.

SB: Southbound

SB 45: California Senate Bill (Chapter 622, Statutes of 1997, Kopp) that mandated major transportation reforms impacting transportation planning, funding and development. Transferred from the state to the regions more authority in deciding how to invest transportation funds. Established current STIP process.

SB 375 (2008): Established to implement the state's greenhouse gas (GHG) emission-reduction goals, as set forth by AB 32, in the sector of cars and light trucks. Requires California's Air Resources Board (CARB) to develop regional reduction targets for greenhouse gas emissions (GHG), and requires MPO's to develop "Sustainable Community Strategies" (SCS) to reduce emissions from vehicle use through integrated land use and transportation planning.

Scenario Planning: A decision making tool to help identify the projects that are prioritized in a transportation plan. Scenario planning allows a community to evaluate the likely outcomes of a number of scenarios to explore possible benefits and costs of alternative futures.

SCAG: see Southern California Association of Governments

SCS: see Sustainable Communities Strategy

Self-Help Counties: A term used to describe counties that have enacting local voter-approved funding mechanisms -- such as half-cent sales taxes -- to pay for transportation improvements.

Service Authority for Freeway Emergencies (SAFE): As the designated SAFE for Kern COG manages the Kern Motorist Aid Authority (KMAA) which provides Kern511.org traveler information service, and safety roadside clean-up program on local state highways. Funded by $1-per-year vehicle registration fee.

SHOPP: see State Highway Operations and Protection Program

Signal Preemption or Green Light Extension: A system used for emergency and public transit vehicles to change signal phasing from red to green or extending an green light phase allowing for more rapid crosstown access.

SIP – State Implementation Plan: State plan required by the Federal Clean Air Act to attain and maintain national ambient air quality standards. It is adopted by local air quality districts and the State Air Resources Board.

Southern California Association of Governments (SCAG) – A six-county planning

and coordinating agency, similar to Kern COG, that deals with transportation, water quality, housing and land use. Also reviews and comments on applications for a variety of federal and state assistance programs.

SOV - Single Occupant Vehicle: Privately operated vehicle that contains only one driver or occupant.

Specialized Transportation: Often used synonymously with "paratransit," refers to vehicle and programs operated primarily for the elderly and persons living with disabilities. Service is generally provided door-to-door in vans or automobiles on a semi-fixed route or demand responsive basis.

SR: State Route

SRTP: see Short Range Transit Plan

STA: see State Transit Assistance

State Highway Account: References the State Highway Account in the State transportation Fund. The State Highway Account supports many state transportation highway capital and safety programs and is first primarily used to match federal transportation funding that is directed to California.

State Highway Operation and Protection Program (SHOPP): State plan and funding program to maintain the operational integrity and safety of the state highway system. It includes primarily rehabilitation, safety, and operational improvement projects.

State Transit Assistance (STA): State funding program for mass transit operations and capital projects. As of March 2010, funds derived from statewide sales tax on diesel fuel, distributed based on population.

State Transportation Improvement Program (STIP): A multi-year program of transportation projects to be funded with various state and federal revenues. Adopted biennially by the California Transportation Commission (CTC), based on projects proposed in RTIPs and from Caltrans (ITIP). Funds distributed to regions based 75% on population and 25% on highway miles.

Statewide Integrated Traffic Records System (SWITRS): Database of collisions managed by the California Highway Patrol.

STIP: see State Transportation Improvement Program

STP: see Surface Transportation Program

Surface Transportation Block Grant Program (STBG): A flexible federal funding program initially established by ISTEA and distributed to regions based on population formula to fund local streets and roads, bicycle, pedestrian, highway, and transit projects. Previously known as the Regional Surface Transportation Program (RSTP).

Sustainability: Sustainability is defined as balancing economic, environmental and equity interests. Sustainability creates and maintains the conditions under which humans and nature can exist in productive harmony, that permit fulfilling the social, economic and other requirements of present and future generations.

Sustainable Community Strategies (SCS): An element of the RTP, as required by SB 375, that demonstrates how development patterns and the transportation network, policies, and programs can work together to achieve the state's targets for reducing regional greenhouse gas (GHG) emissions from cars and light trucks in a region.

System Preservation: The maintenance of the existing transportation system.

T

Targets: For this RTP, targets are measurable objectives for achieving goals. Targets are a decision support tool linking policies and projects to goals, assessing performance trends, and provide the opportunity to make adjustments in priorities. Consistent with backcasting, establishing targets involves setting desirable future objectives first then determining the degree to which investments will meet objectives, rather than relying on demand based forecasts to direct the planning and investments.

TAZ: see Transportation Analysis Zone

TCM: see Transportation Control Measure

TCRP: Transportation Congestion Relief Program

TDA: see Transportation Development Act

TDM: see Transportation Demand Management

TEA: see Transportation Enhancement Activities

TEA-21: see Transportation Equity Act for the 21st Century

Telecommute (or Telework): Conducting some or all of daily work activities from a location other than the normal worksite, usually from home or remote site, and often with the assistance of telecommunications equipment. Employees sometimes referred to as teleworkers or e-workers.

TIA: see Transportation Improvement Area

TIP: Transportation Improvement Program

TCAA: Transportation Corridor Alternatives Analysis

TMA: see Transportation Management Association

TMC: Traffic Management Center. Monitors roadways using closed circuit cameras, loop detectors and information from the CHP and field staff. Posts and updates messages on traffic conditions on various systems, including the 511 telephone number, road signs, and websites.

TOD: see Transit-Oriented Development

TOS: see Traffic Operations System

TPP: see Transit Priority Project

Transportation Analysis Zone: A geographic unit used for transportation modeling. A TAZ is smaller than a census tract and are grouped together to form Regional Statistical Areas (RSA).

Traffic Operations System (TOS): A system of highway communications equipment to monitor traffic conditions and relay traveler information in real time.

Transit: Travel by bus, rail, or other vehicle, either publicly or privately owned, that provides general or specialized service on a regular or continuing basis.

Transit Dependent: An individual who because of age, income, physical/mental

condition, geographic location, or personal choice, does not have a private vehicle available and relies on transit for his/her transportation needs.

Transit-Oriented Development (TOD): Residential and employment growth that occurs near existing and planned public transit facilities.

Transit Priority Project (TPP): Under SB 375, a project that (1) contains at least 50 percent residential use (commercial use, if any, must have floor area ratio of not less than 0.75); (2) have a minimum net density of 20 units per acre; and (3) be located within one-half mile of a major transit stop or high-quality transit corridor included in the RTP. TPP may be exempt from CEQA.

Transit Signal Priority (TSP): Transit Signal Priority (TSP) is a general term for a set of operational improvements that use technology to reduce dwell time at traffic signals for transit vehicles by holding green lights longer or shortening red lights. TSP may be implemented at individual intersections or across corridors or entire street systems.

Transportation Control Measure (TCM): A project or program intended to reduce air pollution generated by automobiles.

Transportation Demand Management (TDM): Strategies to reduce demand by automobiles on the transportation system, by promoting telecommuting, flex-time, bicycling, walking, transit use, staggered work hours, and ridesharing.

Transportation Development Act (TDA): State law enacted in 1971. Local TDA funds (or Local Transportation Funds – LTF) are generated from a one-quarter of one percent state sales tax. Revenues are allocated annually to support transportation planning and administration, transit, transportation for the elderly/disabled, bikeway and pedestrian projects, based on state law and RTC rules and regulations.

Transportation Disabled: People who cannot use public transportation easily or at all because of physical, emotional, or mental limitations.

Transportation Disadvantaged: People who have significant unmet transportation needs. May include people experiencing poverty, people experiencing language barriers, people of color, older adults, youth and people with disabilities who experience a disproportionately small share of benefits from transportation investments, particularly because traditional transportation investments prioritize vehicles.

Transportation Enhancements (TE): Former federal funding program for pedestrians and bicycles facilities, scenic beautification, historic preservation, preservation of abandoned railway corridors, archaeological planning and research, and mitigation of water pollution due to highway runoff. Eliminated in 2012 and replaced by the Transportation Alternatives Program (TAP).

Transportation Equity Act for the 21st Century (TEA-21): Federal funding and authorization bill from 1998-2005 that governed federal surface transportation spending.

Transportation Improvement Area (TIA): Area designated by a local jurisdiction where new development is required to pay fees based on the amount of traffic it is expected to generate.

Transportation Management Association (TMA): An organized group that provides transportation services in a particular area, with a focus on TDM programs to facilitate the movement of people and goods within an area. TMAs are frequently led by the private sector in partnership with the public sector to solve transportation problems.

Transportation System Management (TSM): Strategies that improve the efficiency of the existing transportation network such as signal synchronization, HOV queue jumps and signal priority, incident management and auxiliary lanes.

Transportation Technical Advisory Committee (TTAC): A standing Kern COG committee made up of public works and finance staff from local governments as well as representatives from transit and Caltrans.

Travel Time Index (TTI): A travel time index (TTI) is a way to normalize congestion levels across facilities with different free-flow speeds. A travel time index is determined by taking average travel time divided by the free flow travel time. The free flow speed assumed here is the posted speed limit (65 mph for highways). Similarly, the 95% travel time index is the 95% travel time divided by the free flow time.

Travel Time Reliability: The consistency or dependability in travel times, as measured from day-to-day and/or across different times of the day.

Trip: A one-way journey that proceeds from an origin to a destination by a single type of vehicular transportation.

TSP: see Transit Signal Priority

TSM: see Transportation System Management

TTI: see Travel Time Index

U

U.S. DOT: United States Department of Transportation. The federal agency responsible for highways, mass transit, aviation and ports and headed by the Secretary of Transportation. Includes the FHWA, FTA and FAA, among others.

Unconstrained: Denotes a funding scenario not constrained by existing funding assumptions. New funds, above and beyond existing or anticipated revenues, would be needed to fund "unconstrained" projects in this RTP.

Unmet Transit Needs Findings: TDA funds can be used for local streets and roads in smaller counties only if the RTPA in their jurisdiction makes a finding that public transit service and operations in the county have no unmet needs that are reasonable to meet. RTPAs must hold public hearings prior to making such a determination.

Urbanized Area: An area with a population of 50,000 or more as designated by the U.S. Census.

V

V/C Ratio - Volume to Capacity Ratio: The volume of traffic divided by the capacity of a transportation facility. Traffic volume is defined as the number of vehicles passing (or projected to pass) a point or section of roadway in a given time interval. Capacity is

defined as the maximum number of vehicles that reasonably can be expected to traverse that point or section of roadway during the same time period under prevailing roadway, traffic, and control conditions.

Vanpool: A group of seven to fifteen people traveling together to work or school in a van at set times. Many vans are leased from companies which include insurance, emergency services and maintenance in the monthly rental fees.

Vehicle Miles Traveled (VMT): The term used for the total number of miles traveled by motor vehicles within a specified region during a particular time period.

Vehicle Occupancy Rate: Also known as Average Vehicle Occupancy or Ridership; the number of persons per vehicle on a given road at a given time without distinguishing trip purpose.

Vehicle Trip: A single vehicle movement from the beginning of travel to its destination, in a vehicle that is motor-driven (e.g., automobiles, motorcycles, trucks, buses, and vans).

VMT: see Vehicle Miles Traveled

W

Walkability: A measure of how friendly an area is to walking. Walkability has many health, environmental, and economic benefits. Factors influencing walkability include the presence or absence and quality of footpaths, sidewalks or other pedestrian rights-of-way, traffic and road conditions, land use patterns, building accessibility, and safety, among others.

WB: Westbound

Y

Year of Expenditure (YOE): Revenue and cost estimates for a project or program based on reasonable financial principles/information about the timeframe in which the expenditure is expected to occur

Z

ZEV – Zero Emission Vehicle: A vehicle that has no harmful atmospheric emissions during operation.

APPENDIX A

Regional Transportation Plan Checklist

Appendix A: RTP Checklist

Regional Transportation Plan Checklist for MPOs
(Revised September 2023)

(To be completed electronically in Microsoft Word format by the MPO and submitted along with the draft and final RTP to Caltrans)

Name of MPO: Kern Council of Governments

Date Draft RTP Completed: May 8, 2026

RTP Adoption Date: September 17, 2026

What is the Certification Date of the Environmental Document (ED)? September 17, 2026 (scheduled)

Is the ED located in the RTP or is it a separate document? Separate document

By completing this checklist, the MPO verifies the RTP addresses all of the following required information within the RTP, where applicable.

Regional Transportation Plan Contents

General	Yes/No /N/A	Page #
1. Does the RTP address no less than a 20-year planning horizon? (23 CFR 450.324(a))	Yes	1-1
2. Does the RTP include both long-range and short-range strategies/actions? (23 CFR 450.324(b))	Yes	5-50 thru 5-172
3. Does the RTP address issues specified in the policy, action and financial elements identified in California Government Code Section 65080?	Yes	Table 2-1
4. Does the RTP address the 10 issues specified in the Sustainable Communities Strategy (SCS) component as identified in Government Code Sections 65080(b)(2)(B) and 65584.04(i)(1)?	Yes	Table 2-1
a. Identify the general location of uses, residential densities, and building intensities within the region?	Yes	4-13

b. Identify areas within the region sufficient to house all the population of the region, including all economic segments of the population over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth?	Yes	4-22 thru 4-31
c. Identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Government Code Section 65584?	Yes	4-32 thru 4-33
d. Identify a transportation network to service the transportation needs of the region?	Yes	4-39 thru 4-45
e. Gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (a) and (b) of Government Code Section 65080.01?	Yes	4-20 thru 4-22
f. Consider the state housing goals specified in Sections 65580 and 65581?	Yes	4-9
g. Utilize the most recent planning assumptions, considering local general plans and other factors?	Yes	4-13 4-26
h. Set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by CARB?	Yes	4-26 thru 4-31
i. Provide consistency between the development pattern and allocation of housing units within the region (Government Code 65584.04(i)(1)?	Yes	4-13 thru 4-31
j. Allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Section 7506)?	Yes	4-8
5. Does the RTP include Project Intent i.e. Plan Level Purpose and Need Statements?	Yes	Ch. 1 4-1 thru 4-2
6. Does the RTP specify how travel demand modeling methodology, results and key assumptions were developed as part of the RTP process? (Government Code 14522.2)	Yes	4-46
7. Does the RTP contain a System Performance Report? (23 CFR 450.324 (f))	Yes	
a. Does the report include a description of the performance measures and performance targets used in assessing the performance of the transportation system?	Yes	Appdx. D
b. Does the report show the progress towards achieving performance targets in comparison with the performance in previous reports?	Yes	Appdx. D

c. For MPOs that voluntarily elect to develop multiple scenarios, does the report include an evaluation of how the preferred scenario has improved conditions and performance, where applicable?	Yes	Appdx. D
d. Does the report include an evaluation of how local policies and investments have impacted costs necessary to achieve progress toward identified performance targets, where applicable?	Yes	Appdx. D

Consultation/Cooperation

	Yes/No / N/A	Page #
1. Does the RTP contain a public involvement program that meets the requirements of Title 23, CFR 450.316(a)?	Yes	Appdx. B
(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;	Yes	4-9 thru 4-13 Appdx. B
(ii) Providing timely notice and reasonable access to information about transportation issues and processes;	Yes	4-9 thru 4-13 Appdx. B
(iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;	Yes	4-9 thru 4-13 Appdx. B
(iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;	Yes	4-9 thru 4-13 Appdx. B
(v) Holding any public meetings at convenient and accessible locations and times;	Yes	4-9 thru 4-13 Appdx. B
(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;	Yes	4-9 thru 4-13 Appdx. B
(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;	Yes	Appdx. B,C & D
(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;	N/A	4-9 thru 4-13 Appdx. B & C

	(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and	Yes	4-9 thru 4-13 Appdx. B
	(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.	Yes	Appdx. B & C pg. 4
2.	Does the RTP contain a summary, analysis, and report on the disposition of significant written and oral comments received on the draft regional transportation plan as part of the final regional transportation plan and TIP that meets the requirements of 23 CFR 450.316(a)(2), as applicable?	Yes	Appdx. H
3.	Did the MPO/RTPA consult with the appropriate State and local representatives including representatives from environmental and economic communities; airport; transit; freight during the preparation of the RTP? (23 CFR 450.316(b))	Yes	4-9 thru 4-13
		Yes/No / N/A	Page #
4.	Did the MPO/RTPA who has federal lands within its jurisdictional boundary involve the federal land management agencies during the preparation of the RTP? (23 CFR 450.316(d))	Yes	4-9 thru 4-13 4-37
5.	Where does the RTP specify that the appropriate State and local agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation consulted? (23 CFR 450.324(g))	Yes	Appdx. C-2 thru C-3
6.	Did the RTP include a comparison with the California State Wildlife Action Plan and (if available) inventories of natural and historic resources? (23 CFR 450.324(g)(1&2))	Yes	4-36 thru 4-37
7.	Did the MPO/RTPA who has a federally recognized Native American Tribal Government(s) and/or historical and sacred sites or subsistence resources of these Tribal Governments within its jurisdictional boundary address tribal concerns in the RTP and develop the RTP in consultation with the Tribal Government(s)? (23 CFR 450.316(c))	Yes	Appdx. C-17
8.	Does the RTP address how the public and various specified groups were given a reasonable opportunity to comment on the plan using the participation plan developed under 23 CFR part 450.316(a)? (23 CFR 450.316(a)(i))	Yes	4-9 thru 4-13
9.	Does the RTP contain a discussion describing the private sector involvement efforts that were used during the development of the plan? (23 CFR 450.316(a))	Yes	4-13

10.	Does the RTP contain a discussion describing the coordination efforts with regional air quality planning authorities? (23 CFR 450.316(a)(2)) (MPO nonattainment and maintenance areas only)	Yes	4-8 4-11 thru 4-12 4-51 Appdx. C
11.	Is the RTP coordinated and consistent with the Public Transit-Human Services Transportation Plan? (23 CFR 450.306(h))	Yes	5-73
12.	Were the draft and adopted RTP posted on the Internet? (23 CFR 450.324(k))	Yes	www.kerncog.org/2026-rtp
13.	Did the RTP explain how consultation occurred with locally elected officials? (Government Code 65080(D))	Yes	4-10 thru 4-12
14.	Did the RTP outline the public participation process for the sustainable communities strategy? (Government Code 65080(E))	Yes	4-9 thru 4-13
15.	Was the RTP adopted on the estimated date provided in writing to State Department of Housing and Community Development to determine the Regional Housing Need Allocation and planning period (start and end date) and align the local government housing element planning period (start and end date) and housing element adoption due date 18 months from RTP adoption date? (Government Code 65588(e)(5))	Yes	4-32 thru 4-33

<u>Title VI and Environmental Justice</u>

1.	Does the public participation plan describe how the MPO will seek out and consider the needs of those traditionally underserved by existing transportation system, such as low-income and minority households, who may face challenges accessing employment and other services? (23 CFR 450.316 (a)(1)(vii))	Yes	4-9 thru 4-13 Appx. C
2.	Has the MPO conducted a Title VI analysis that meets the legal requirements described in Section 4.2?	Yes	Appdx. D
3.	Has the MPO conducted an Environmental Justice analysis that meets the legal requirements described in Section 4.2?	Yes	Appdx. D

Modal Discussion

		Yes/No / N/A	Page #
1.	Does the RTP discuss intermodal and connectivity issues?	Yes	4-20 thru 4-23
2.	Does the RTP include a discussion of highways?	Yes	5-118 thru 5-129
3.	Does the RTP include a discussion of mass transportation?	Yes	5-67 thru 5-85
4.	Does the RTP include a discussion of the regional airport system?	Yes	5-130 thru 5-140
5.	Does the RTP include a discussion of regional pedestrian needs?	Yes	5-86 thru 5-90
6.	Does the RTP include a discussion of regional bicycle needs?	Yes	5-86 thru 5-90
7.	Does the RTP address the California Coastal Trail? (Government Code 65080.1) (For MPOs located along the coast only)	N/A	N/A
8.	Does the RTP include a discussion of rail transportation?	Yes	5-147 thru 5-149 5-155 thru 5-164
9.	Does the RTP include a discussion of maritime transportation (if appropriate)?	Yes	5-53 5-148
10.	Does the RTP include a discussion of goods movement?	Yes	5-57 thru 5-66 5-168 Thru 5-173

Programming/Operations

		Yes/No / N/A	Page #
1.	Is the RTP consistent (to the maximum extent practicable) with the development of the regional ITS architecture? (23 CFR 450.306(g))	Yes	5-100 thru 5-103
2.	Does the RTP identify the objective criteria used for measuring the performance of the transportation system?	Yes	6-3 thru

		6-4
3. Does the RTP contain a list of un-constrained projects?	Yes	Table 5-2: 5-43 thru 5-49
	Yes/No / N/A	Page #
Financial		
1. Does the RTP include a financial plan that meets the requirements identified in 23 CFR part 450.324(f)(11)?	Yes	Ch. 6
2. Does the RTP contain a consistency statement between the first 4 years of the fund estimate and the 4-year STIP fund estimate? (65080(b)(4)(A))	Yes	5-49 6-9
3. Do the projected revenues in the RTP reflect Fiscal Constraint? (23 CFR part 450.324(f)(11)(ii))	Yes	6-10
4. Does the RTP contain a list of financially constrained projects? Any regionally significant projects should be identified. (Government Code 65080(4)(A))	Yes	Table 5-1: 5-4 thru 5-42
5. Do the cost estimates for implementing the projects identified in the RTP reflect "year of expenditure dollars" to reflect inflation rates? (23 CFR part 450.324(f)(11)(iv))	Yes	Table 5-1: 5-4 thru 5-42
6. After 12/11/07, does the RTP contain estimates of costs and revenue sources that are reasonably expected to be available to operate and maintain the freeways, highway and transit within the region? (23 CFR 450.324(f)(11)(i))	Yes	6-7 thru 6-10
7. Does the RTP contain a statement regarding consistency between the projects in the RTP and the ITIP? (2016 STIP Guidelines Section 33)	Yes	5-49
8. Does the RTP contain a statement regarding consistency between the projects in the RTP and the RTIP? (2016 STIP Guidelines Section 19)	Yes	5-49
9. Does the RTP address the specific financial strategies required to ensure the identified TCMs from the SIP can be implemented? (23 CFR part 450.324(f)(11)(vi) (nonattainment and maintenance MPOs only) 5-925	Yes	5-93
	Yes/No / N/A	Page #

Environmental

1.	Did the MPO/RTPA prepare an EIR or a program EIR for the RTP in accordance with CEQA guidelines?	Yes	*SD
2.	Does the RTP contain a list of projects specifically identified as TCMs, if applicable?	Yes	5-93
3.	Does the RTP contain a discussion of SIP conformity, if applicable?	Yes	5-93
4.	Does the RTP specify mitigation activities? (23 CFR part 450.324(f)(10))	Yes	5-58 5-65 5-93 5-105 thru 5-107 5-113 Thru 5-115 5-167 5-173
5.	Where does the EIR address mitigation activities?	Yes	*SD
6.	Did the MPO/RTPA prepare a Negative Declaration or a Mitigated Negative Declaration for the RTP in accordance with CEQA guidelines?	N/A	
7.	Does the RTP specify the TCMs to be implemented in the region? (federal nonattainment and maintenance areas only)	Yes	5-92 thru 5-99

*Separate Document

I have reviewed the above information and certify that it is correct and complete.

(Must be signed by MPO Executive Director or designated representative)

Date

John Schlosser
Print Name

Executive Director
Title

APPENDIX B

Public Information Policies and Procedures

Kern Council of Governments



Public Involvement Procedures and Policies
May 2023

Policy Manual Chapter V: Planning and Services

Article XI: Public Involvement Procedures and Policies

Section 1. Introduction

This document is a plan for providing guidance for Kern Council of Governments' (Kern COG) elected officials and staff in public participation and interagency consultation throughout the regional planning process. It contains the agency policies, guidelines and procedures Kern COG uses in developing the metropolitan planning process. This includes the development and approval of the Regional Transportation Plan, Regional and Federal Transportation Improvement Program, and environmental review documentation related to growth, transportation, air quality, and any product prepared by Kern COG staff that statutorily requires public participation, or for which the Kern COG Board of Directors determines is necessary. Kern COG carries out its transportation and air quality planning responsibilities in a continuing, cooperative and comprehensive manner in conformance with Federal and State law that determine how Metropolitan Planning Organizations (MPOs) provide for early consultation and public participation. The various laws include but may not be limited to:

Federal

- Transportation and Conformity Regulations of Title 40 CFR Part 93.105
- Title 23 CFR Part 450.316; Part 450.322(g)(1) and (2); Part 4501.216(a)(1)
- Title 23 USC Part 134(g)(4)
- Title 23 USC Section 135(e)
- Title VI of the Federal Civil Rights Act of 1964
- Title 49 CFR Part 21.5
- Title 42 USC Chapter 21 Section 2000(d)
- Executive Order 12898 regarding Environmental Justice (1994)
- Executive Order 13166 regarding Improving Access to Services for Persons with Limited English Proficiency
- Executive Order 13175 regarding Consultation and Coordination with Indian Tribes
- US DOT Order 5610.2 (1997)
- US DOT Order 6640.23 (1998)
- 1990 Americans with Disabilities Act
- 1990 Clean Air Act Amendments
- 2005 Safe, Accessible, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)
- Moving Ahead for Progress in the 21st Century (MAP-21)
- Fixing America's Surface Transportation (FAST) Act
- Infrastructure Investment and Jobs Act(IIJA) (2021)
- Consolidated Appropriations Act (2023)

State

- Government Code Section 11135
- Government Code Section 65080
- California Environmental Quality Act (CEQA)

Title 23 CFR Part 450.316(a) states the following concerning participation and consultation:

"The Metropolitan Planning Organization (MPO) shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process."

A vigorous public information process not only serves Kern COG by meeting federal requirements, but also allows for a fruitful exchange of ideas while developing programs or projects that may be controversial.

Section 2. Background

The federal government has mandated that public involvement in the metropolitan planning process meet minimum requirements. How effectively planning agencies provide opportunities for public input is an important criterion to determine federal fund allocation for local, regional, state projects and programs. While legislation such as the most recent federal transportation spending bills, the Americans with Disabilities Act and awareness of environmental justice issues have broadened the scope of public participation in the planning and programming process, prior federal transportation acts also required public participation.

California's Ralph M. Brown Act has long required state and local agencies to perform their duties in the public's full view and provide opportunities for public input. All environmental documents related to transportation plans include the public comment provisions of the California Environmental Quality Act (CEQA). Kern COG has always complied with California law in addition to meeting federal statute mandates.

Kern COG's Board of Directors and technical advisory committees assist the bottom-up planning process and frequent, ongoing public and interagency participation at all stages of the process. Outreach programs are designed in cooperation with technical advisory committees and other transportation and air quality agencies. These programs

will complement the decentralized planning process, which was established to increase participation in regional policy development.

Effective public involvement requires that affected individuals and groups be encouraged to participate in the development of local, regional, and state plans. The following policies, guidelines and procedures are designed to encourage participation during the preparation of the:

A. Regional Transportation Plan – Refer to Appendix C of the 2022 RTP;
B. Transportation Improvement Program;
C. Environmental impact studies or reports; and
D. Any product prepared by Kern COG staff that statutorily requires public participation or for which the Kern COG Board of Directors determines it is necessary.

Section 3. Partnerships

Kern COG staff maintains regular contact with the following agencies:

American Lung Association
Amtrak
Bakersfield ARC
Bakersfield Senior Center
Bakersfield Association of Realtors
Bakersfield Downtown Business Association
Bike Bakersfield
Bureau of Land Management
California Air Resources Board
California Department of Conservation – Oil, Gas & Geothermal Division
California Department of Finance
California Department of Fish and Wildlife
California Environmental Protection Agency
California Highway Patrol
California Office of Planning and Research
Caltrans Districts 6 and 9
Center for Race Poverty & the Environment
City of Arvin
City of Bakersfield
City of California City
City of Delano
City of Maricopa
City of McFarland
City of Ridgecrest
City of Shafter
City of Taft
City of Tehachapi
City of Wasco
CommuteKern
County of Kern
County of Kern Public Health Services Department
Cultiva La Salud
Dolores Huerta Foundation
Eastern Kern APCD
Edwards Air Force Base
Federal Highway Administration
Federal Transit Administration
Fresno Council of Governments
Golden Empire Transit District (GET)
Greater Bakersfield Chamber of Commerce
Greyhound Lines
Independent Living Center
Indian Wells Valley Airport District
Inyo County Transportation Commission
Kern Congestion Management Agency
Kern County Aging & Adult Services Department

Kern County Black Chamber of Commerce
Kern County Home Builders Association
Kern County Commission on Aging
Community Action Partnership of Kern
Kern County Hispanic Chamber of Commerce
Kern County Housing Authority
Kern County Superintendent of Schools
Kern County Water Agency
Kern Economic Development Corp.
Kern Minority Contractors Association
Kern Motorist Aid Authority
Kern Regional Center
Kern Transit
Kern Transportation Foundation
Kern Wheelmen Bicycle Club
Kings County Association of Governments
Leadership Counsel for Justice and Accountability
Local Agency Formation Commission
Madera County Transportation Commission
Merced County Association of Governments
Metro Bakersfield Consolidated Transportation Service Agency
Mexican-American Opportunity Foundation
Minter Field Airport District
Mono County Transportation Commission
Mojave Town Council
Natural Resources Defense Council
Naval Air Weapons Station - China Lake
New Advances for People with Disabilities
North of the River Recreation & Park District
Blue Sky Partners
San Joaquin Council of Governments
San Joaquin Valley Air Pollution Control District
Santa Fe Railways
Sierra Club
Southern California Auto Club
Southern California Association of Governments
Stanislaus Council of Governments
Tejon Indian Tribe of California
Tribal communities
Tubatulabal Tribe
Tulare County Association of Governments
U.S. Environmental Protection Agency
U.S. Fish & Wildlife Service
Various chambers of commerce
Various community services districts
Various environmental/social equity organizations
Wasco and Delano Associations for the Developmentally Disabled
Wasco Housing Authority

Section 4. Guidelines

Kern COG is committed to developing and maintaining an effective public participation process. In order to accomplish this commitment, the following principles guide the public involvement process:

A. It is the right and responsibility of citizens to be involved in the transportation planning process.
B. Citizens should be educated about the needs and issues and encouraged to participate in finding solutions.

C. Early and timely citizen involvement is necessary to build community agreement on needs and solutions before alternatives are proposed.
D. Agreement on the final product is a desirable goal, but agreement does not mean 100 percent unanimity by all parties. Negotiation and compromise are essential ingredients to building agreement.
E. The process by which a decision is reached is just as important as the product. Citizens should end the process satisfied that they had the opportunity to be significantly involved and that their voices were heard and reflected in the final document.
F. After decisions are made, actions should follow to maintain confidence in the community involvement process.

Community involvement is not a one-time process. The manner in which the public is involved may change as the process progresses.

In Attachment A, Public Involvement Chart, Kern COG defines a public participation program for each document it produces. Final documents will reflect the needs and desires of affected communities within the region. This includes establishing procedures and responsibilities for:

A. Informing, involving, and incorporating public opinion into the planning process;
B. Consultative involvement of designated agencies on technical data and modeling used in developing regional plans and determining transportation improvement program and regional transportation improvement program conformity;
C. Clearly designating a lead staff person who is knowledgeable about the entire planning process to be responsible for the public involvement program; and
D. Providing adequate funds and schedule expenditures to implement the public participation program.

Section 5: Procedures

Community Members/Organizations Involvement
Metropolitan transportation planning requires that where a metropolitan planning area includes Federal public lands and/or Indian Tribal lands, the affected Federal agencies and Indian Tribal governments shall be involved appropriately in the development of transportation plans and programs. Discussion on environmental mitigation activities of the long-range transportation plan shall be developed in consultation with tribes. Kern COG continues Government-to-Government consultation with the Tejon Indian Tribe of California in the development of transportation plans and programs.

Kern COG will notify interested or affected citizens who may be impacted through traditional and electronic meeting announcements, newspapers, public service announcements, press releases, social media, special mailers, publications and committee agendas, meetings and other opportunities to participate, as appropriate. Community members or organizations may include but are not limited to:

Academic and scientific communities Airport authorities

Appropriate private transportation providers
Bicycle and pedestrian groups
Business and industry officials
Elected officials
Environmental organizations
Freight shippers and receivers
Health and disabled organizations
Local public and private transit operators
Local, state and federal agencies
Minority and ethnic groups
Native American associations
Operators of major modes of transportation
Recreation groups
Senior citizen groups
Service organizations
Traffic, ridesharing, parking, and enforcement agencies
Youth services groups

A. Kern COG encourages public participation and acknowledges the value of this input.
B. Kern COG will provide complete and easily understood information and summaries. Planning issues and alternatives will be addressed in a realistic manner.
C. Kern COG will publish public comments in a newsletter or report. Reports will include specific agency responses, the effect of citizen input on decisions, and (when appropriate) updated reports of citizen participation.
D. Kern COG will conduct a thorough review of the program, including staff and citizen evaluation.
E. Kern COG will consult with Federal agencies and Indian Tribal governments in the development of transportation plans and programs pursuant to Federal law.

Level I

Public Involvement Requirements

Level I procedures address routine documents that serve as a subset of or facilitate more significant plans or determinations. These documents are implementing long-range direction provided by plans and documents that went through a more intensive public review procedure (Level II or III). These documents are subject to the minimum levels of public outreach under these policies. These procedures become effective once an initial draft document has been produced. Procedures that apply to these documents are customized as appropriate to better focus public involvement.[1]

Level I Documents

A. Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS) and Congestion Management Program (CMP) amendments
B. Federal Transportation Improvement Program (FTIP) amendments (excluding technical or administrative modifications)
C. Regional Transportation Improvement Program
D. Air quality conformity determinations
E. Overall Work Program (OWP), agency budget
F. Active Transportation Plans and studies

[1] See Attachment A, Kern COG Document Public Involvement Chart, for specific requirements on specific documents.

G. Environmental Documents, as defined by the California Environmental Quality Act and/or the National Environmental Policy Act [1]

Level I Procedures

1. No person shall be denied participation.
2. A legal notice or display ad will be placed in the advertising sections of at least one newspaper of general circulation, including a Spanish-language publication, if possible.
3. Display ads will be placed as deemed necessary and targeted specifically to affected communities to encourage involvement and address key decision-making points.
4. Non-traditional approaches, such as electronic mailings to non-profit organizations, churches and chambers of commerce will be used to encourage involvement of the underserved and transit dependent in project development and public workshops. Spanish-language advertising will be included as deemed necessary by the agency in these non-traditional approaches.
5. Public meetings are defined as those regular COG meetings normally held on the third Thursday of each month.
6. Public workshops are defined as forums established specifically for the public to gain information and provide input on Kern COG documents and processes. This definition does not include technical workshops for member agency staff or elected officials even though they are technically open to the public.
7. Announcements dealing with documents and/or meetings and workshops will be posted on the Kern COG web site and social media sites.
8. A mailing list of individuals who have expressed interest should be maintained.
9. Meeting notices should be mailed or e-mailed to individuals who have expressed interest.
10. Kern COG will provide appropriate assistance, auxiliary aids and/or services when necessary to afford disabled individuals an equal opportunity. Individuals with disabilities will be provided an opportunity to request auxiliary aids.
11. Kern COG will provide audio/visual presentations along with its maps, charts and graphics whenever practical to help the public better understand the plans, programs, projects or determinations it adopts as deemed necessary by the agency.
12. Kern COG will provide an interpreter, when requested, at any and all public hearings and workshops, and will maintain its subscription to a language line for day-to-day public inquires.
13. Kern COG's web site will maintain a link to a translation service for information contained on the agency site.
14. Projects must be evaluated for their potential for public interest. Projects likely to have considerable public interest must also include Level III requirements.
15. Electronic and or a hard copy of draft transportation plan amendments and draft transportation improvement program amendments, environmental documents, and the Congestion Management Program amendments will be made available for review at Kern Council of Governments and the main branch of the local

library system. Individual copies of all documents will also be distributed to any interested parties for a fee to offset printing charges.

Level II

Additional Public Involvement Requirements
Level II procedures address core agency plans, programs and declarations. These documents are subject to a higher level of public outreach than Level I documents under these policies. These procedures become effective before an initial draft document has been produced. The following documents must also meet the public involvement requirements listed in Level I:

Level II Documents

A. Federal Transportation Improvement Program
B. Corridor Studies
C. Transit Studies
D. Regional Housing Needs Assessment
E. Special Studies
F. Public involvement procedure amendments

Level II Procedures

1. Public review by various funding agencies submitting projects for the transportation improvement program will be accepted up to the final determination.
2. A copy of draft transportation plans and draft transportation improvement programs, environmental documents, and the Congestion Management Program will be made available for review at Kern Council of Governments and the main branch of the local library system. Individual copies of all documents will also be distributed to any interested parties for a fee to offset printing charges.
3. Public comments and responses, and the disposition of any comments, will be made part of final transportation plans, transportation improvement programs, and environmental documents.

    a. **Prepare written summary/verbal presentation** – Staff will review all comments, synthesize them and prepare a narrative summary highlighting key points.
    b. **List all comments** – Using a summary format, staff will review and summarize all comments, categorizing them by topic and type of comments (e.g. question, fact, desire, opinion).
    c. **Respond to comments** – Staff will respond, in writing within 30 days, to significant comments. Those responses will be made part of the final document.
    d. **Provide the full record** – The decision-making body will be given copies of the meeting notes, the transcript (for public hearings) or taped transcripts.

4. Transportation improvement programs and environmental documents will be made available for public review for no less than a 30-day public review period.
5. Programs, projects, or plans routed through the State Clearinghouse shall adhere to the public information requirements of the Clearinghouse and also be made available for no less than 30 days.
6. If regionally significant changes are made to the transportation plan, transportation improvement programs, and environmental documents during the review and comment period, the plan(s) will be made available for 30-day public review and comment prior to final adoption.
7. Minor amendments to the transportation improvement programs will have a 14-day public review period and may be approved by the Executive Director.
8. Regionally significant changes to the transportation plan, transportation improvement programs, and environmental documents during the review and comment period will also be advertised via press release to all media outlets, through electronic notice to Kern COG's address database and on the Kern COG web site as deemed necessary prior to final adoption.
9. The Executive Director or his/her designee will coordinate with the State to improve public awareness of the State Transportation Plan and/or the State Transportation Improvement Plan.
10. Records relating to the transportation plans, transportation improvement programs, and environmental impact reports will be made available for public review upon request.
11. Technical and policy information relating to the transportation plans, transportation improvement programs, and environmental impact reports will be made available for public review upon request.
12. Staff will hold public workshops as deemed necessary by the agency in local jurisdictions on the Regional Transportation Plan. These public meetings/workshops may be announced in a variety of formats, including public notices, display ads, press releases and direct mail and/or electronic mail notices in the affected communities as deemed appropriate by the agency.
13. All project plan amendments not considered administrative in scope will be advertised via public notice and held for a 30-day review period.
14. Refer to the California Transportation Commission's 2017 Regional Transportation Plan Guidelines regarding addendums, supplemental and subsequent environmental documents to the Regional Transportation Plan.

Level III

Anticipated high-profile projects

The following must also meet the criteria listed in levels I and II. In general, Level III procedures address plans that provide long-range direction for the organization or that Kern COG staff determines to be controversial based on their environmental impacts, project scope or other determining factors. These Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS) is subject to this highest level of public outreach under these policies. These procedures become effective before an initial draft document has been produced. Kern COG staff will:

A. Develop a Regional Transportation Plan/Sustainable Communities Strategy
B. Develop a calendar of public workshops.
C. Identify the appropriate media contact to respond to media inquiries.
D. An e-mail address will be provided made available for public access to receive updates and to make and receive comments. Coordinate a press release highlighting the plan/program and coordination between Kern COG and public participation. Press releases will be sent to radio stations, television channels, and newspapers as deemed necessary by the agency.

Metropolitan transportation planning requires that where a metropolitan planning area includes Federal public lands and/or Indian Tribal lands, the affected Federal agencies and Indian Tribal governments shall be involved appropriately in the development of transportation plans and programs. Discussion on environmental mitigation activities of the long-range transportation plan will be developed in consultation with tribes. Kern COG will continue Government-to-Government consultation with the Tejon Indian Tribe of California in the development of transportation plans and programs.

Senate Bill 375 increased the minimum level of public participation required in the regional transportation planning process. Collaboration between partners in the region during the development of a Sustainable Communities Strategy (SCS) and/or an Alternative Planning Strategy (APS) is essential and may include business and industry stakeholders, environmental justice stakeholders, social equity stakeholders and others. Public participation pursuant to SB 375 will including the following:

1. Outreach efforts encouraging the active participation of a broad range of stakeholders in the planning process, consistent with the agency's adopted Federal Public Participation Plan. This includes, but is not limited to, affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, and homeowner associations.
2. Consultation with other regional congestion management agencies, transportation agencies, and transportation commissions.
3. At least three regional public workshops will be held with information and tools providing a clear understanding of policy choices and issues. To the extent practicable, each workshop will include computer modeling to create visual representations of the SCS and APS.
4. Preparation and circulation of a draft SCS (and APS, if one is required) not less than 55 days before adoption of a final RTP.
5. A process enabling the public to provide a single request to receive notices, information and updates.
6. During the development of the SCS (and APS, if applicable), at least two informational meetings will be held for members of the Board of Supervisors and City Councils. Only one informational meeting is needed if it is attended by representatives of the Kern County Board of Supervisors and City Councils that represent a majority of the cities representing a majority of the population in the incorporated areas of the county.

a. The purpose of the meeting (or meetings) will be to discuss the SCS (and APS, if applicable), including key land use and planning assumptions, with the members of the Board of Supervisors and City Councils and to solicit and consider their input and recommendations.
b. Notices of these meetings are to be sent to the Clerk of the Board of Supervisors and City Clerks.

7. In preparing an SCS, Kern COG will consider spheres of influence that have been adopted by the Local Agency Formation Commission (LAFCO). Kern COG will also consult with LAFCO regarding special districts within the region that provide property-related services such as water or wastewater services, and will consult with these regional special districts, as appropriate, during development of a SCS (and APS if applicable).

Process for Receiving Public Comments

The following public involvement techniques may be used to inform and educate the public and/or gather information.

A. Formal Public Meetings/Workshops

Formal public meetings and/or workshops may be held during the process. The format for the workshops will be at the discretion of Kern COG. All Kern COG meetings and public workshops will be held in buildings accessible to persons with disabilities. The format options include:

- 'Theater' style with a presentation followed by audience response.
- 'Open-house' style with individual comments provided directly to a recorder, typed in by the participant, or via written comment sheets; or
- A mixed format with an 'open house' style meeting followed by a 'theater' style comment period.

In each case, Kern COG will provide audio/visual presentations along with maps, charts and graphics, whenever practical, to help the public better understand the plans, programs, or projects it adopts.

B. Mini – Grant Program

Kern Council of Governments may seek assistance from community-based organizations, etc. to solicit public input into key activities associated with the preparation of high profile projects such as the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS). Kern COG may request help with ensuring diverse and extensive input by further expanding community outreach activities.

Kern COG may provide mini grants to organizations for outreach activities that result in public involvement and input from stakeholders regarding the RTP/SCS, with the primary goal of including Kern residents in the RTP and SCS transportation planning

process. This program will help ensure that interested residents have ample opportunity to understand and provide meaningful input on these plans.

C. Small Group Sessions

A meeting of selected citizens, businesses, and/or neighborhood residents may be invited to participate in small group or roundtable sessions to discuss options and give opinions on specific transportation topics. Participants may be presented with materials and asked to respond. The following are types of small groups that might be involved in the process:

Plan/Program Advisory Committee (PAC) - An advisory committee established for the development of a plan or program may consist of a broadly representative group of citizens who understand other citizens' concerns, needs and wants, technical and administrative staff from various organizations, and officials from appropriate local and state entities.

A PAC with citizen participation can be a valuable asset. Generally, PACs provide and consider citizen input and advice regarding regional goals and objectives, problems and needs, and to discuss potential options and solutions regarding the activity and to be responsive to the citizen input.

PAC members may be expected to attend several public and neighborhood meetings. They may also be asked to assist, provide support and be responsible for the dissemination of information, and give testimony to the benefits and importance of the activity to the community, actively seek informed responses from the community regarding transportation problems and priorities, and elicit potential solutions.

Kern COG will specifically consider the need for a PAC with regard to major transportation plans, studies, programs and projects. If the Board elects to form a PAC, the PAC will be organized with a special effort to appoint persons who are or will represent the needs of the persons traditionally underserved such as low income, minorities, elderly and disabled. The ways and means of determining PAC membership, committee structure, and specific roles and responsibilities for an activity will be presented to the TTAC and Board for their approval. Membership will not be permanent, thus PAC members will serve for the length of the development and completion of a plan or program.

Stakeholders - Interview or meet with individuals or groups who have a vested interest in the outcome of a Kern COG-developed plan or program. Interviews and/or roundtable meetings would be conducted to identify issues and concerns. Such groups may include business, neighborhood, environmental, and others.

PAC and stakeholder meetings may include the use of various public involvement techniques to keep the group informed, obtain information, identify preferences and resolve conflicts.

Focus Groups - Kern COG may use this approach to uncover information that is difficult to access. This includes uncovering attitudes, opinions, and emotions on specific issues or topics from a group of 'screened' participants. This method may also be used to clarify issues so as to develop surveys.

D. Internet

Whenever possible, Kern COG will provide access to plans and programs through Internet access. When applicable, an e-mail address will be presented and made available for public access to make and receive comments.

E. Fairs and Festivals

Kern COG may attend community fairs and festivals to present various aspects of transportation planning, programming and projects as set forth in the RTP, as well as the FTIP. Participants are encouraged to view exhibits, ask questions, consider the information and give comments. Fairs create interest and dramatize a plan, program or TIP project through visualized graphics, audiovisuals, and interaction with Kern COG staff.

F. Public Opinion Surveys

Surveys report what people know or want to know. Surveys test whether a plan, program or an element of them is acceptable to the public as it is being developed. An appropriately sized random sample will be drawn from the targeted population and surveyed to develop a sense of general public attitudes. Surveys can be formal such as a direct mailing to citizens, businesses, and community organizations or informal such as a self-administered questionnaire attached within a draft document.

G. Phone/In-person Comments

A period of time may be provided to allow citizens to telephone or walk in their comments. Kern COG's phone number and address will be provided to the media and may be included on documents related to the plan or program. Kern COG will summarize verbal comments.

Section 6. Public Involvement Policy Evaluation

A. Significant changes to Kern COG's Public Involvement Procedures shall be published and available for a 45-day public review and comment period before final adoption.
B. Kern COG staff and the public will review the public review process biennially.

Evaluation Methodology

In order to regularly evaluate the Public Involvement Procedures, metrics are recommended and will be reported to the Board:

A. The accessibility of the outreach process to serve diverse geographic, language and ability needs.
B. The extent or reach of the process in involving and informing as many members of the public as possible.
C. The diversity of participants in the outreach process and its ability to reflect the broad range of ethnicities, incomes and special needs of residents in the Kern region.
D. The impact of public outreach and involvement on the plan/program and on policy board actions.
E. The satisfaction with the outreach process expressed by participants.

For each of these five performance measures, a set of quantifiable indicators has been established. They will be applied as appropriate to each plan/program's level requirements.

A. Accessibility Indicators:

- Meetings are held throughout the county.
- 100 percent of meetings are reasonably accessible by transit.
- All meetings are accessible under Americans with Disability Act requirements.
- Meetings are linguistically accessible to 100 percent of participants with three working days' advance request for translation. (*Meeting announcements will offer translation services with advance notice to participants speaking any language with available professional translation services*.)

B. Reach indicators
- Number of formal comments on draft final document logged into comment tracking and response system.
- Number of individuals actively participating in outreach program.
- Number of visits to the specific section of the Kern COG website.
- Number of newspaper articles, radio and television interviews mentioning the plan/program.

F. Diversity indicators
- Demographic of targeted workshop/charrette/meeting roughly mirror the demographics of the Kern region.
- Listing of targeted organizations and groups participating in at least one workshop/charrette/meeting.
- Listing of participants representing a cross-section of people of various interests, places of residence and primary modes of travel.

G. Impact Indicators
- 100 percent of written comments on draft final document received are logged into a comment tracking system, analyzed, summarized and communicated in time for consideration by staff and the policy board.

- 100 percent of significant written comments on draft final document are acknowledged so that the person making them knows whether his or her comment is reflected in the outcome of a policy board action, or, conversely, why the policy board acted differently.

H. Participant Satisfaction (*This information would be obtained via an online and written survey available on the Kern COG web site, and at each workshop/charrette/public meeting involving the plan or program in question*.)
   - Accessibility to meeting locations.
   - Materials presented in appropriate languages for targeted audiences.
   - Adequate notice of the meetings provided.
   - Sufficient opportunity to comment.
   - Educational value of presentations and materials.
   - Understanding of other perspectives and priorities.
   - Clear information at an appropriate level of detail.
   - Clear understanding of items that are established policy versus those that are open to public influence.
   - Quality of the discussion.
   - Responsiveness to comments received.

Section 7. Media Resources

Print Media Resources

Kern County is situated in California's southern San Joaquin Valley occupying 8,200 square miles. It is the third largest county in the State; with about the same area as New Jersey and is twice the area of L.A. county with less than 1/10th the population. The county is divided into three distinct geographical regions: The eastern third of the county is the Mojave Desert; the middle section straddles the Southern Sierra Nevada Mountains and the Transverse Ranges; the western portion is in the San Joaquin Valley. Because of the diversity in the market profile and geography of Kern County, it is necessary to address the county in segments. Public Notices must be carefully placed depending on the project and affected communities.

Countywide Publications	**Type**	**Adjudicated**
The Bakersfield Californian	Main / Greater Kern County	X
El Popular	Hispanic Interest	X

Indian Wells Valley	**Type**	**Adjudicated**
The Daily Independent	Main / Ridgecrest	X
News-Review	Main / Ridgecrest	X

Southeastern Kern County	**Type**	**Adjudicated**
Antelope Valley Press	Main / Palmdale	X
Mojave Desert News	Main / Mojave	X
Rosamond News	Main / Rosamond	X
Southeast Kern Weekender	Ridgecrest	

Tehachapi News	Main / Tehachapi	X
Kern River Valley	**Type**	**Adjudicated**
Kern Valley Sun	Main /Lake Isabella	X
Arvin/Lamont	**Type**	**Adjudicated**
El Popular	Hispanic Interest	X
Southwestern Kern County	**Type**	**Adjudicated**
The Pine Mountain Pioneer	Main / Frazier (monthly)	--
Mountain Enterprise	Main / Frazier Park (weekly)	X
Metropolitan Bakersfield	**Type**	**Adjudicated**
The Bakersfield Californian	Main / Kern County	X
Bakersfield News Observer	African-American Interest	X
El Mexicalo	Hispanic Interest	X
El Popular	Hispanic Interest	X
Northwest Kern County	**Type**	**Adjudicated**
El Popular	Hispanic Interest	X
Shafter Press	Main / Shafter	X
Wasco Tribune	Main / Wasco	X
Western Kern County	**Type**	**Adjudicated**
The Midway Driller	Main / Taft	X

Section 8. Legal and Display Ad Minimum Requirements

Legal Notice:
Date, time, and place of public hearing or meeting;
Identity of the hearing body or officer;
General explanation of the matter to be considered;
General description, in text or by diagram, of the location of the real property, if any, that is the subject of the hearing or meeting;
The following statement when appropriate –"Individuals with disabilities may call Kern COG to request auxiliary aids necessary to participate in the public meeting/hearing."

Kern Council of Governments
Address
Contact name
Telephone number
Web site: www.kerncog.org
E-mail: ahakimi@kerncog.org

Notice of Intent to Adopt:
Period during which comments will be received;
Date, time, and place of any public meetings or hearings on the proposed project;

Brief description of the proposed project and its location;
Address where copies of the proposed negative declaration are available for review;
The following statement when appropriate – “Individuals with disabilities may call Kern COG to request auxiliary aids necessary to participate in the public meeting/hearing."

Kern Council of Governments
Address
Contact name
Telephone number
Web site: www.kerncog.org
E-mail: ahakimi@kerncog.org

Notice of Determination: – Filed ONLY with Kern County Clerk's Office

Information identifying the project, including common name and location;
Brief description of the project;
Date on which Kern COG determines the project will not cause any significant adverse environmental effects;
Address where copy of the negative declaration may be examined;
The following statement – "Kern COG has complied with the California Environmental Quality Act in the preparation of this negative declaration;"
The following statement when appropriate – “Individuals with disabilities may call Kern COG to request auxiliary aids necessary to participate in the public review process.”

Kern Council of Governments
Address
Contact name
Telephone number
TTY number
Fax number
Web site address
Project manager e-mail address

Notice of Preparation:

A. Description of project;
B. Project location on a map;
C. Discussion of probable environmental effects of project;
D. The following statement when appropriate -"Individuals with disabilities may call Kern COG to request auxiliary aids necessary to participate in the public review process.”

Kern Council of Governments
Address
Contact name
Telephone number

TTY number
Fax number
Web site address
Project manager e-mail address

Notice of Completion:

A. Description of project;
B. Project location;
C. Date, time, and place of any public meetings or hearings on the proposed project;
D. Address where copies of the Draft EIR are available for review;
E. Period during which comments will be received;
F. The following statement when appropriate -"Individuals with disabilities may call Kern COG to request auxiliary aids necessary to participate in the public review process."

Kern Council of Governments
Address
Contact name
Telephone number
TTY number
Fax number
Web site address
Project Manager e-mail address

Sample Notice
Notice of Public Hearing

Date

Before the Kern Council of Governments (Kern COG) in the matter of STATE PURPOSE OF PUBLIC HEARING:

A. WHEREAS, Kern COG, in its capacity as the INSERT DESIGNATION will hold a public hearing to receive public comments regarding the INSERT PLAN, PROJECT, PROGRAM and

B. WHEREAS, NAME DOCUMENT AND PURPOSE

NOTICE IS HEREBY GIVEN THAT:

A. A PUBLIC HEARING will be held in the Kern COG conference room, 1401 19th Street, Suite 300, Bakersfield, California at 6:30 pm, on Thursday, STATE DATE, for the purpose of receiving public comments and testimony regarding INSERT PLAN, PROJECT, OR PROGRAM. This hearing will be a part of a regularly scheduled meeting of the Kern Council of Governments.

B. The INSERT PLAN, PROJECT, OR PROGRAM will be considered for INSERT ACTION by the Kern Council of Governments following the public hearing.

C. Any person wishing to present testimony related to INSERT PLAN, PROJECT, OR PROGRAM may be heard, or may submit written comments to Kern COG, 1401 19th Street, Suite 300, Bakersfield, California 93301, for inclusion in the official record of the hearing. Individuals with disabilities may call Kern COG to request auxiliary aids necessary to participate in the public review process.

Ahron Hakimi,
Executive Director
Kern Council of Governments
(661) 635-2900
TTY (661) 832- 7433
Fax: (661) 324-8215
Web site: www.kerncog.org
ahakimi@kerncog.org
DATE OF PUBLICATION

Display ads
Newspaper display ads, which may be inserted anywhere in the paper and are not confined to the classified section, will be used for the following documents: Regional Transportation Plan; Regional Transportation Improvement Program; Federal Transportation Improvement Program; all corridor studies; transit studies, including the unmet transit needs process; and all special studies.

These advertisements should run at the beginning, middle, and toward the end of the document development process. They will announce either a public input period, draft review availability or a final review period.

Display ads should be no smaller than 2 columns in width by no less than 4 inches deep. If financial constraints allow, display ads should run 2 columns wide by 7 inches deep or larger.

Given the larger canvas with which to work, display ads should contain at least one art element by which to draw the eye. This should include, but not necessarily be limited to the Kern COG logo. The number of different fonts used should be limited to two.

Sign In Sheets
Have a sign-in sheet available. This will become part of Kern COGs official record. Make sure people write legibly, this information will become a part of the mailing list. At a minimum, include: name, address (street, city, zip), daytime contact telephone number and e-mail address. The information needed from the sign-in sheet may vary from meeting to meeting. If quite a bit of information is needed, consider developing an information card that attendees can complete at their seat.

Have Kern COG materials available

Several items will help the public to understand the purpose of the agency, the project and Kern COGs role. Many questions can be answered prior to the meeting, which will save time during the meeting.

A. Comment Sheets
B. Project Information Guide
C. Kern COG Information Guide
D. Presentation-specific support materials

Visual Aids
A. PowerPoint presentation
B. Slides
C. Enlarged diagrams and graphs
D. Enlarged maps
E. Videos
F. Handouts

Anticipate Questions
Anticipated questions should be developed and answered when the Project Information Guide is created. However, it is likely the audience will have many more. The process of transportation planning is not an easy one to grasp. Many members of the audience will have wishes and desires that simply cannot be fulfilled. How staff responds to questions or statements of desire will make a difference with their opinion of Kern COGs efforts to involve the public. Kern COG staff should create ways of telling the audience the planning process instead of telling the audience “No, we can’t.”

Are there creative ways to help the audience understand that transportation planning is a dynamic give-and-take process?

Attachment A: Kern COG Document Public Involvement Chart - 2023

	OWP	COG Budget	KMAA Budget	RTP /SCS	RTP[1] /SCS Amend	RTP[2] Env. Doc.	RTIP	FTIP	TIP[3] Amend	Corridor Studies	Transit Studies	Regional Housing Needs Assessment	Special Studies	Air Quality Conformity	Population & Socio-Economic Forecast	Public Information Policies/ Procedures	Active Transportation Plan
Procedures Level:	1	1	1	3	1	1	1	2	1	2	2	2	2	1	1	2	1
Document/Process Inception																	
Display Ads (Newspapers)				●						❍	❍	●	❍				
Direct Mail/Electronic Notices				●				●		●	●		●			●	
Press Releases				●						❍	❍	●				●	
Public/COG meeting	●	●	●					●									
Workshop(s)				●						●	●		●				
Draft Document/Process																	
Display Ads (Newspapers)				●				❍		❍	❍	●	❍				
Direct Mail/Electronic Notices				●				●		●	●		●			●	
Press Releases				●			❍	❍		❍	❍	●	❍				
Public/COG meeting	●	●	●	●			●	●		●	●	●	●	●	●	●	●
Workshop(s)				●			❍	❍		●	●		●		●		
Final Report/Plan/Study/Process																	
Display Ads (Newspapers)				●						●		●	●	❍			❍
Direct Mail/Electronic Notices	●	●	●	●			●	●		●	●		●	●	●	●	●
Press Releases				●			❍	❍		❍	❍	●	❍	❍	●		❍
Public/COG meeting	●	●	●	●			●	●		●	●		●	●	●	●	●
14-day Review Period					●				●								
30-day Review Period	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		●
45-day Review Period						●										●	
55-day Review Period				●													
Legal Notice		●	●	●	●	●		●	●					●			●
Public Hearing		●	●	●	●			●	●					●			●

● *Required*

❍ *As deemed necessary by staff*

Display ads: Bakersfield Californian, El Popular, Kern Valley Sun, Ridgecrest Daily Independent or Ridgecrest News-Review, Shafter Press, Taft Midway-Driller, Tehachapi News, Wasco Tribune Antelope Valley Press, Mojave Desert News, Rosamond News, Mountain Enterprise Frazier Park (papers selected dependent on the project and affected communities)

[1]Minor RTP amendment types 2 and 3 will have a 14-day review period. Regionally signifcant major amendment types 4 and 5 will have a 30-day review, subject to environmental document requirements.

[2]Refer to CEQA/NEPA and California Transportation Commission latest Regional Transportation Plan Guidelines for addendum, subsequent and supplemental environmental documents.

[3]Minor TIP amendment types 2 and 3 will have a 14-day review period. Regionally signifcant types 4 and 5 will have a 30-day review.

4/26/2023

APPENDIX C

Outreach Results

APPENDIX C
2026 RTP OUTREACH PROGRAM

I. Purpose of Public Participation

Kern Council of Government's public participation program supports the Regional Transportation Plan update and Sustainable Community Strategy (RTP/SCS) development process. The public participation program builds on the Kern Regional Blueprint process, the 2014 RTP/SCS public participation program and the 2018 public participation program to seek grassroot public input for the region's future. The 2023 public participation program update was adopted in May 2023 and guides the RTP/SCS public outreach process (see Appendix B). The 2024 State RTP Guidelines recognize the Kern COG outreach plan as an exemplary planning practice that ensures the public is engaged throughout the process.[1] This program is an important part of complying with numerous state and federal regulations including Title VI of the Federal Civil Rights Act of 1964 and Federal Executive Order 12898 on Environmental Justice of 1994, and works together with the Integrated Performance Measures, Smart Mobility and Environmental Justice Measures Analysis (see Appendix D) to proactively address these regulations. In implementing this plan, Kern COG worked closely with local communities, non-profit organizations, and others to identify and prioritize the next steps for the future of the economy, transportation, housing, energy, community services and open space in the Kern region. The public participation program results will be reflected in the region's plans as appropriate to achieve the Kern region's mutual grassroot vision.

The 2024 State RTP Guidelines recognize the Kern COG outreach plan as an exemplary planning practice that ensures the public is engaged throughout the process.[1]

Kern COG consulted with the California Department of Transportation (Caltrans), the California Department of Fish and Wildlife, the California Natural Resources Agency, the California Environmental Protection Agency, the California Department of Parks and Recreation, and the local county and city planning departments responsible for land use, natural resources, environmental protection, conservation, and historic preservation. Their input was considered in the development of the RTP's policies, actions, and financial elements. In addition, Federal land management agencies including Edwards Air Force and Bureau of Land Management (23 CFR 450.316(d)) were provided consultation opportunities on the availability of the RTP and environmental document for public review. Staff from Edwards AFB, and China Lake NAWS have a rotating shared seat on the Kern COG

[1] P. 266 – 2024 RTP Guidelines for MPOs, 2024 Regional Transportation Plan Guidelines

Transportation Planning Policy Committee and were provided regular updates on the development of the documents.

II. Agency Consultations

Kern COG has maintained a high-level consultation with some federal land management agencies (23 CFR 450.316(d)) on RTP/SCS oversight committees including the Transportation Planning Policy Committee where Edwards AFB represents the military bases from the Joint Planning Policy Board, and the Regional Planning Advisory Committee where the Tejon Indian Tribe is a sitting member. Note also that RTP outreach events were hosted by the National Parks Service at Chavez National Monument, and Tejon Indian Tribe Headquarters.

In addition, Kern COG mailed the notice of availability of the Draft RTP and associated documents to the following agencies on the FLMA Database available online at https://www.planning.dot.gov/FLMA_Database.aspx :

- Bureau of Land Management (BLM), Bakersfield Field Office, 35126 McMurtrey Ave, Bakersfield, CA 93308
- BLM, Ridgecrest Field Office, 300 S Richmond Rd, Ridgecrest, CA 93555
- Department of Defense, Edwards AFB, 90 Farrel Drive, Bldg 5620 Edwards AFB, CA 93524
- Department of Defense, Naval Air Weapons Station China Lake, NAWS China Lake Headquarters 1 Administration Circle, China Lake, CA 93555
- National Parks Service, Cesar E. Chavez National Monument, 29700 Woodford Tehachapi Rd, Keene, CA 93531
- U.S. Fish and Wildlife Service, Bitter Creek National Wildlife Refuge, 2493 Portola Rd Ste A, Ventura, CA 930003
- U.S. Fish and Wildlife Service, Tulare Basin Wildlife Management Area, 10811 Corcoran Road, Delano, CA 93215
- US Forest Service, Los Padres National Forest 6750 Navigator Way Ste 150, Goleta, CA 93117
- US Forest Service, Sequoia National Forest, 1839 S Newcomb, Porterville, CA 93257

Mailers were sent out to this list during the development of the Draft RTP during the 2023, 2025 and 2027 FTIP updates as well.

Kern COG has also maintained a high level consultation with some resource and preservation agencies (23 CFR 450.324(g)) on RTP/SCS oversight committees including the Transportation Planning Policy Committee (Caltrans Districts 6 & 9, Golden Empire Transit District, Edwards AFB, China Lake NAWS), Transportation Technical Advisory Committee (Caltrans Districts 6 & 9, Golden Empire Transit District), and the Regional Planning Advisory Committee (Caltrans Districts 6 & 9, Golden Empire Transit District, Tejon Indian Tribe). In addition, all the committee meetings are held on-line, and several resource/preservation

agencies. such as the Air Resources Board. are emailed the agendas and invited to attend these oversight committee meetings.

The CEQA Notice of Completion released May 15, 2026, for the RTP environmental document identified the following lead agencies for State Clearinghouse distribution:

- Air Resources Board
- Caltrans Districts 6 & 9
- Caltrans Planning
- Central Valley Flood Protection Board
- Department of Conservation
- Energy Commission
- Fish & Game Region #4
- Department of Food & Agriculture
- Department of Forestry and Fire Protection
- Housing & Community Development
- Native American Heritage Commission
- Department of Parks & Recreation
- Public Utilities Commission
- Regional Water Quality Control Board # 5 and 6
- Resources Agency
- State Water Resources Control Board (SWRCB): Clean Water Grants
- SWRCB: Water Quality
- SWRCB: Water Rights
- Department of Toxic Substances Control
- Department of Water Resources

These resource and preservation agencies are notified every 4 years with the update to the RTP and associated environmental document.
In addition to consultation during the RTP environmental process, Kern COG has a policy to provide comments on environmental documents from resource and preservation agencies to facilitate consultation.

III. Countywide Results Summary

… Over 10,500 community members participated in the process

The SCS outreach program, Kern COG's comprehensive community engagement process, was designed to solicit input from stakeholders and community members on priorities for the region's long-term future. The community engagement process extended from Fall 2023 through Spring 2026. Over 10,500 community members participated in the outreach process. The program provided various opportunities for

community members, stakeholders, and local agencies and jurisdictions to participate in the process, including:

- A stakeholder roundtable meeting with business and industry, environmental and social equity and environmental justice stakeholders.

- Five community workshops held throughout Kern County and hosted by 5 different local stakeholder groups including: Golden Empire Transit District, the Delano Center for Race, Poverty and the Environment; Bike Bakersfield; Arvin FARO Church; and Wasco Police Youth Activities League. The public input events featured a presentation by Kern COG and gained information from participants about growth principles, future development patterns, strategies for transportation spending and funding solutions. The Workshop included visual simulation computer modeling to create visual representations of regional growth and transportation projects. Workshop presentations and activities were designed to provide community members with the information and tools necessary to provide a clear understanding of the issues and policy choices.



• Ten community event interactive and educational booths at the Kern County Fair (2022, 2023, 2024 & 2025), the Arvin Wildflower Festival, Tejon Tribe Health Event, Ridgecrest AkaMaya Indian Hoop Dance Festival, Taft Oildorado Days, Tehachapi Mountain Festival, and Bakersfield Riverlakes Farmers Market.

• Two online surveys using SurveyMonkey software.

- Eleven Kern Area Regional Goods-movement Operations (KARGO) Workshops with over 190 participants .

- A Safe Routes for Cyclists in Kern County's Disadvantaged Communities program that conducted 251 events across thirteen disadvantaged communities and engaging over 1,400 residents.

- Four statistically valid phone surveys of 1,200 residents each of Kern County (2022, 2023, & 2024) and 1,400 residents in 2025 to assess residents' overall opinion of the

quality of life in their city or town, to survey the importance of issues related to the future, and to understand the daily commute for the average resident.

- Twenty-three CommuteKERN outreach events from 2023 to 2025 engaging over 2,800 community members including participation in Transit Tuesday, Society of Human Resource Managers (SHRM) Conference, California State University of Bakersfield Celebration, Bakerfield College Student Festival, City of Bakersfield Health Fair, North Kern Correctional Facility Health Fair, Bike Month Commuter Stands, Transitions Symposium, Kern Transportation Foundation Conference, and hosting Rideshare Week Kickoff Luncheons.

- Promotional efforts: Kern COG personally contacted stakeholders, such as city staff, agencies, health organizations, environmental groups, and community-based organizations, distributed fliers advertising community workshops, and posted advertisements and shared press releases with various media resources including social media outreach, promoting the website and online game/survey tool.

- 12 publicly noticed advertised presentations were made to each of the 11 incorporated cities and the County Board of Supervisors to receive input from local elected officials.

- Kern COG staff attended and presented the Draft RTP/SCS process at five member agency and community meetings.

Figure C-1 is a map of the locations where community outreach was conducted from 2022 to 2025 throughout the Kern county region. Table C-1 is a summary of the community outreach that was held and estimate of participants for each event.

Figure C-1: 2022-2025 RTP Community Outreach Locations

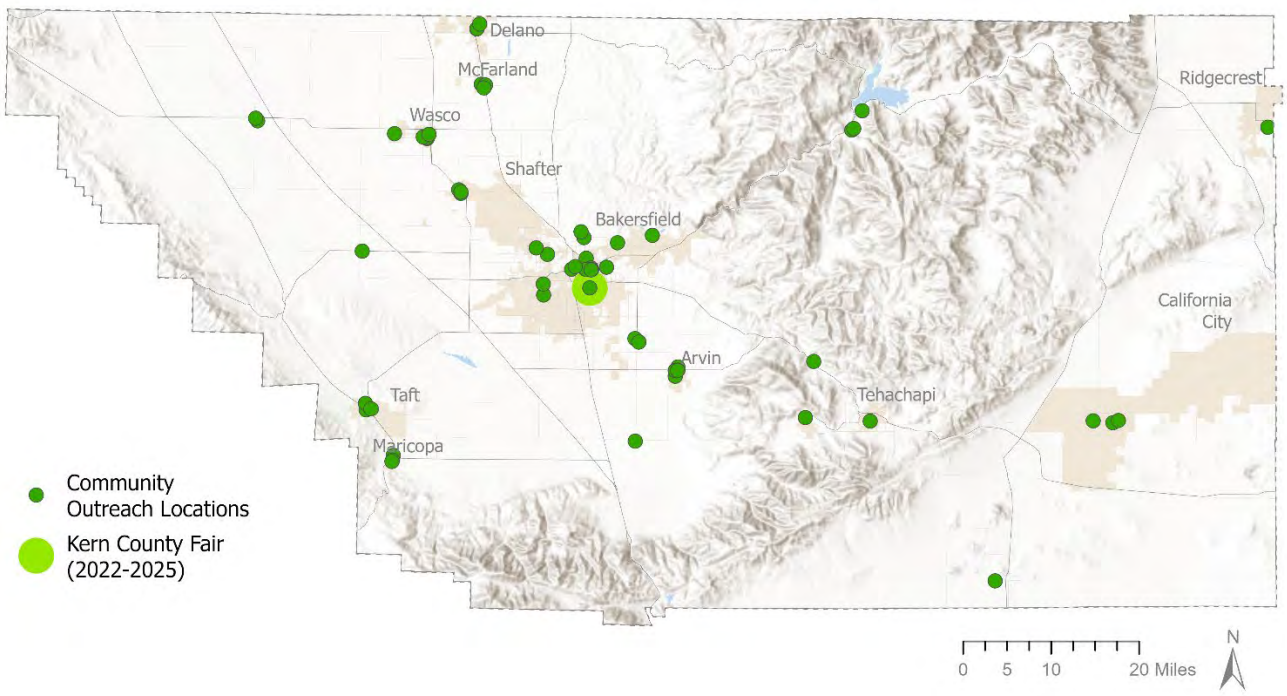


Table C-1: Community Outreach Summary

Date	Community Events (throughout Kern region)	Participants
9/21/-10/2/2023	2022 Kern County Fair	240
3/30/2023	2023 Transitions Symposium	75
9/20-10/1/2023	2023 Kern County Fair	1,362
4/18/2024	Kern Transportation Foundation Conference	70
4/23/2024	Tejon Tribe Health Event	100
4/26/2024	Arvin Wildflower Festival	54
5/3/2024	GET - Metro Bakersfield Moves LRTP	20
6/6/2024	2024 Transitions Symposium	70
9/18-9/29/2024	2024 Kern County Fair	200
5/21/25-8/2/25	KARGO Workshops - 11 in-person and virtual workshops	197
8/16/2025	Tehachapi Mountain Festival	199
9/17-9/28/2025	2025 Kern County Fair	1,069
10/10/2025	Bike Bakersfield RTP Community Workshop (mini-grant)	25
10/18/2025	Taft Oildorado	137
10/20/2025	CRPE RTP Community Workshop (mini-grant)	30
11/2/2025	AkaMya Culture Group - Hoop Dance Competition	22
11/6/2025	FARO Church RTP Community Workshop (mini-grant)	45
11/8/2025	Riverlakes Farmers Market	21
11/13/2025	Wasco PAL RTP Community Workshop (mini-grant)	34
	RTP/SCS Stakeholder Workshop	
7/26/2023	2026 RTP/SCS Roundtable Meeting	14
	Safe Routes for Cyclists events (ATP Cycle 5)	
Fall 2022-Spring 2025	251 events - Arvin, Bakersfield, California City, Delano, Maricopa, McFarland, Shafter, Taft, Wasco, and the unincorporated communities of Oildale (in the Bakersfield Metro Area), Buttonwillow, Lake Isabella/Wofford Heights, Lamont, and Lost Hills	1,481
	Surveys	
5/14-5/26/24	RTP Outreach - Telecommute	23
9/1-10/11/24	Change Starts With You - Transporation	51
2/13-2/28/22	2022 Annual Community Survey	1,200
2/13-2/26/23	2023 Annual Community Survey	1,200
1/16-2/1/24	2024 Annual Community Survey	1,200
1/13-1/24/25	2025 Annual Community Survey	1,400
RTP Community Outreach Total		**10,539**

IV. Stakeholder Roundtable Meeting

Kern COG hosted a stakeholder roundtable meeting on July 26, 2023. Fourteen participants attended the meeting. Topics discussed included public outreach, RTP/SCS requirements including growth forecasts, RHNA, environmental justice and Title VI. One of the seven goals at the core of the 2026 RTP is to ensure an equitable distribution of the benefits among various demographic and user groups. To that end, Chapter 2 outlines three policies:

- Avoid, minimize, and/or mitigate disproportionately high and adverse human health or environmental effects, including social and economic impacts, on traditionally disadvantaged communities, especially racial minority and low-income communities.

- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

  Participants attended from various interest areas in the community including the Sierra Club, City of Taft, Central California Asthma Collaborative, Caltrans, City of Wasco, Home Builders Association, Golden Empire Transit District, City of McFarland, Kern County Public Works, and the Dolores Huerta Foundation.

V. Regional Planning Advisory Committee

Formed by the Kern COG Board in 2011, the RPAC was created to provide a forum to review and develop recommendations on key activities associated with regional transportation plans and other planning issues, including SB 375 implementation. The Kern COG RPAC reviews and develops recommendations on the following topics:

- Appropriate planning-related sections of the RTP.
- Blueprint planning.
- Climate change planning.
- Sustainable communities planning.
- Regional Housing Needs Allocation.
- Land use and population projections.
- Studies related to the environment (air, water, habitat conservation).
- Rural-urban connections strategy.
- Appropriate studies for inclusion in the annual Overall Work Program.
- Regional Energy Action Planning.
- Other matters as referred by the Kern COG Board.

Members of the RPAC are planning directors, community development directors, or their designees from each Kern COG member jurisdiction. Additional voting members include the Tejon Indian Tribe, public transit agency (Golden Empire Transit) and Caltrans District 6. Community at-large voting members represent varied economic, social, and geographic sectors and are appointed by the Kern COG Board. They may include business groups, nonprofit organizations, military agencies, and tribes. Non-voting members consist of the executive officer of the LAFCo and the president/CEO of the Kern Economic Development Corporation. The San Joaquin Valley Air Pollution Control District (APCD) and the Eastern Kern APCD are encouraged to participate in RPAC meetings.

The RPAC formulated a SB 375 SCS Framework with values and actions that were approved by the Board of Directors in February 2012. The RPAC developed a broad structure of SB 375

implementation for the entire county that included solutions for the region's unique geographic and economic features.

Transportation Modeling Committee

The Kern Regional Transportation Modeling Committee currently meets jointly with the RPAC. It was established in 2001 to provide oversight for the Kern Regional Travel Demand Model. After the adoption of the Kern Regional Blueprint in 2008, the Kern COG Board established the Kern Climate Change Task Force. These two committees merged in 2010 to form the Transportation Modeling Committee. Made up primarily of member agency traffic engineers, transportation model users, and other stakeholders, the committee serves as a subcommittee to the RPAC and the Transportation Technical Advisory Committee dealing with technical modeling and forecasting issues and meet separately from the RPAC as needed.

Kern COG worked with the Transportation Modeling Committee and RPAC to develop and implement the community engagement process and the RTP/SCS.

VI. Kern COG Mini-Grant Program

A. General Information

Kern Council of Governments (Kern COG) sought assistance from community-based organizations to solicit public input into key activities associated with the preparation of its 2026 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Kern COG requested help to ensure diverse and extensive input focusing primarily on disadvantaged communities and diverse populations. These activities were coordinated with other public involvement activities conducted by Kern COG.



Kern COG was hosted by the following organizations: the Delano Center for Race, Poverty and the Environment; Bike Bakersfield; Arvin FARO Church; and Wasco Police Youth Activities League. A total of four (4) meetings were held during the months of October and November 2025, in East Bakersfield, Delano, Arvin, and Wasco. One-Hundred and seventeen (117) community members participated in the workshops.

B. Principles for Growth/Strategies/Scenarios

Kern COG staff explained to participants the purpose of the Regional Transportation Plan and how the principles for growth and the strategies for transportation spending were developed during the public participation process for the 2026 Regional Transportation Plan. Kern COG staff reviewed the principles for growth and asked participants to study the growth principles and select the top three principles that were the most important for their region. "Provide a Variety of Housing Choices", - "Conserve Undeveloped Land and Spaces, Water", and "Provide Adequate/Equitable Services" were the most important principles for growth selected at a majority of the meetings. Participants were then asked to select the top three strategies that would complement the principles selected. The top three strategies that were most important to their community were "Fix it First Maintenance", "Provide Housing Closer to Jobs", and "Active Healthier Transportation."



C. Prioritization Results by Workshop

Date	Host/ Participants	Top Three Principles	Top Three Strategies
October 10, 2025	Bike Bakersfield East Bakersfield 25 Participants	1. Provide a Variety of Transportation Choices Tie 2. Conserve Energy/Natural Resources & Develop Alternatives 2. Use Compact Efficient Development/Mixed Land Uses Where Appropriate	1. Active Healthier Transportation 2. Provide Housing Closer to Jobs 3. Invest In High Tech Transit
October 20, 2025	Center for Race, Poverty and the Environment Delano 30 Participants	1. Use & Improve Existing Community Assets & Infrastructure 2. Provide Adequate/Equitable Services 3. Increase Civic and Public Engagement	Tie 1. Fix It First Maintenance 1. Active Healthier Transportation 2. Increase Highway Capacity - Primarily for Freight
November 6, 2025	FARO Church Arvin 45 Participants	1. Provide a Variety of Transportation Choices	1. Fix It First Maintenance 2. Provide Housing Closer to Jobs

Date	Host/ Participants	Top Three Principles	Top Three Strategies
		2. Conserve Undeveloped Land, Spaces, Water 3. Provide Adequate/Equitable Services	3. Active Healthier Transportation
November 13, 2025	City of Wasco Police Activities League Wasco 34 Participants	Provide a Variety of Transportation Choices Conserve Undeveloped Land, Spaces, Water Provide Adequate/Equitable Services	1. Fix It First Maintenance 2. Provide Housing Closer to Jobs 3. Active Healthier Transportation

D. Local Concerns Expressed

Local concerns expressed during the workshops included the following:

<u>Delano & Lost Hills</u>

- Water contamination
- Health concerns from warehouses causing contamination in the community
- Green Pass from Zerker Ave to North Delano
- Automation tax for warehouses
- Need for green spaces
- Conserve land
- Increased traffic due to local warehouses
- Lack of community improvements
- Need for increased transit
- Need safe and accessible pedestrian paths

<u>Lamont</u>

- Pollution in the agricultural fields
- Water contamination

<u>Arvin</u>

- Request for pedestrian bridge at Walnut Drive at Hwy 223 (7 comments received)
    - Children cross the avenue in both directions to get to school, and cars travel at high speeds in this area. For their safety, we need either a pedestrian bridge or a traffic light

- Need more crosswalks
- Add blinking lights
- SR 223 needs maintenance (potholes). High volume of truck traffic causing damage. (3 comments received))
- Heavy trucks should be restricted from using Hwy 223/Bear Mountain Blvd (2 comments received)
- A designated detour route should be created for heavy cargo trucks (2 comments received)
- Tejon Hwy and Varsity Rd is a dangerous corner
- Need a traffic signal and improvements to the Varsity entrance when coming from Tejon. It's a very dangerous crossing since there is no lighting at night, and when it rains, the edge becomes hazardous because the water hides the asphalt
- Tejon Hwy and Buena Vista need a stop light or four-way stop
- Need more community involvement and events to inform residents. Need to improve advertisement of community events
- Need buses for the high school students. This would be more efficient, help ensure they arrive to class on time, and reduce the amount of vandalism occurring in the area
- Need traffic lights at the intersection of Varsity and Campus Drive, near the high school and BC School.
- Need park maintenance and services (2 comments received)
- Streets need repair because they have many potholes
- Students need transportation
- Need a traffic signal at Sycamore and Tejon
- Need a store at Sycamore and Meyer.
- Would be a good idea to have a food center that offers free meals every day

Wasco

- Need to know who the decision makers are to address needs of community and improvements

VII. Other Events

A. Festivals/Celebrations/Other Events

Kern COG participated in community festivals and celebrations throughout the Kern region. Other festivals and celebrations are listed below.

Date	Event/Participants	Top Three Principles
April 26, 2024	Arvin Wildflower Festival 54 Participants	1. Fix local streets and roads 2. Invest in buses, trains and carpools 3. Concentrate growth near transit routes

		4. Add more bicycle paths and sidewalks 5. Build more highway lanes
August 16, 2025	Tehachapi Mountain Festival 199 Participants	1. Fix local streets and roads Tie 2. Build more highway lanes 2. Add more bicycle paths and sidewalks 3. Invest in buses, trains and carpools 4. Concentrate growth near transit routes
October 18, 2025	Taft Oildorado Days 137 Participants	1. Fix local streets and roads Tie 2. Build more highway lanes Invest in buses, trains and carpools 3. Add more bicycle paths and sidewalks 4. Concentrate growth near transit routes
November 2, 2025	AkaMya Culture Group - Hoop Dance Competition/Ridgecrest 22 Participants	1. Fix local streets and roads Tie Build more highway lanes 2. Invest in buses, trains and carpools 3. Add more bicycle paths and sidewalks 4. Concentrate growth near transit routes
Date	**Event/Participants**	**Top Three Strategies**
November 8, 2025	Riverlakes Farmers Market/Bakersfield 21 Participants	1. Accelerated Scenario 2. Moderate Increase Scenario 3. Current Trend Scenario

Local Concerns Expressed

<u>Rosamond</u>

- Seniors would like local service to medical appointments

<u>Tehachapi</u>

- Need local train between Tehachapi and Bakersfield

<u>Mojave</u>

- Need more transportation services to Bakersfield

Taft

- Cedar St at Monroe St – pipe work and repavement is a mess
- Creative economy – more murals, theaters, festivals, jobs for kids with autism
- Asher Ave – many kids walk to nearby school (South Taft) and there's only one sidewalk and no buses.

Northwest Bakersfield

- More affordable housing
- Interest in Rent-to-own homes
- Assistance for tiny homes

B. Kern Area Regional Goods-movement Operations (KARGO) Workshops

Kern COG is working with the community and stakeholders in Kern County to prepare studies under the Kern Area Regional Goods-movement Operations (KARGO) initiative, which has the broad goal of assessing and planning for the growth of the goods movement industries in and through Kern County, planning for the transportation system to respond to these needs and reducing impacts of increased freight movements on our communities. Public engagement for the Study was conducted in two phases to gather meaningful input at key milestones. Phase I was conducted in Summer 2024 and featured a series of public workshops held throughout Kern County. These sessions provided an opportunity for community members to share feedback on climate and transportation vulnerabilities across the region and discuss potential solutions to address these challenges. Phase II was conducted in Spring 2025 and focused on gathering final input on the selected projects identified through the project prioritization analysis. About 200 community residents and stakeholders attended these workshops.

Phase I Workshops

• July 24, 2024 – Tehachapi, Cummings, Valley Elementary School Cafeteria
• July 29, 2024 – Tejon, Tejon Indian Tribe, Auditorium
• July 30, 2024 – Rosamond, Rosamond, Community Services District, Board Room
• August 2, 2024 – Delano, Center for Race, Poverty, and the Environment
• August 14, 2024 – West Kern, Virtual Workshop
• August 22, 2024 – East Kern, Virtual Workshop

Phase II Workshops

• May 21, 2025 – Arvin, Arvin City Council Chamber
• May 22, 2025 – Shafter, Wonderful Company
• May 27, 2025 – Keene, Cesar E. Chavez National Monument
• May 28, 2025 – California City, City of California City Hall

- June 2, 2025 – Virtual Workshop
- June 3, 2025 – Virtual Workshop
- June 4, 2025 – Virtual Workshop

C. CommuteKERN Rideshare Program

CommuteKERN is a comprehensive transportation demand management program that promotes alternative modes of transportation such as carpooling, vanpooling, public transportation services, park-and-ride facility use, walking and bicycling for commutes to work and school as opposed to driving alone, which will help improve air quality. Kern Council of Governments' (Kern COG) staff provides customer service and community support promoting ridesharing to the general public, employer groups, schools, vanpool operators, other agencies and the media.

Twenty-three CommuteKERN outreach events from 2023 to 2025 engaging over 2,000 community members including participation in Transit Tuesday, Society of Human Resource Managers (SHRM) Conference, California State University of Bakersfield Celebration, Bakerfield College Student Festival, City of Bakersfield Health Fair, North Kern Correctional Facility Health Fair, Bike Month Commuter Stands, Transitions Symposium, Kern Transportation Foundation Conference, and hosting Rideshare Week Kickoff Luncheons.

D. Safe Routes for Cyclists in Kern County's Disadvantaged Communities

Kern Council of Governments was awarded an Active Transportation Program Cycle 5 grant from the California Transportation Commission to conduct the non-Infrastructure project titled "Safe Routes for Cyclists in Kern County's Disadvantaged Communities (SR4C)." Kern COG in partnership with Bike Bakersfield, California Walks, the Kern County Library and local Bakersfield-based bicycle shops conducted the SR4C program. Through Education, Encouragement and Evaluation activities, SR4C sought to encourage bicycling as a mode of transportation providing the tools, riding skills and safety knowledge to make it safe and easy to opt to ride a bicycle in the Cities of Arvin, California City, Delano, Maricopa, McFarland, Shafter, Taft, Wasco, and the unincorporated communities of Oildale (in the Bakersfield Metro Area), Buttonwillow, Lake Isabella/Wofford Heights, Lamont, and Lost Hills.

From late October 2022 to February 2025, the SR4C program conducted 251 events across thirteen disadvantaged communities and engaging over 1,400 residents.

VIII. City Council and Board of Supervisors Presentations

During Spring of 2026, Kern COG staff addressed the eleven City Councils and the Board of Supervisors regarding development of the 2026 Regional Transportation Plan/ Sustainable Communities Strategy, Key Land Use and Planning Assumptions and Public Outreach. Staff provided each City Council Member and each member of the Board of Supervisors with an Executive Summary Brochure including planning assumptions maps, benefits of the Regional Transportation Plan and key strategies countywide. The meetings were held on the following dates:

- May 12, 2026 California City Council Chambers
- May 12, 2026 Maricopa City Council Chambers
- May 13, 2026 McFarland City Council Chambers
- May 18, 2026 Delano City Council Chambers
- May 19, 2026 Shafter City Council Chambers
- May 19, 2026 Taft City Council Chambers
- May 19, 2026 Wasco City Council Chambers
- May 20, 2026 Ridgecrest City Council Chambers
- May 26, 2026 Arvin City Council Chambers
- June 1, 2026 Tehachapi Police Department Community Room
- June 16, 2026 Kern County Board of Supervisors
- June 24, 2026 Bakersfield City Council Chambers

Two public hearings were scheduled – one during the June 1st Tehachapi City Council meeting and during the June 18th Kern COG Board meeting. City Council Members and Members of the Board of Supervisors were encouraged to provide comments to Kern COG staff by July 2, 2026.

Additionally, Kern COG staff attended and presented at five member agency and community meetings in person or online:

- May 19, 2026 Golden Empire Transit District Board
- May 21, 2026 Shafter AB 617 Community
- May 27, 2026 Rosamond CSD
- June 2, 2026 Mojave Air & Space Port
- June 24, 2026 Arvin/Lamont AB 617 Community

IX. Tribal Activities

In addition to coordinating outreach booths for two tribal events, Tejon Tribe Health Event and AkaMya Indian Hoop Dance Competition, and hosting a Kern area goods movement study (KARGO-CCAM) workshop at the Tejon Tribe Auditorium, Kern COG staff reached out to the Tejon Tribe verbally and in writing requesting a government-to-government meeting at the Tribes convenience. Kern COG also provided a draft government-to-government agreement to better facilitate the interaction between the two government organizations. The Tejon Tribe submitted an email discussing a Tribal Initiative important to the Tribe and the greater Native American Community. The initiative included the installation of "aboriginal placename signage" demarcating places of cultural, historical, spiritual and environmental importance along transportation corridors. The following initiative was included in the Policy Chapter (Chapter 2) of the RTP/SCS:

> "In consultation with local tribes, create signage, and/or roadside kiosks to demarcate and educate the public of places of cultural, historical, spiritual, and environmental tribal importance along and within transportation corridors, as cultural mitigation for new projects, and to promote tourism around the region's extensive cultural heritage.

The Tejon Tribe is a voting member of the Regional Planning Advisory Committee that oversees development of the RTP/SCS.

X. Surveys

A. Statistically Valid Community Survey

Godbe Research conducted statistically valid phone and online surveys of Kern County residents in the spring of 2022, 2023, 2024, 2025. Each survey in 2022, 2023, and 2024 was 1,200 residents and in 2025 was 1,400 for a total of 5,000 surveys.

Tracking to past surveys, the 2025 survey assessed the importance of 21 issues for improving future quality of life in Kern County which included a new issue, "Increasing telecommuting job opportunities. " Shifts in priority for the top seven were seen in 2025. "Preserving water supply" received the highest priority, trading places with "Improving the quality of public education" from 2024. When comparing to 2024, "Improving fire and emergency medical services" replaced "Creating more high paying jobs" in the top issues. The most important issues for the future were:

1. "Preserving water supply" (3.60)

2. “Improving the quality of public education” (3.56)
3. “Improving crime prevention and gang prevention programs” (3.52)
4. “Maintaining local streets and roads” (3.52)
5. “Improving water quality” (3.49)
6. “Improving fire and emergency medical services” (3.45)
7. “Improving local health care and social services” (3.38)

With respect to commute behavior, 19.8% of residents telecommute/work from home, with about a quarter able to do this five days a week. Nearly two-thirds of telecommuters (63.9%) began working remotely less than five years ago, and the top reasons for working remotely were “More productive/Less wasted time commuting”, “Saving money,” and “Driving less/Putting fewer miles on my car.” When asked about local commercial truck traffic, more than half of residents (57.9%) indicated they noticed an increase in this traffic segment. Nearly half of residents (45.8%) indicated electric vehicles should be assessed a higher registration fee to offset the gas tax, but one in five were unsupportive of this (19.5%). The survey reports are available online at http://www.kerncog.org/?s=Quality+of+Life+Survey

B. On-line Surveys

During the 4-year public outreach leading up to development of the 2026 RTP/SCS, Kern COG used SurveyMonkey, a survey software program to conduct on-line surveys.

Telecommute Survey

This online surveyed Kern County residents regarding the demand and desire to telecommute. The survey was taken by 23 participants from May 8 to May 26, 2024.

1. Do you currently telecommute once or more per week?
   Yes – 30.4%
   No – 69.6%

2. Can the type of work you do been done remotely, at least one day out of the week?
   Yes – 87.5%
   No – 12.5%

3. Does your employer offer a telecommute option?
   Yes – 23.1%
   No – 76.9%

4. Would you be interested in changing careers/employers to be able to telecommute at least once per week?
   Yes – 53.9%
   No – 46.1%

5. How many days per week would you be interested in telecommuting for your current job?
   1-2 days – 60.0%
   3-4 days – 30.0%
   5 or more days – 10%

6. What factors would influence your decision to telecommute?
   The following 9 responses were received, 14 skipped this question.
   a) Rewarding work that pays well.
   b) Better park and ride facilities and coordination with GET and other agency transportation systems.
   c) Milage to/from physical location of work
   d) Pollution, traffic, economy, etc.
   e) Managing my kids school schedule.
   f) ability to do the work required from home.
   g) I prefer to work in the office.
   h) If the job is in my career field.
   i) Childcare.

7. On average, how many days per week do you telecommute?
   1 – 4 responses
   2 – 4 responses
   3 – 3 responses
   4 – 2 responses
   5 – 5 responses
   6 – 3 responses

8. What factors influenced your decision to telecommute?(Can choose more than one.)
   Employer mandated – 16.7%
   Improves work-life balance – 66.7%
   Saves money (gas, maintenance, lunches, work attire, etc.) – 50.0%
   Boosts productivity – 33.3%
   Good for environment – 50.0%
   Other – 33.3%
      Helps with children's school schedule and work family balance
      Covid made it necessary and now it just makes good sense

9. What technology tools do you use for telecommuting (e.g., videoconferencing, collaboration platforms)?
   6 answered were received and 17 skipped.
   a. Teams, Office 365, Phone

b. Teams
c. Teams, Webx, and Zoom
d. Video Conferencing
e. Zoom, Facetimes, email
f. Video Conferencing

10. How satisfied are you with the telecommuting infrastructure available in Kern County (e.g., internet connectivity, coworking spaces)?
    Very satisfied – 33.3%
    Satisfied – 50.0%
    Neither satisfied not dissatisfied – 33.3%
    Dissatisfied – 0.0%
    Very dissatisfied – 0.0%

11. What are the main challenges you face when telecommuting in Kern County?
    6 responses were received
    a. Time changed
    b. Sharing screen when more than one screen is needed to be shared
    c. Cost of AC
    d. Internet stability
    e. Not having an in-house IT person
    f. None

12. How does telecommuting affect your work-life balance?
    6 responses were received
    a. Increases it
    b. Positively
    c. Improves work life balance
    d. Helps me to save time driving. Specially, since I'm subcontracted out of Bakersfield and I live in Kern River Valley
    e. Much better than driving to work every day
    f. Mixed

13. Do you believe telecommuting has had a positive impact on reducing traffic congestion in Kern County?
    Yes – 100%
    No – 0.0%

14. How has telecommuting influenced your productivity and job satisfaction?
    6 responses were received
    a. No
    b. Positively

c. Improved production – allowed for more interaction with larger audiences
d. Give me more time to focus on my projects and less time commuting
e. I'm just as productive and a lot more satisfied
f. Positively

15. Would you prefer to continue telecommuting in the future, and if so, why?
    6 responded
    No – 0.0%
    Yes – 100.0%
    a. Work-life balance
    b. Pros outweigh cons in a long run
    c. It's needed not to support children's school schedule
    d. Save time, resources, and keeps me connected when I don't have time to travel
    e. I prefer working from home
    f. Saves time

16. What type of work do you do?
    Agriculture or Forestry – 0.0%
    Oil and Gas – 0.0%
    Health Care or Social Assistance – 4.7%
    Professional, Management and Technical Services – 14.3%
    Retail – 0.0%
    Education – 19.1%
    Government or Public Administration – 28.6%
    Construction – 0.0%
    Student – 0.0%
    Transportation or Warehousing – 9.5%
    Other (please specify) – 23.8%
        Mining
        Retired
        Retired
        Community Involvement
        Advertising

Change Starts with You Survey

Survey 2 tested three priorities that support the Strategies and Development Scenarios in the SCS. The survey was taken by 51 participants between September 1 to October 11, 2024. The priorities include:

- Reducing Congestion Time

- Project Cost
- Household Transportation Costs
- Automobile Air Emissions
- Public Health

Participants were asked to put the to rank the priorities in order of importance to them. The results of the priorities in order of ranking were:

1. Reducing Congestion Time
2. Household Transportation Costs
3. Public Health
4. Project Cost
5. Automobile Air Emissions

Participants were then asked to consider housing and commercial development patterns can have differing impacts to a range of issues. The participants were asked to rank their top 3 of the following topics that were most important to them when thinking about development impacts.

- Water Use
- Energy Use
- Walkability
- Access to Transit
- Land Consumption
- Other (please specify)

The results of the topics in order of ranking were:

1. Water Use
2. Energy Use
3. Walkability
4. Access to Transit
5. Land Consumption
6. Other (4 responses provided)
    a. Not concerned about none of the above
    b. Multi modal connections bikes included, traffic calming
    c. Transparency and integrity of the process
    d. Future development – too much of Bakersfield's development seems to have neglected long-term planning (i.e. when funding for completing the 58 stalled, we built a shopping center right in front of it, as if it would NEVER be completed)

The final priority question was on development scenarios. Participants were provided with descriptions and sample images of three development scenarios. The participants were then asked which development scenario they would like to see more of in the city/community they live in. The following were the results:

- 68.63% of the participants would like to see accelerated investment in revitalizing downtowns and increasing housing near existing commercial/job centers and transit routes.
- 17.65% of the participants would like smaller focus on downtown revitalization, slight increase to housing choices around existing commercial/job centers and transit routes.
- 13.73% of the participants would like A small growth of housing choices similar to recent trends

XI. Promotions

In compliance with the Public Information Policies and Procedures document, Kern COG undertook a comprehensive outreach effort to promote the Directions to 2050 community engagement process. Kern COG staff personally contacted stakeholders, such as city staff, agencies, health organizations, environmental groups, and community groups. Through the Mini-Grant Program, Kern COG and the hosting agency distributed fliers and provided advertising through newsletters, social media, and personal invitation in multiple languages. The Mini-Grant Program was successful in getting a diverse turnout and input from all communities, especially our disadvantaged communities. This combined with the outreach at community festivals/celebrations and other events has made this a very successful public outreach process.

APPENDIX D

Integrated Performance Measures Analysis Environmental Justice & Title VI

APPENDIX D
INTEGRATED PERFORMANCE MEASURES ANALYSIS

Integrated Performance Measures Analysis for System Level, Smart Mobility Framework, Health Equity, Environmental Justice and Title VI

Planning Approach

The goal of Kern Council of Government's (COG) integrated Performance Measure process is to fulfill the requirements of federal system level performance measure requirements while demonstrating Federal Environmental Justice (EJ) and Title VI requirements, smart mobility, and health equity goals in one streamlined analysis. It is important to note that the Kern COG EJ and Title VI process as detailed in Appendix B - Public Information Policies and Procedure is designed to ensure that all people, regardless of race, color, national origin or income, are protected from disproportionate negative or adverse impacts caused by the 2026 Regional Transportation Plan (RTP) Program of Projects and heavily emphasizes participation of these communities in the plan development process. Appendix C summarizes this highly successful public outreach process, garnering input from more than 10,000 participants. In addition to public outreach, we provide the Kern COG Board with the following technical analysis quantifying the RTP Program of Projects' effect on minority & low-income communities.

This Appendix implements and incorporates by reference the methodology to define EJ and Title VI areas developed with the input of the Kern COG Environmental and Social Equity Roundtable using a tool from the U.S. Environmental Protection Agency (EPA) titled EJ Screen[1]. This methodology is the same that was used for the previous RTP/SCS and differs from the previous one titled *The Cumulative Environmental Vulnerability Assessment (CEVA) developed by U.C. Davis*. Prior to adoption of the UC Davis methodology, Kern COG adopted and implemented an earlier EJ analysis in November 2003. Both the latest U.S EPA and UC Davis methodologies are consistent with the original methodology developed in 2003. Kern COG was recognized in the 2010 state RTP Guidelines for its EJ methodology. The Guidelines stated: "*Kern Council of Government's 2007 RTP provides a good example of an Environmental Justice analysis within an RTP*". In addition, Kern COG's EJ and Title VI analysis for the RTP continues to indicate that the Program of Projects protects EJ and Title VI areas from disproportionate negative or adverse impacts.

Kern COG's EJ and Title VI analysis for the RTP continues to indicate that the program of projects protects EJ and Title VI areas from disproportionate negative or adverse impacts.

Background

The legal basis for EJ is rooted in the United States Constitution and civil rights laws. Title VI of the Civil Rights Act of 1964 provides protection from discriminatory actions or results from programs or activities receiving federal financial assistance. The Department of Justice's Title VI regulations rule (2025-22448.pdf) eliminates disparate-impact liability in favor of intentional discrimination

[1] U.S. Environmental Protection Agency, EJScreen Tool, https://www.epa.gov/ejscreen, 2019.

standards, aligning with Executive Order 14281. The action rescinds regulations prohibiting practices with unintentional discriminatory effects to conform with the 1964 Civil Rights Act's original intent. Article 1, Section 31 of the California Constitution (enacted as Proposition 209 in 1996) prohibits state government entities from discriminating against or granting preferential treatment to any individual or group on the basis of race, sex, color, ethnicity, or national origin in public employment, public education, and public contracting. The understanding of civil rights has expanded to include low-income communities, as discussed in more detail below. As a governmental agency receiving federal funds, Kern COG is responsible for implementing both Title VI and conforming to federal EJ principles.

Federal Environmental Justice Requirements - President Clinton signed Executive Order 12898 in February 1994 that considered Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. Executive Order 12898 requires that federal agencies shall, to the greatest extent allowed by law, administer and implement their programs, policies, and activities that affect human health or the environment to identify and avoid disproportionately high and adverse effects on minority and low-income populations. Consequently, the U.S. Department of Transportation (DOT) and Federal Highway Administration (FHWA) issued orders (in 1997 and 1998, respectively), along with a 1999 DOT guidance memorandum which ordered every federal agency to make EJ part of its mission by identifying and addressing the effects of all programs, policies and activities on underrepresented groups and low-income populations. Consistent with Title VI, these measures ensure that every federally funded project nationwide consider the human environment when undertaking the planning and decision-making process. On August 4, 2011, seventeen federal agencies signed the "Memorandum of Understanding (MOU) on Environmental Justice and Executive Order 12898." The signatories, including the U.S. DOT, agreed to develop EJ strategies to protect the health of people living in communities overburdened by pollution and to provide the public with annual progress reports on their efforts. The MOU advances agency responsibilities outlined in the 1994 Executive Order 12898 and directs each of the federal agencies to make EJ part of its mission and to work with other agencies on EJ issues as members of the Interagency Working Group on Environmental Justice.

In response to this MOU, DOT revised its Environmental Justice Strategy. The revisions reinforce the DOT's programs and policies related to EJ and strengthen its efforts to reach out to minority and low-income populations. In addition, on August 15, 2012, the Federal Transit Authority (FTA) issued Circular 4703.1, Environmental Justice Policy Guidance for Federal Transit Administration Recipients, and on October 1, 2012, FTA issued Circular 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients. Neither of these circulars contains any new requirements, policies or directives. Nevertheless, Kern COG complies with the framework provided to integrate the principles of EJ into its decision-making processes.

New Federal Title VI Requirements - On May 2, 2012, the Secretary of Transportation signed DOT Updated Environmental Justice Order 5610.2 which states:

> *"…There may be some overlap between environmental justice and Title VI analyses; however, engaging in environmental justice analysis under Federal transportation planning … will not necessarily satisfy Title VI requirements. Similarly, a Title VI analysis would not necessarily satisfy environmental justice requirements, since*

> *Title VI does not include low-income populations. Moreover, Title VI applies to all Federally funded projects and activities, not solely those which may have adverse human health or environmental effects on communities"*[2]

The new guidance requires two separate analyses previously performed as one analysis. One for predominantly minority areas for Title VI, and one for minority plus low-income areas for EJ. On August 3, 2015, the Federal Highways Administration recommended in Kern COG's 4-year certification review letter:

> *"Kern COG **shall** conduct an environmental justice analysis of the benefits and burdens of the transportation system for minority and low-income populations in its next update of its RTP. Additionally, it **must** conduct a Title VI analysis of its RTP, as specified in the Department of Transportation Environmental Justice Order 5610.2(a), at the same time."*

During the COG certification review the federal agencies recommended the use of U.S. EPA's EJ Screen tool[3] which is based solely on the latest census data and excludes areas that do not meet the Federal Title VI or EJ requirements such as environmentally impacted areas that are not necessarily minority or low income. Such areas are included in the CEVA and CalEnviroScreen tool criteria. On March 10, 2016, Kern COG provided separate Title VI and EJ area maps created using the EJ Screen tool to the Environment and Social Equity Roundtable. The group recommended use of the new methodology consistent with the evolving federal requirements. This methodology was presented to over 18 stakeholders including the Tejon Indian Tribe, Lamont/Weedpatch Family Resource Center, Kern County Black Chamber of Commerce, League of Women Voters, Valley Fever Awareness & Resources, Project Clean Air, Leadership Council for Justice and Accountability, TDH International, California Alliance for Retired Americans, at an RTP/SCS stakeholder roundtable meeting held on January 22, 2020. For the 2026 RTP cycle, a similar roundtable meeting was held to get input on outreach priorities and the Title VI and EJ methodology. No requests were received to change the methodology as presented, however, there were suggestions made on how to improve outreach.

State Requirements - In addition to federal requirements, California Government Code Section 11135 also provides protection from discriminatory actions or results from programs or activities receiving state financial assistance. The State of California also provides guidance for those involved in transportation decision-making to address EJ.

More recently, under Senate Bill 375 (SB 375), the state requires COGs to include a Sustainable Communities Strategy (SCS) within the Regional Transportation Plan (RTP). The RTP/SCS represents the collective vision of Kern County and the eleven cities in the Kern COG region and provides a framework for the future development of its regional transportation system. Through SB 375, the California Air Resources Board (ARB) established per capita targets for Greenhouse Gas (GHG)

[2] FJWA, https://www.fhwa.dot.gov/environmental/environmental_justice/ej_at_dot/orders/order_56102a/, 2012.

[3] U.S. Environmental Protection Agency, https://www.epa.gov/ejscreen, 2015.

reduction for cars and light trucks for the SCS. The targets for the Kern COG region were originally set at -5 percent by 2020 and -10 percent by 2035, relative to 2005 emission levels. As part of the early target setting process, the ARB appointed a Regional Target Advisory Committee (RTAC) to recommend factors to be considered and methodologies to be used for setting the targets. The RTAC report was finalized in September 2009 and included a recommendation on housing and social equity. The report recognized the impact policies to reduce vehicle miles traveled (VMT) could have on social equity, specifically calling for appropriately located affordable housing that match local wage levels. The RTAC further recommended that displacement and gentrification, as a result of changing land uses and increased housing costs, should be addressed and specifically avoided to the extent possible in the SCS. As a result of this recommendation and input from EJ stakeholders, Kern COG updated its methodology to include new areas of analysis, including gentrification and displacement.

Kern COG's EJ and Title VI principles are:

1. To avoid, minimize or mitigate disproportionately high and adverse human health or environmental effects, including social and economic impacts, on traditionally disadvantaged communities, especially racial minority areas exclusively and in racial minority and low-income areas;

2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and

3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority population areas and minority/low-income populations.

Federal Performance Measures – In addition to EJ and Title VI performance measure analysis, this integrated approach also includes the federal system level performance measures. As required by the recent federal transportation spending bills, the federal performance measures include a safety performance measure (PM1), state of good repair (PM2), and goods movement/other categories (PM3). These new PMs combined with the addition of the separate Title VI analysis is leading towards a less user-friendly analysis for the public as well as those communities the analysis is designed to protect.

Environmental Justice/Title VI Community Participation Process

A critical component of the 4-year Kern COG EJ process is the enhanced outreach program which targets input from EJ communities. The process successfully garnered input from more than 10,000 participants (2% of the adults in Kern County) and featured a mini-grant program that partnered with EJ and other stakeholders to host outreach events for their constituencies. It also featured a phone survey that over sampled in disadvantaged outlying communities to help corroborate the plan's goals and strategies, ensuring a bottom-up approach (see Appendix C).

As with the prior RTP EJ processes, Kern COG held an Environment and Social Equity Stakeholder Roundtable meeting in July 2023. Participants attended from various interest areas in the community including the Sierra Club, City of Taft, Central California Asthma Collaborative, Caltrans, City of

Wasco, Home Builders Association, Golden Empire Transit District, City of McFarland, Kern County Public Works, and the Dolores Huerta Foundation.

In addition, to these meetings Kern COG met and communicated with representatives from these organizations throughout the process. These organizations reviewed the EJ process and re-use of the methodology from the prior RTP/SCS for identifying Federal Title VI and EJ areas consistent with evolving federal guidelines (discussion in Background section above).

Demographics

Kern County is California's third largest county in area, encompassing approximately 8,200 square miles. Kern County ranked 12th for highest population among California counties with population just over 909,000 (2020 U.S. Census) and comprises 11 incorporated cities and a federally recognized urban area, Metropolitan Bakersfield, as well as 77 census-recognized unincorporated communities. Federal Environmental Justice Guidelines call for identification of traditionally under-represented populations, including classified minorities such as those of Hispanic/Latino descent, African Americans, Asian Americans, Native Americans and others, as well as low-income populations.

Table D-1: Kern County Population by Race and Hispanic or Latino – 2020 Census

TOTAL POPULATION BY RACE (NOT HISPANIC/LATINO) AND HISPANIC OR LATINO		
(Universe: Total population)	**Count**	**Percent**
Total:	909,235	100.0%
Hispanic or Latino	499,158	54.9%
Not Hispanic or Latino:		
White alone	279,600	30.8%
Black or African American alone	46,776	5.1%
American Indian and Alaska Native alone	5,197	0.6%
Asian alone	44,257	4.9%
Native Hawaiian and Other Pacific Islander alone	1,127	0.1%
Some Other Race alone	4,557	0.5%
Two or More Races	28,563	3.1%

Table D-1 shows the Kern region has an ethnic majority with Hispanics/Latinos making up 55% of the total population. Non-Hispanic Whites account for 31% of the population, down from 50% in 2000. The rise and shift in population makeup in the Kern region is primarily because of births along with an influx of new immigrants. The African American, Asian, and American Indian populations make up 5%, 5% and 1% respectively of the population. Population growth in Kern mirrors the rest of the state, which is one of the most diverse in the nation. Population growth results from large net increases in three population groups: aging baby boomers, their children - the millennials - and immigrants, mostly from Mexico and Central America. Net migration (people moving to the county minus those moving away) accounted for most of the population gain between 2000 and 2010, i.e., 54%. Nearly 30% of the net migration was the result of immigration from outside the United States. Natural increase (births minus deaths) accounted for 45% of the population gain.

Table D-2 Kern County Income and Poverty – U.S. Census	
$ 53,350	Median household income (in $2019)
$ 23,326	Per capita income in past 12 months (in $2019)
18.3%	Percent persons in poverty – (2020)

Source: U.S. Census, 2015-2019 American Community Survey, 2020 Small Area Income and Poverty Estimates (SAIPE)

Approximately 18.3% of individuals in Kern County live below the federal poverty line, the second highest poverty rate in California after Del Norte County at 18.5% according to the U.S. Census Bureau statistics (**Table D-2**).

For two decades now, Kern has had a majority minority population and now has one of the highest poverty levels in the state. Addressing the transportation needs of a significantly disadvantaged population has grown even more important in Kern COG's transportation planning efforts. The rapid increase in poverty is partially a result of state policies working to curtail two of Kern's primary industries, oil production and groundwater production for agriculture.

Population Concentrations - The challenge was to identify all populations within the Kern region that qualify as "traditionally disadvantaged," without counting the same people more than once. In addition, because of Kern County's farm- and oil- based economies, significant portions of both its rural and urban regions would qualify under one or more of the criteria if population threshold "floors" were not established to represent minimum concentrations. Population concentrations of traditionally disadvantaged groups were established to better focus the examination onto specific neighborhoods rather than attempting to look at the entire county en masse. Consistent with past RTPs, the maps in **Figures D-1** and **D-2** use the U.S. Environmental Protection Agency (EPA) EJScreen tool[4] to show significant concentrations of minority (people of color) and low-income populations**.** The concentration areas were updated using the latest version of EJScreen. Since the RTP is a federally required document, Kern COG is required to use a method that meets federal requirements. EJScreen was designed by the U.S. EPA under the Obama administration to accomplish this requirement. Kern COG has received comments from federal oversight agencies, during its federal certification review, to use a method for identifying Title VI and Environmental Justice areas consistent with federal policy. Other tools, such as CalEnviroScreen, use additional variables such as environmental risk to identify disadvantaged areas. These additional variables are not consistent with federal requirements for the RTP. The maps in **Figures D-1** and **D-2** reflect the latest available data on concentrations of minority and low-income areas according to U.S. EPA, and use EJScreen defaults for setting the floor of the concentration at the 80th percentile for both minority and low-income population.

Figures D-3 and **D-4** illustrate the Federal Title VI (blue areas map) and Federal Environmental Justice (pink areas map) areas required for the RTP performance measure analysis. These areas were defined using the latest available U.S. Census data and the U.S. EPA EJ Screen Tool. The

[4] U.S. Environmental Protection Agency, https:ww.epa.gov/ejscreen, 2019.

Figure D-1: Minority Population Concentrations - U.S. EPA EJScreen Tool 2019

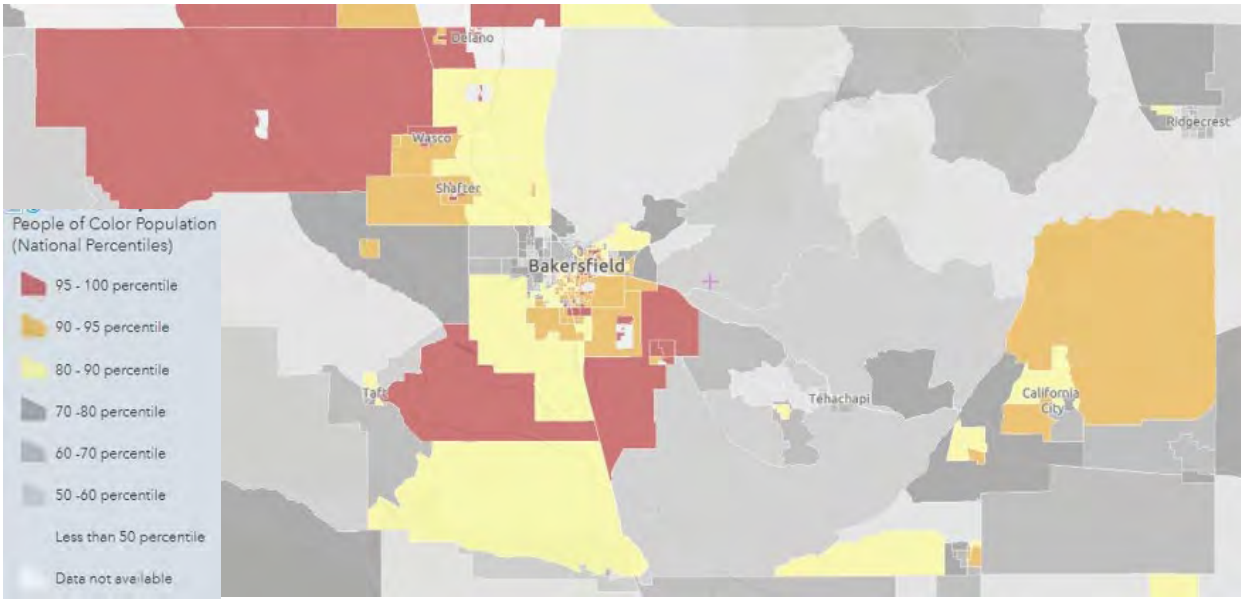
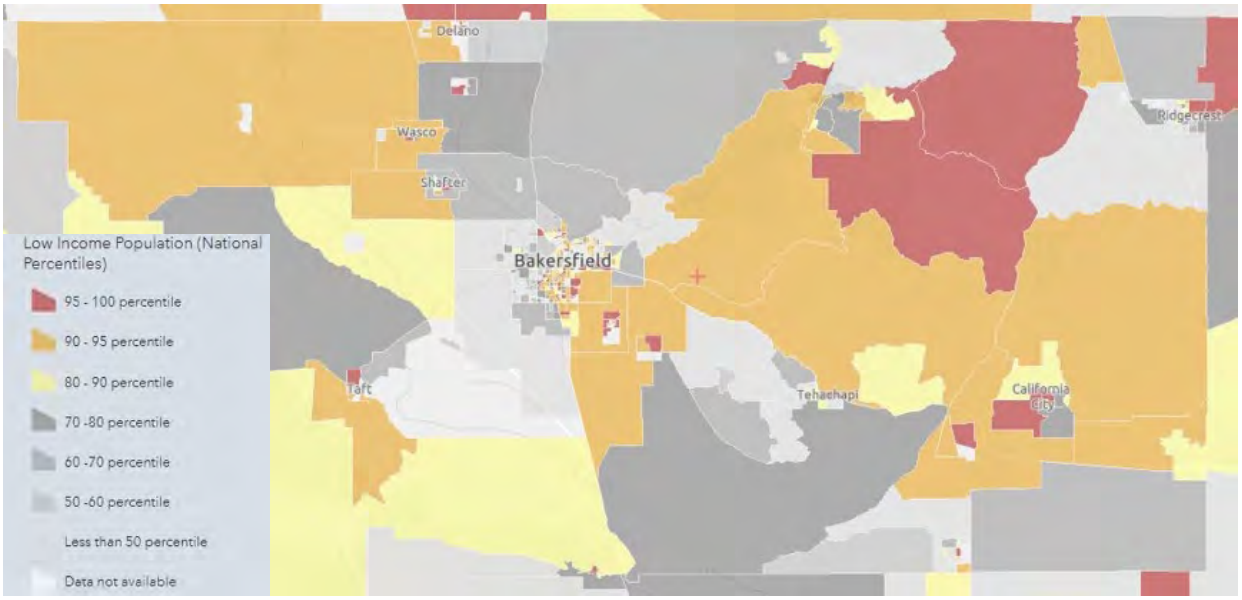


Figure D-2: Low Income Population Concentrations - U.S. EPA EJScreen Tool 2019



Federal Title VI areas are required to only look at areas that contain a concentration of minority population. Federal Environmental Justice areas are required to look at minority and/or low-income areas together. These maps show the Kern COG transportation analysis zones (TAZs) that correspond to the census block groups identified using the EJScreen tool that are shown as being at

Figure D-3: Federal Title VI Areas (Minority Concentration Areas Only – Above 80th Percentile)

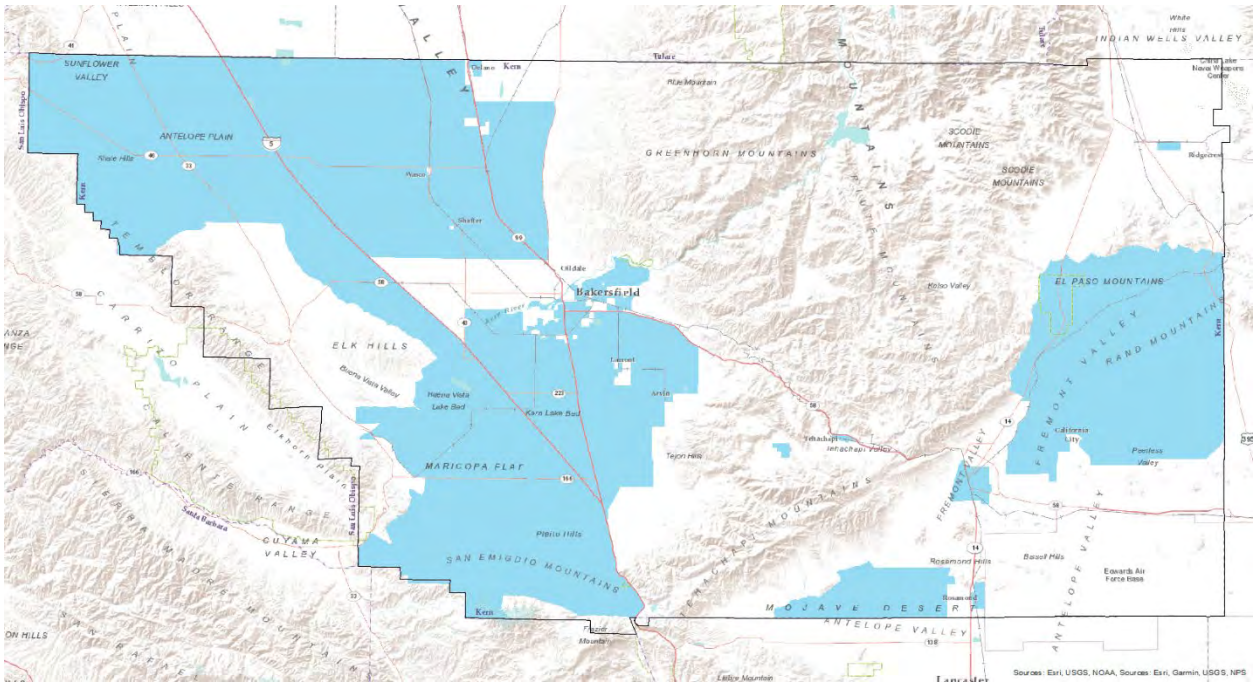
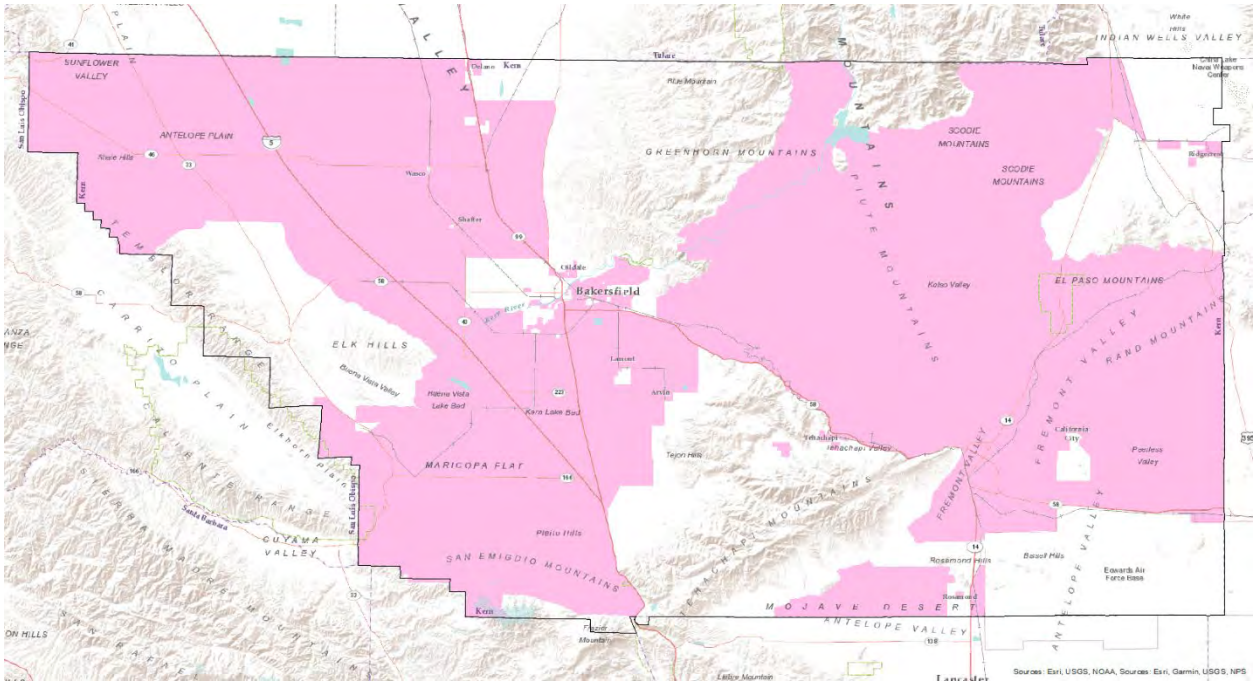


Figure D-4: Federal EJ Areas (Minority and Low-Income Concentration Areas – Above 80th Percentile)



or above the 80th percentile of concentration. Note that both block groups and TAZs are subdivisions of census tracts, simplifying their integration with RTP Development.

Pursuant to Government Code Section 14522, the California Transportation Commission (CTC) is authorized to prepare guidelines to assist in the preparation of RTPs. The CTC's RTP guidelines suggest that projections used in the development of an RTP should be based upon available data (such as from the Bureau of the Census), use acceptable forecasting methodologies, and be consistent with the Department of Finance baseline projections for the region. The most recent update to the RTP guidelines was published in 2024, and includes provisions for complying with SB 375, as well as guidelines for regional travel demand.

SB 375 requires MPOs to prepare a SCS that demonstrates how the region will meet its GHG reduction targets through integrated land use, housing and transportation planning. Specifically, the SCS must identify a transportation network that is integrated with the forecasted development pattern for the plan area and will reduce GHG emissions from automobiles and light trucks in accordance with targets set by the California Air Resources Board.

In compliance with SB 375 and the CTC guidelines, the eight San Joaquin Valley Metropolitan Planning Organizations (SJV MPOs) have collaborated and developed the San Joaquin Valley Model Improvement Program (SJV MIP). The new MIP includes several model upgrades that respond directly to the requirements of the CTC guidelines and allow for measurable outputs that help ensure transportation system investments benefit all populations, without consistently burdening any single one. The upgrades include:

- Land Use – demographic characteristics that influence travel behavior;
- Geographic scale – land use and transportation system refinements in transit-oriented developments, central business districts, and mixed-use development;
- Sensitivity to mode – person trips, auto availability, mode choice/split, transit assignment;
- Pricing – auto operations (fuel, maintenance, etc.), parking, toll, transit fare;
- Sensitivity to congestion – time of day refinements, influence on auto availability and distribution;
- Air Quality/Greenhouse Gas – speed, trucks, interregional travel;
- Best Management Practices – sensitivity to smart growth, demand and/or system management within model or as quick-response tools;
- Validation – formal static and dynamic tests; and
- Documentation – Clear and fully documented executive/public and technical staff including limitations and potential ways to overcome limitations.

Complete documentation on the SJV MIP can be found at http://www.kerncog.org/model-documentation .

Measuring Performance

Performance measures: (1) provide information on how well the transportation system is performing compared to the base year and/or future no-build scenario; (2) identify opportunities for system improvements to meet the plan's goals; and (3) assess the system-wide impacts of future improvements.

System Level Performance - System-wide performance measures should not be applied unilaterally but should only be used as an indicator that the plan's policies and actions are headed in the same direction as the goals. Often progress shown in one performance measure can show a negative effect in another area.

Demonstrating improvements in all performance measures may be nearly impossible to achieve. For example, improvements in congestion may increase travel speeds and negatively affect air quality. In addition, improvements under a specific performance measure may take several planning cycles to achieve. The existing activity in the plan has a certain level of inertia created by previously adopted RTPs. Projects that have completed environmental review need to move to right-of-way acquisition and construction fairly quickly, before the environmental work is out of date and more resources are needed to update the environmental work. The performance measure process is designed to provide feedback in areas upon which the region should focus on the subsequent plan update, while minimizing disruptions to the project delivery process.

The Kern Regional Transportation Model is the primary tool for measuring system-level performance of the plan. Kern COG uses an integrated one-model approach for its performance measures analysis. The model uses monitoring data and growth assumptions to compare the performance measures for the RTP and SCS. The two primary categories of performance measures used are the Smart Mobility Framework and Title VI/EJ. The EJ measures have been in place since 2001 and have been adapted for use with the Smart Mobility Framework performance measure category.

Smart Mobility Framework Performance - The State of California prepares an annual Regional Progress Report. This RTP includes measures that are coordinated with the measures in the statewide progress report. In February 2010, the California Department of Transportation (Caltrans) released *Smart Mobility 2010: A Call to Action for the New Decade* that establishes performance measures based on place types in recognition of a "one-size does NOT fit all" philosophy. Kern County has been split into two broad place-types for the smart mobility analysis. The first is the Metropolitan Bakersfield or urban place type. The second is made up of the outlying communities or rural place type. The RTP performance measure analysis differs somewhat for these two place types. One of the performance measures for sustainability/livability uses a slightly different modeling method to analyze air quality on a per-capita basis. This measure differs from the other performance measures in that a second model, EMFAC, developed by the California Air Resources Board, uses the output vehicle travel from the Regional Transportation Model to generate nitrogen oxide (NOx) by air basin analysis areas rather than urban and rural. NOx is a precursor gas that contributes to ozone and particulate matter, Kern's two most significant air pollutants.

Health Equity Performance – In support of California's Health-in-All-Policies effort, close to half of the performance measures monitor progress on measures affecting public health. This integrated approach provides feedback on health-related measures for both EJ and Title VI areas as well, providing a clear health equity series of measures.

According to the Robert Wood Johnson Foundation which provides an annual county health ranking by state, Kern County has consistently ranked near the bottom.[5] The ranking methodology weights 40% on social/economic factors (employment, income, education, family/social support, community safety), 30% on behavioral factors (tobacco use, diet/exercise, alcohol/drug use, sexual activity), 20% on clinical care (access to care, quality of care), and 10% on environmental factors (air/water quality, housing/transit). Based on these assumptions, improving the economic and behavioral factors by providing more jobs and transit/active transportation options would provide the most effective means to improve public health in our region.

Tracking Progress - Performance measures are often driven more by the tools available to measure them than by the policies that need to be tracked. Performance measures can be divided into two types. The first includes future performance measures that are used in modeling to compare scenarios such as the ones in this analysis. A second type is a monitoring indicator that measures observed data rather than modeled data, such as traffic counts and air quality. The following observed indicator variables are used in this analysis and are updated each RTP cycle to provide longitudinal data to help update forecasts and track progress toward our goals:

- Traffic count information;
- Truck origin destination studies along key corridors;
- Traffic speed survey program;
- Transit ridership travel survey;
- Bike rider survey; and
- Air Quality Monitoring System.

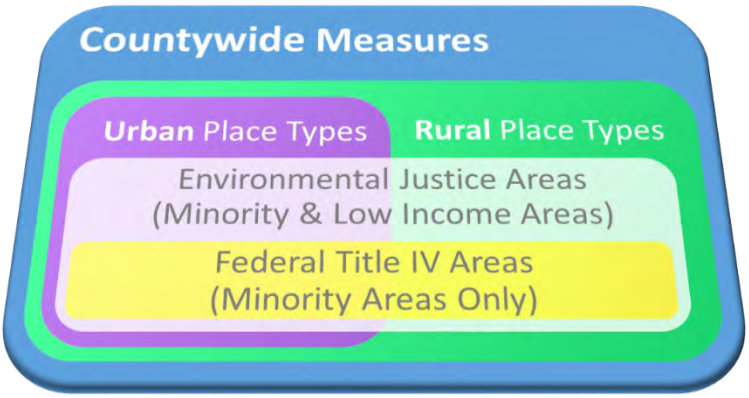
These datasets are incorporated into the base year validation of the regional transportation model and provide the basis for forecasting future performance measures and tracking progress toward the goals.

Performance Measures Analysis Methodology

Kern COG has developed an integrated framework for eleven performance measures to demonstrate consistency of the RTP and SCS with its seven established goals. Some of the performance measures comply with as many as five goals.

This figure illustrates the overlap among the eleven performance measures used for countywide analysis, the two Smart Mobility Framework place types, and EJ

Figure D-3: Integrated Performance Measures Framework



[5] Robert Wood Johnson Foundation, http://www.countyhealthrankings.org/, 2018.

areas. For example, some measures are the same for EJ, urban and rural place types, and countywide, while other measures may only be used in two of the three categories.

Performance Measure Analysis Results

As discussed above, as part of the Environmental Justice/Title VI Community Outreach Process Kern COG held Environmental and Social Equity Roundtable stakeholder meetings. The meetings built on the federally recognized best practices effort began by Kern COG in 2000. The Environmental and Social Equity Roundtable identified low-income, minority, elderly, and disabled people as the target populations for analyzing Federal Title VI and EJ efforts. Areas with higher-than-average concentrations of the target populations were identified and mapped by census block groups. Kern COG used the transportation model output stratified by EJ areas and the urban and rural place types to determine whether the goals of the RTP were being met. Following is a more detailed description of the performance measures used to measure progress toward the RTP Goals described in Chapter 2.

1) **Mobility/Health Equity** – Calculates average trip time by mode (auto and transit) from EJ Transportation Analysis Zones (TAZs) and countywide.

2) **Accessibility/Economic Well-Being/Health Equity** – Calculates average trip time by mode (auto and transit) to major job centers from a group of approximately 2,400 TAZs. Accessibility also provides an economic measure by indicating the level of congestion around major job centers that may affect freight movement.

3) **Efficiency/Cost-Effectiveness** – Calculates the planned expenditure per passenger miles traveled. Calculates passenger miles traveled by both vehicle and transit networks for current and planned transit projects (increased headway, new routes) and capacity-increasing road project links in future years, inside EJ TAZs and countywide. These figures are divided by the total investment in these projects and used to calculate their cost-effectiveness.

4) **Livability/Consumer Satisfaction** – Calculates the average trip delay after feedback between constrained and unconstrained roadways on links inside EJ TAZs and countywide.[6]

5) **Environment/Health Equity** – Calculates vehicle emissions of NOx per person for the valley and mountain/desert portions of Kern and PM-10 for the Indian Wells Valley. NOx is a precursor emission for both ozone and particulate matter 2.5 for which the Mojave Desert (including mountain areas) and the San Joaquin Valley portions of Kern have exceeded the federal standards. The Indian Wells Valley portion of Kern has only exceeded the PM-10 standard.

[6] Delay refers to the amount of additional time a vehicle spends on the road because of congestion. Constrained and unconstrained roads refer to those streets, highways, or freeways where congestion is either typical or atypical.

6) **Environment/Health Equity** – Calculates the percentage change in households within ¼ mile of roadway volumes greater than 100,000 in urban and rural place types and in EJ communities.

7) **Sustainability/Preservation** – Provides for maintenance as the system expands.

8) **Equity** – Calculates the passenger miles traveled and compares to the percentage of investment in EJ areas and urban and rural place types.

9) **Reliability/Congestion** – Calculates the distance of Level of Service (LOS) D through F links inside EJ TAZs and countywide.

10) **Reliability/Safety/Public Health** – Calculates the percentage increase between property damage, injury, and fatal accident rates between base year 2024 and 2049.

The model generated several factors, including travel times, vehicle miles traveled, passenger miles traveled, transit boardings, transit trip hours, transit trip distance, and road miles of LOS C or worse for 2024 (base year), 2049 build scenario, and 2049 no-build scenario. The 2049 build scenario assumes all projects listed in Table 5-1 of the 2026 RTP will have been completed, whereas the No-Build scenario assumes 2049 traffic levels on the same network used in 2024. An additional assumption was that funding sources and technology will remain constant. The model also stratified its factors along three separate lines:

Table D-3: Performance Measure Analysis Summary by RTP Goals for System Level, Smart Mobility Framework, Health Equity, and Environmental Justice and Title VI Areas

Table No. (Apdx. D)	RTP Goal/Performance Measure (PM) Category	Smart Mobility Geographic Coverage Place type(PT)	Performance Measure Description	Performance Measure Target/Test	Target Met? (Yes/No/ Partial)
D-4	Mobility / health equity (transit)	Urban, rural, countywide PT	Average Travel Time – Peak **Highway** Trips	Improvement over Countywide Average	Yes
D-5			Average Travel Time – Peak **Transit** Trips	Improvement over Countywide Average	Yes
D-6	Accessibility / economic well-being / health equity (transit)	Urban, rural, countywide PT	Average Travel Time to Job Centers – **Highway** Trips	Improvement over Countywide Average	Partial
D-7			Average Travel Time to Job Centers – **Transit** Trips	Improvement over Countywide Average	Yes
D-8	Efficiency / cost effectiveness / health equity (transit)	Urban, rural, countywide PT	Average Daily Investment per Passenger Mile Traveled – **Highways**	Improvement over Countywide Average	Partial
D-9			Average Daily Investment per Passenger Mile Traveled – **Transit**	Improvement over Countywide Average	Yes
D-10	Livability / customer satisfaction	Urban, rural,	Average Trip Delay Time in Hours	Improvement over Countywide Average	Yes

Table No. (Apdx. D)	RTP Goal/Performance Measure (PM) Category	Smart Mobility Geographic Coverage Place type(PT)	Performance Measure Description	Performance Measure Target/Test	Target Met? (Yes/No/ Partial)
		countywide PT			
D-11	Environment / health equity	3 Air Basins	% Change NOx/PM by air basin	Improvement over Base Year	Yes
D-12		Urban, rural, countywide PT	% Change in Households within 500 feet of Roadway Volumes > 50,000	Improvement over Base Year	Yes
D-13	Sustainability / preservation	Countywide PT	Percentage Change in Maintenance Dollars Per Lane Mile	Improvement over Base Year	Yes
D-14	Equity / health equity (transit)	Urban, rural, countywide PT	% of Expenditures versus Passenger Miles Traveled in 2049 – **Highways**	Investment % higher than passenger miles traveled	Partial
D-15			% of Expenditures versus Passenger Miles Traveled in 2049 –**Transit**	Investment % higher than passenger miles traveled	Yes
D-16	Land Consumption / health equity	Countywide PT	% change in Farmland consumed outside City Spheres of Influence	Improvement over Historic Baseline	Yes
D-17	Health equity	Countywide PT	Health Cost Savings	Improvement over No Project Baseline	Yes
D-18	Reliability / congestion	Urban, countywide PT	Average Level of Congestion in Hours	Improvement over Base Year	Partial
D-19	Reliability / safety / health equity	Urban, rural, countywide PT	Annualized Accident Statistics for Annual Average Daily Traffic	Improvement over Countywide Average	Partial
D-20	Federal PM-1 Safety/health equity	Countywide PT	Forecast of Accidents for Vehicles, Bicycles and Pedestrians	Improvement over 5 year running base	Partial
D-21	Federal PM-2 Sustainability / preservation	Countywide PT	Observed bridge/pavement condition on locally maintained national highway system routes	Improvement over 2-4 year targets	No
D-22	Federal PM-3 mobility/accessibility	Countywide PT	Observed travel time reliability on locally maintained national highway system	Improvement over 4-year targets	Yes

**Note: Due to data limitations Environmental Justice/Title VI areas were not able to be broken out for performance measures D-11, D-13, D-16, D-17, D-20, D-21, D-22 however, they are still included in these analyses.*

all of Metropolitan Bakersfield (urban); all other areas of Kern County, including the ten other incorporated cities and unincorporated communities (rural); and countywide. Kern COG paid particular attention to the accessibility and mobility criteria because they represent overall system performance now and in the future.

Table D-3 contains a breakdown of which performance measure applies to which goal and category. The table also provides a summary of the target threshold and whether that target was met (yes), partially yes (partial), or not at all (no). The analysis shows that all the performance measure targets have been met in twelve of the performance measures. Six more were partially met and one shown as not met. The only one shown as not meeting its target was for the overall pavement/bridge preservation measure, which was not able to be broken out by EJ/Title 6 data. Performance measures that have only been partially met should be watched carefully in future RTP iterations.

Detailed Performance Measure Analysis by RTP Goals/Category

Mobility

Mobility is defined as the ability to move throughout the region and the time it takes to reach desired destinations. The criterion is measured by calculating average travel times during the base year 2024, in 2049 when all RTP projects are completed, and in a 2049 no-build scenario where none of the RTP projects are completed. The goal for mobility is to demonstrate that EJ/Title VI TAZs perform better, or at least no worse, than all TAZs when comparing countywide to countywide. Peak highway and transit trip periods (evening commute times) were used to demonstrate the worst-case scenario.

The countywide average highway travel time for all TAZs was 12.43 minutes in 2024. Both EJ and Title VI TAZs currently perform better on the countywide measure than all TAZs and do even better under this plan by 2049 while all TAZs get a slight increase in average travel time by 2049, clearly demonstrating that the expenditures in the plan benefits EJ/Title VI TAZs or neighborhoods. The travel time benefit is seen mostly in rural EJ/Title VI TAZs. Overall, people living in EJ/Title VI TAZs will have shorter average travel times anywhere within the county than county residents as a whole.

Table D-4a: All TAZs Average Travel Time – Peak Highway Trips (minutes)

Place Type	2024	2049 Build	2049 No Build
Urban/Metro	11.13	10.83	11.03
Rural Areas	15.2	15.31	15.46
Countywide	12.43	12.3	12.48

Table D-4b: EJ TAZs Average Travel Time – Peak Highway Trips (minutes)

Place Type	2024	2049 Build	2049 No Build
Urban/Metro	10.93	10.65	10.83
Rural Areas	15.2	14.76	14.9
Countywide	12.25	11.95	12.13

Table D-4c: Title VI TAZs Average Travel Time – Peak Highway Trips (minutes)

Place Type	2024	2049 Build	2049 No Build
Urban/Metro	11.13	10.83	11.03
Rural Areas	15.15	15.31	15.46
Countywide	12.06	11.88	12.07

The Urban/Metro average transit travel time is 39.88 minutes in 2024. Because rural area transit ridership comprises a small percentage of trips in the model, and the travel model excludes low frequency routes and dial-a-ride service characteristic in rural areas, staff is unable to adequately compare the rural transit network to the predominantly higher frequency Metro Bakersfield transit service. The model excludes low frequency routes due to model and data limitations. However, in comparing average Metro travel times for transit trips between all TAZs and EJ/Title VI TAZs, the latter continue to fare better than all TAZs with the best service in the EJ Area TAZs. Countywide, people living in EJ TAZs will have shorter average transit travel times anywhere within the county than county residents as a whole.

Table D-5a: All TAZs Average Travel Time – Peak Transit Trips (minutes)[7]

Place Type	2024	2049 Build	2049 No Build
Urban/Metro	39.88	40.59	39.25
Rural Areas	n.a.	n.a.	n.a.
Countywide	40.47	43.5	40.43

** Includes portions of trips outside of Metro that drive to use metro transit*

Table D-5b: EJ TAZs Average Travel Time – Peak Transit Trips (minutes)

Place Type	2024	2049 Build	2049 No Build
Urban/Metro	38.78	39.93	38.33
Rural Areas	n.a.	n.a.	n.a.
Countywide	39.43	42.82	39.66

** Includes portions of trips outside of Metro that drive to use metro transit*

Table D-5c: Title VI TAZs Average Travel Time – Peak Transit Trips (minutes)

Place Type	2024	2049 Build	2049 No Build

[7] No data is maintained on average travel times for low frequency rural fixed-routes and dial-a-ride services. The countywide average listed under Average Travel Time – Peak Transit Trips and EJ TAZs Average Travel Time – Peak Transit Trips reflects statistics on transit routes with a minimum of 3 trips per day.

Urban/Metro	38.62	40.76	38.81
Rural Areas	n.a.	n.a.	n.a.
Countywide	39.28	43.5	39.92

** Includes portions of trips outside of Metro that drive to use metro transit*

Accessibility/Economic Well Being

Accessibility differs from mobility in that it is measured by commuter trip times to major job centers rather than overall trip times. Major job centers are defined as those TAZs containing employment sites with 75 or more workers. Specifically, accessibility is defined as the ease of reaching destinations as measured by the percentage of commuters who can get to work within a given period. As with mobility, the goal is to ensure that commuters in EJ/Title VI TAZs throughout the county have average trip times that are shorter, or at least not longer, than in the county as a whole. The measure on highways also provides an indicator of the ability of freight to get to major employment sites, providing a measure of economic well-being for the region.

In 2024, the average highway commute times for all TAZ's countywide to a major job center was 10.34 minutes. The countywide measures for both highway and transit for EJ/Title VI TAZs perform better than all TAZs. Rural EJ/Title VI area highways are worse than all TAZs, however investment in the build alternative by 2049 shows improvement in travel times in metro areas and countywide over 2024 where the no build alternative shows that EJ/Title VI areas would get worse. This demonstrates that the RTP expenditure plan benefits EJ/Title VI TAZ neighborhood areas. The model analysis for transit has limitations in rural areas. The model excludes low frequency routes found predominantly in rural areas due to model and data limitations. However, transit service in EJ/Title VI areas out-perform average transit travel times all TAZs.

Table D-6a: All TAZs Average Travel Time to Major Job Centers – Highway (minutes)

Place Type	2024	2049 Build	2049 No Build
Urban/Metro	9.65	9.31	9.45
Rural Areas	12.3	12.32	12.38
Countywide	10.34	10.05	10.18

Table D-6b: EJ TAZs Average Travel Time to Major Job Centers – Highway (minutes)

Place Type	2024	2049 Build	2049 No Build
Urban/Metro	9.29	8.96	9.11
Rural Areas	13.51	13.48	13.48
Countywide	10.16	9.85	9.99

Table D-6c: Title VI TAZs Average Travel Time to Major Job Centers - Highway (minutes)

Place Type	2024	2049 Build	2049 No Build
Urban/Metro	9.46	9.14	9.33
Rural Areas	13.91	13.92	13.89
Countywide	10.18	9.92	10.1

Table D-7a: All TAZs Average Travel Time to Major Job Centers - Transit (minutes)[8]

Place Type	2024	2049 Build	2049 No Build
Urban/Metro	36.59	33.97	34.17
Rural Areas	n.a.	n.a.	n.a.
Countywide	38.02	37.39	35.81

** Includes portions of trips outside of Metro for those who drive to use metro transit*

Table D-7b: EJ TAZs Average Travel Time to Major Job Centers – Transit (minutes)

Place Type	2024	2049 Build	2049 No Build
Urban/Metro	36.39	33.57	33.89
Rural Areas	n.a.	n.a.	n.a.
Countywide	37.89	36.99	35.49

** Includes portions of trips outside of Metro for those who drive to use metro transit*

Table D-7c: Title VI TAZs Average Travel Time to Major Job Centers - Transit (minutes)

Place Type	2024	2049 Build	2049 No Build
Urban/Metro	36.28	33.96	34.15
Rural Areas	n.a.	n.a.	n.a.
Countywide	37.65	36.81	35.63

** Includes portions of trips outside of Metro for those who drive to use metro transit*

Efficiency/Cost-Effectiveness

Efficiency and cost-effectiveness can be measured by maximized returns on transportation investments. This criterion was measured by dividing the average daily capital investment from 2026 - 2049 RTP projects by the average number of daily passenger miles traveled (PMT) on the

[8] No data is maintained on average travel times for low volume rural fixed-routes and dial-a-ride services. The countywide average listed under Average Travel Time – Peak Transit Trips and EJ TAZs Average Travel Time – Peak Transit Trips reflects statistics on transit routes with a minimum of 3 trips per day.

transportation network, both inside and outside of EJ/Title VI TAZs for urban and rural place types. Total average daily PMT and total investment levels over the course of this plan are found in **Table D-14**. In general, highways carry higher volumes and tend to be more cost effective on a daily basis, however transit has a higher capacity during peak periods, making it more cost-effective to expand during peak traffic periods. In addition, transit expands the carrying capacity of road investments. This analysis looks at daily cost effectiveness of capital expenditures.

For highways at the countywide level, EJ/Title VI areas have similar cost effectiveness rates of expenditure as the county at about 1 cent per passenger mile traveled. Urban EJ and urban Title VI areas at .011 and .017 respectively are more cost effective in expenditures compared to the respective all-county urban at .022.

Table D-8a: All TAZs Average Daily Investment per Passenger Mile Traveled – Highways ($)

Place Type	2049
Urban/Metro	.022
Rural Areas	.006
Countywide	.008

Table D-8b: EJ TAZs Average Daily Investment per Passenger Mile Traveled – Highways ($)

Place Type	2049
Urban/Metro	.011
Rural Areas	.007
Countywide	.009

Table D-8c: Title VI TAZs Average Daily Investment per Passenger Mile Traveled – Highways ($)

Place Type	2049
Urban/Metro	.017
Rural Areas	.010
Countywide	.013

Table D-9a: All TAZs Average Daily Investment per Passenger Mile Traveled – Transit ($)[9]

Place Type	2049
Urban/Metro	3.8

[9] Because Kern COG's regional transportation model cannot estimate passenger miles traveled for rural transit services, estimates for daily investment per PMT countywide are unable to be calculated.

Rural Areas	10.4
Countywide	4.7

Table D-9b: EJ TAZs Average Daily Investment per Passenger Mile Traveled – Transit ($)

Place Type	2049
Urban/Metro	4.11
Rural Areas	11.37
Countywide	5.03

Table D-9c: Title VI TAZs Average Daily Investment per Passenger Mile Traveled – Transit ($)

Place Type	2049
Urban/Metro	4.90
Rural Areas	13.99
Countywide	6.05

For transit at the countywide level Kern spends more on average per passenger mile traveled in both EJ and Title VI areas than the county as a whole. The same is true for the Metro Bakersfield area but not rural EJ areas. Although serving rural Title VI areas is less cost efficient than the county as a whole, it does demonstrate that a priority has been placed on investment in rural EJ/Title VI areas.

Livability/Consumer Satisfaction

Consumer satisfaction is one potential measure of livability and is defined as the condition where consumers can largely agree that their transportation needs are being met in a safe, reliable, efficient, and cost-effective manner. The criterion is measured by the daily amount of trip delay in hours. On roadways, trip delay refers to the difference between the time a trip should take and the time it requires, or the difference between free-flow traffic and some level of congestion. Traffic congestion also affects the on-time performance of transit operations, limiting alternative transportation choices during peak periods and impacting the region's livability. Average vehicle delay is spread evenly by 2049.

Table D-10a: All TAZs Average Vehicle Delay Time (hours)

Place Type	Delay Hours 2024	Delay Hours 2049	Free Flow Hours 2049	Percentage Delayed
Urban/Metro	17,815	20,617	268,660	7.7
Rural Areas	7,988	11,277	248,831	4.5
Countywide	25,907	32,003	519,172	6.2

Table D-10b: EJ TAZs Average Vehicle Delay Time (hours)

Place Type	Delay Hours 2024	Delay Hours 2049	Free Flow Hours 2049	Percentage Delayed
Urban/Metro	10,707	13,033	174,205	7.5
Rural Areas	5,977	8,886	141,131	6.3
Countywide	16,697	21,941	326,247	6.7

Table D-10c: Title VI TAZs Average Vehicle Delay Time (hours)

Place Type	Delay Hours 2024	Delay Hours 2049	Free Flow Hours 2049	Percentage Delayed
Urban/Metro	6,510	7,377	104,135	7.1
Rural Areas	2,981	3,944	90,586	4.4
Countywide	9,496	11,336	195,455	5.8

Environment/Health

This measure is defined as enhancing the existing transportation system while improving the environment and health of the population. It is one of the factors in Kern COG's EJ and Title VI criteria set that the transportation model currently cannot directly measure. Environmental effects vary among different transportation projects and can only be determined meaningfully on a project-by-project basis. The goal is for projects in this RTP to demonstrate no difference in unmitigated impacts between EJ populations and the region as a whole. This goal is measured through conformity with the Clean Air Act Amendments of 1990 according to measures of certain pollutants such as nitrous oxide and particulate matter.

Both Kern COG's long-term RTP and the short-term Federal Transportation Improvement Program (FTIP) require a demonstration of air quality "conformity" prior to being adopted by Kern COG and the federal government. This conformity process is necessary because the San Joaquin Valley Air Basin is nonattainment for ozone and particulate matter. The process ensures that new transportation projects will either benefit or at least have no negative effect on air quality. Kern COG's conformity analysis for its most recent FTIP amendment was approved by the US DOT on December 16, 2024. A revised conformity analysis has been undertaken to support the 2026 RTP and the 2027 FTIP.

Table D-11: Vehicle NOx/PM10 Emissions Decrease

Air Basin (portion of Kern)	Base/ Budget	Horizon 2049	Percentage Decrease	Federal Air Standard Met?
San Joaquin Valley NOx (2020)	23.3	12.9	45	YES
Mojave Desert NOx (2020)	3.6	2.0	44	YES

Indian Wells Valley PM10* (2020)	0.4	0.3	25	YES

**Indian Wells Valley totals are for all particulate matter 10 microns or smaller, not just the NOx precursor.*

The above table illustrates that federal standards are being met with this RTP. For a more detailed discussion of air quality, see the 2026 Conformity Analysis for simultaneous adoption with the 2026 RTP and 2027 FTIP.

In addition to maintaining federal air standards for each air basin/planning area, an analysis has been performed that indicates that the RTP shows improvement in households within 500 feet of major high-volume roadways. However, environmental effects vary among different transportation projects and can only be determined meaningfully on a project-by-project basis.

Table D-12a: All TAZs Households within 500 Feet of Roadway Volumes Greater than 50,000 (households)

Place Type	2024	2049	Percentage Increase
Urban/Metro	7,497	9,220	23
Rural Areas	1,335	2,244	68
Countywide	8,832	11,464	30

Table D-12b: EJ TAZs Households within 500 Feet of Roadway Volumes Greater than 50,000 (households)

Place Type	2024	2049	Percentage Increase
Urban/Metro	4,638	4,881	5
Rural Areas	1,333	1,446	8
Countywide	5,971	6327	6

Table D-12c: Title VI TAZs Households within 500 Feet of Roadway Volumes Greater than 50,000 (households)

Place Type	2024	2049	Percentage Increase
Urban/Metro	3,714	4,881	31
Rural Areas	1,283	1,446	13
Countywide	4,997	6,327	27

The analysis indicates that additional revitalization in the urban/metro area may significantly increase housing closer to high volume transportation corridors, which may negatively impact this Environment/Health goal. However, EJ/Title VI areas are being affected at a slower rate than all areas countywide.

Sustainability/Preservation

Sustaining and preserving the transportation system can be measured by the total annualized amount of maintenance funding divided by the number of lane miles in the model. Countywide maintained lane miles are calculated from the transportation model. In November 2006, a transportation sales tax initiative with 56% voter approval failed to garner the two-thirds vote required to pass. Had it passed, approximately 40% of the funding would have been reserved for maintenance. This RTP assumes a modest increase in funding of 12% over previous RTPs (see **Table 6.1**) reflecting a possible increase to federal, state and/or local sources such as a local transportation measure. The following tables illustrate the growing issue of maintaining an expanding road system and underscores the need for rapid action to provide new funding sources to maintain the system. Note that road maintenance funds are not reported by EJ/Title VI areas, however local jurisdictions strive to maintain roads based on where conditions are worse but currently lack funding necessary to bring all roads up to tip top condition.

Table D-13a: Maintenance Dollars per Lane Mile for the Transportation System (miles, $)

Countywide	Base 2024	Horizon 2049	Percentage Change
Lane Miles	7,995	8,920	16
Annual Maintenance	$185,369,565	$215,734,783	16
Maintenance per Mile	$23,185	$24,186	4

Table D-13b: Maintenance Dollars per Lane Mile for the Transportation System if Additional Funding Does Not Become Available (miles, $)

Countywide	Base 2024	Horizon 2049	Percentage Change
Lane Miles	7,995	8,920	16
Annual Maintenance	$185,369,565	$185,369,565	0
Maintenance per Mile	$23,185	$20,781	-10

Equity

Equity is defined as a fair and reasonable distribution of transportation investment benefits (as a share of countywide benefits). Kern COG took a similar approach to equity as with cost-effectiveness, comparing the total investment in roads and transit through the horizon year of the plan with total passenger miles traveled in metro/urban, rural areas, and the county as a whole. All numbers were converted to percentages for simplicity.

The EJ/Title VI area percentages for highways when compared to the metro and countywide EJ/Title VI areas are receiving a similar level or higher level of benefit from investment when compared with the amount of travel in those respective areas. However, in rural areas for both highways and transit

this is not the case. In past RTP cycles rural areas benefited from major highway projects on 58, 46 and 14. This cycle major earmark projects in Metro are a priority. Expenditures between rural and metro/urban tend to fluctuate as major projects are delivered.

Like highway expenditures, transit expenditures are from Table 5-1 and show a strong level of investment in EJ/Title VI areas. Note that the distribution of funding for bus transit service and rail was distributed based on the location of transit and rail stops where the transit system is accessed.

Table D-14a: All TAZs Percentage of Passenger Miles Traveled Verses Planned Transportation Investment by 2049 – Highways (miles, $)

Place Type	2049 PMT	Total Investment*	PMT % (countywide)	Investment % (countywide)
Urban/Metro	17,300,000	1,363,761,000	49	61
Rural Areas	18,100,000	888,839,000	51	39
Countywide	35,400,000	2,252,600,000	100	100

**Investment totals include all forecasted funding sources. Funding by place type is subject to the adopted Project Delivery Policies and Procedures (http://www.kerncog.org/publications/policies-and-procedures) as implemented in each Regional Transportation Improvement Program (RTIP) 2-year cycle. Note that Metropolitan Bakersfield has 2/3rds of the countywide population and a transportation development impact fee that is forecasted to provide over $500 million in transportation funding for roads & highways by 2049 that is only available to be invested in Metro.*

Table D-14b: EJ TAZs Percentage of Passenger Miles Traveled Verses Planned Transportation Investment by 2049 – Highways (miles, $)
(EJ areas should receive investment roughly equal to or greater than the % PMT)

Place Type	2049 PMT	Total Investment	PMT % (compared to table above)	Investment % (compared to above)
Urban/Metro	11,400,000	1,071,787,000	65.9	79
Rural Areas	11,800,000	685,240,920	65.1	77
Countywide	23,200,000	1,757,028,000	65.5	78

Table D-14c: Title VI TAZs Percentage of Passenger Miles Traveled Verses Planned Transportation Investment by 2049 – Highways (miles, $)
(Title VI areas should receive investment roughly equal to or greater than the % PMT)

Place Type	2049 PMT	Total Investment	PMT % (compared to table above)	Investment % (compared to above)
Urban/Metro	6,400,000	906,896,760	37.0	66
Rural Areas	6,900,000	579,819,240	38.1	65
Countywide	13,300,000	1,486,716,000	37.6	66

Table D-15a: All TAZs Percentage of Expenditures Versus Passenger Miles Traveled in 2049 – Transit (miles, $)

Place Type	2049 PMT	Total Investment	PMT % (countywide)	Investment (countywide)
Urban/Metro	47,300	$ 1,502,907,000	85.2%	69%
Rural Areas	8,200	$ 672,093,000	14.8%	31%
Countywide	55,500	$ 2,175,000,000	100%	100%

Table D-15b: EJ TAZs Percentage of Expenditures Versus Passenger Miles Traveled in 2049 – Transit (miles, $) (EJ areas should receive investment roughly equal to or greater than the % PMT)

Place Type	2049 PMT	Total Investment	PMT % (compared to table above)	Investment % (compared to above)
Urban/Metro	36,100	$ 1,231,629,246	76.3%	82%
Rural Areas	6,100	$ 550,778,854	74.4%	82%
Countywide	42,200	$ 1,782,408,100	76%	82%

Table D-15c: Title VI TAZs Percentage of Expenditures Versus Passenger Miles Traveled in 2049 – Transit (miles, $) (Title VI areas should receive investment roughly equal to or greater than the % PMT)

Place Type	2049 PMT	Total Investment	PMT % (compared to table above)	Investment % (compared to above)
Urban/Metro	30,200	$ 1,230,880,833	63.8%	81.9%
Rural Areas	4,900	$ 550,444,167	59.8%	81.9%
Countywide	35,100	$ 1,781,325,000	63.2%	81.9%

Land Consumption

The California Department of Conservation maps farmland throughout California under the Farmland Mapping and Monitoring Program (FMMP). An analysis was performed on the 1988 and 2022 FMMP maps on the consumption of farmland by urban and built-up areas outside city spheres of influence boundaries. For more detailed analysis through the year 2049, see Chapter 4, Table 4-4. The definition of farmland under Government Code Section 65080.01 (b) excludes farmland from spheres of influence boundaries. In period from 1988 to 2022, an average of -0.2 square miles of farmland per year was converted to urban use outside existing city spheres of influence. With this RTP, over the next 26 years farmland consumption by urban uses may be reduced by as much as

80% compared to the historic rate of urbanization outside city spheres of influence. The analysis does not include conversion of land to habitat, solar, ground water recharge basins, or fallowing due to lack of water.

Table D-16: Kern County Important Farmland Conversion 2049 (square miles / year)

Place Type	Average Annual Farmland Consumed by Urban Uses Outside Spheres of Influence 1988-2022	Planned Average Annual Farmland Consumed by Urban Uses Outside Spheres of Influence 2024-2049	% Reduction
Countywide	-.2 sq. mi. / yr.	-0.055 sq. mi./ yr.	72.5%

Health Equity

For this analysis health equity is measured by the percent reduction in health care costs for the plan over the no project alternative in the year 2049. Daily health costs are determined by the estimated number of air quality related health incidents. Air quality emissions were calculated using the California Air Resources Board EMFAC model and based on those emissions. Costs were estimated using the TIAX LLC study prepared for the American Lung Association of California in 2011. This plan shows a 4% savings in health care costs from improved air alone compared to a no project alternative.

Table D-17: Kern County Daily Health Costs in 2049 ($)

Place Type	No Project Health Cost	Plan Health Cost	% Reduction
Countywide	$682,000	$652,000	4%

It is important to note that according to the Robert Wood Johnson Foundation, improving air and water quality is not as big a factor in improving public health as focusing on the economic and behavioral factors. A region that provides for more jobs and transit/active transportation options would provide the most effective means to improve public health in our region. Several other performance measures in this analysis look at travel to major job centers, transit, as well as safety by EJ and Title VI areas.

Reliability/Congestion

Reliability is the percentage of on-time arrivals for both transit and highway trips. For highways, it is measured by the number of hours daily that passengers spend in congested traffic. Congestion on

roadways is measured by the amount of time in hours that a vehicle is not able to reach the speed limit on a given roadway segment. The measure also affects the reliability of transit service in Metropolitan Bakersfield. The Metro transit system currently lacks any facilities immune to congestion such as carpool lanes, bus lanes, or light rail. The level of congestion is not a significant measure for rural place type areas based on the Smart Mobility Framework analysis; however, the numbers are provided for comparison purposes.

Countywide residents will see the number of hours spent in congested traffic rise 11.6% from 2024 to 2049 as compared to EJ TAZs with a 13.8% increase. Title VI TAZs fared better for highway travel at 2.2 percentage points lower than all TAZs countywide. Although relatively similar to countywide congested hours this measure should be watched closely in future RTP cycles.

Table D-18a: All TAZs Average Level of Congestion (hours)

Place Type	2024	2049	Percentage Increase
Urban/Metro	263,911	289,277	9.6%
Rural Areas	228,206	260,109	14.0%
Countywide	493,669	551,175	11.6%

Table D-18b: EJ TAZs Average Level of Congestion (hours)

Place Type	2024	2049	Percentage Increase
Urban/Metro	168,290	187,237	11.2%
Rural Areas	136,463	149,495	9.5%
Countywide	305,895	348,188	13.8%

Table D-18c: Title VI TAZs Average Level of Congestion (hours)

Place Type	2024	2049	Percentage Increase
Urban/Metro	105,116	111,514	6.1%
Rural Areas	83,183	94,531	13.6%
Countywide	188,945	206,791	9.4%

For transit, reliability is judged by the percentage of on-time arrivals for each operator. Golden Empire Transit District has developed its own EJ analysis, “Title VI Update,” last produced in March

2022. Based on observations from 2021, GET estimated its on-time arrival rate averaged 85% on Title VI minority routes and 83% for non-title VI routes.[10]

Reliability/Safety

For Kern COG's EJ/Title VI policy purposes, safety is the minimal risk of accident or injury as measured by reduced accidents. While the model does make predictions regarding the number of accidents that cause property damage, injury, and fatalities, it cannot stratify that information specifically by project.

Despite the model's inability to predict accident rates on specific projects, it does provide an aggregate look at annual accidents in 2024 compared to 2049. Results show that total accidents will rise at rate slower than the population increase thanks to new safety treatments to be implemented in the region. At a system level this analysis demonstrates that by the horizon year of the plan, no more accidents will occur in EJ/Title VI areas than all TAZs countywide. Meanwhile, EJ TAZs will see a slower increase for injury accidents than the region as a whole. For example, in Metro Bakersfield, fatalities are forecasted to rise from 81 in 2024 to 90 in 2049, a 11.1% increase compared to 12.3% for all TAZs. Countywide fatalities will be of focus to reduce in EJ TAZs for the future. In rural EJ TAZs, however, the rate for the property damage and injury type of accident rise 12.2%, a rate lower than the 15.7% increase in all rural areas but lower than the 14% rate for all TAZs countywide.

Table D-19a: All TAZs Annualized Accident Statistics for Annual Average Daily Traffic

Place Type	2024	2049	Percentage Increase
Urban/Metro			
Property damage	2,671	2,973	11.3%
Injury	1,819	2,025	11.3%
Fatality	81	90	11.1%
Rural			
Property damage	2,931	3,329	13.6%
Injury	1,996	2,267	13.6%
Fatality	89	101	13.5%
Countywide			
Property damage	5,616	6,318	12.5%
Injury	3,824	4,302	12.5%
Fatality	171	192	12.3%

[10] Golden Empire Transit District Title VI Program Update, March 2022, p. 41 https://www.getbus.org/wp-content/uploads/2022/03/Title-VI-Program-Update-2022-2025-APPROVED-032022-v2.pdf

Table D-19b: EJ TAZs Annualized Accident Statistics for Annual Average Daily Traffic

Place Type	2024	2049	Percentage Increase
Urban/Metro			
Property damage	1,770	1,986	12.2%
Injury	1,205	1,352	12.2%
Fatality	54	60	11.1%
Rural			
Property damage	1,890	2,187	15.7%
Injury	1,287	1,489	15.7%
Fatality	57	66	15.8%
Countywide			
Property damage	3,672	4,185	14.0%
Injury	2,500	2,850	14.0%
Fatality	112	127	13.4%

Table D-19c: Title VI TAZs Annualized Accident Statistics for Annual Average Daily Traffic

Place Type	2024	2049	Percentage Increase
Urban/Metro			
Property damage	1,792	1,906	6.4%
Injury	1,047	1,114	6.4%
Fatality	32	34	6.3%
Rural			
Property damage	1,125	1,284	14.1%
Injury	766	875	14.2%
Fatality	34	39	14.7%
Countywide			
Property damage	2,178	2,405	10.4%
Injury	1,483	1,638	10.4%
Fatality	66	73	10.6%

Safety Targets – Federal Performance Measure 1 (PM-1)

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 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.

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 most recent Kern COG federal target compliance documentation is available here: http://www.kerncog.org/federal-performance-measures/, and were accepted at the last federal certification review.

Unlike the previous RTP performance measures, these three federal performance measures use recent observed data rather than modeled future data. The data shows vehicle, bicycle and pedestrian 5 year running averages were within 7% of their targets set in the prior year with the fatalities outperforming the target by a half of percent. Kern has also seen a significant increase in construction over the past 5 years with the funds from SB1 and federal earmarks. This construction activity may be contributing to the poor performance toward the targets over 5-year trend. The projects, however, are wrapping up and we should see improvements in safety upon their completion.

Table D-20: Federal Performance Measures (PM-1) - Safety

PM-1 Safety Performance Measure Category	2024 5-year running average	2026 Target for 2022 5-year running avg.	% Difference
Vehicle Related Fatality Rate per 100M miles traveled	1.97	1.94	-1.5%
Vehicle Related Serious Injury Rate per 100M miles traveled	5.1	5.31	4%
Bicycle/Pedestrian Fatality/Serious Injury Rate per 1000 pop.	.000152	.000157	3%

Source: CHP SWITRS data, Kern COG Travel Model

Sustainability / Preservation – Federal Performance Measure 2 (PM-2)

Under the requirements of the federal transportation spending bill, state transportation agencies and metropolitan planning organizations (MPOs) like Kern COG are required to monitor bridge and road pavement condition on the National Highway System (NHS) routes in the region every other

year. In consultation with Kern COG Staff, Caltrans has established statewide and regional targets for bridge and pavement condition. Kern COG works with the affected local jurisdictions to provide weighted average conditions to help Caltrans with target setting on locally maintained NHS routes. The Kern region is within 2 percentage points of the performance targets on NHS routes.

If California does not achieve the established statewide aggregate 2 and 4-year targets, then the state is required to develop an improvement plan in consultation with the MPOs. In addition, the Federal Highways Administration (FHWA) will review how MPOs are addressing and achieving their targets (or assisting the state in achieving targets) during their 4-year Federal Certification Review. Maintaining Federal MPO Certification is a pre-requisite to receiving federal funding. At the next review Kern COG intends to report on the long-time and successful use of Regional Surface Transportation Program (RSTP) and Highway Bridge Programs by our member agencies for state of good repair projects on federal aid system routes including the NHS. In addition, the Kern COG board has an adopted policy for approving a regional RSTP project that could be used for prioritizing maintenance projects on local NHS routes should Caltrans monitoring demonstrate failure to meet the targets. Kern COG can also consider project delivery policies that help prioritize bridge and pavement maintenance on the NHS. Local jurisdictions are encouraged to promote projects and policies that improve the NHS routes in their jurisdictions to help the region to perform as good or better than targets for our region.

Table D-21: Federal Performance Measure PM-2 – Road Pavement/Bridge Condition

PM-2 Road Pavement/Bridge Condition	2025 Observed % Good or Fair	2025 Target % Good or Fair
Pavement Condition – NHS Routes	92%	94%
Bridge Condition – NHS Routes	100%	100%

Mobility / Accessibility – Federal Performance Measure 3 (PM-3)

Under the requirements of the federal transportation spending bill, state transportation agencies and metropolitan planning organizations (MPOs) like Kern COG are required to annually monitor travel time reliability performance measure progress through the statewide and metropolitan planning process. Failure to meet travel time reliability targets will require Caltrans to provide an explanation to FHWA. In addition, FHWA will review how MPOs are addressing and achieving their targets (or assisting the state in achieving targets) as they conduct the 4-Year Certification Reviews. Maintaining Federal MPO Certification is a pre-requisite to receiving federal funding. At that review Kern COG intends to report on the existing travel-time performance measures in the RTP and the Project Delivery Policy and Procedures.

Caltrans has established statewide and Kern COG targets using the National Performance Management Research Data Set (NPMRDS) with travel time data from INRIX propriety cell phone data for Kern's NHS routes. Additional information on the federal performance measure process for travel time reliability is available at the following websites:
https://ops.fhwa.dot.gov/perf_measurement/reliability_measures/index.htm

https://ops.fhwa.dot.gov/publications/tt_reliability/

Travel time reliability for a segment = (80th percentile travel time)/(50th percentile travel time). Caltrans considers Travel time reliability<1.5 as reliable. **Figure D-4** is a travel time reliability map of NHS routes in Kern using that method. The analysis indicates that Kern is meeting the PM3 Target Caltrans developed.

Figure D-4: Map of Travel Time Reliability on NHS Route

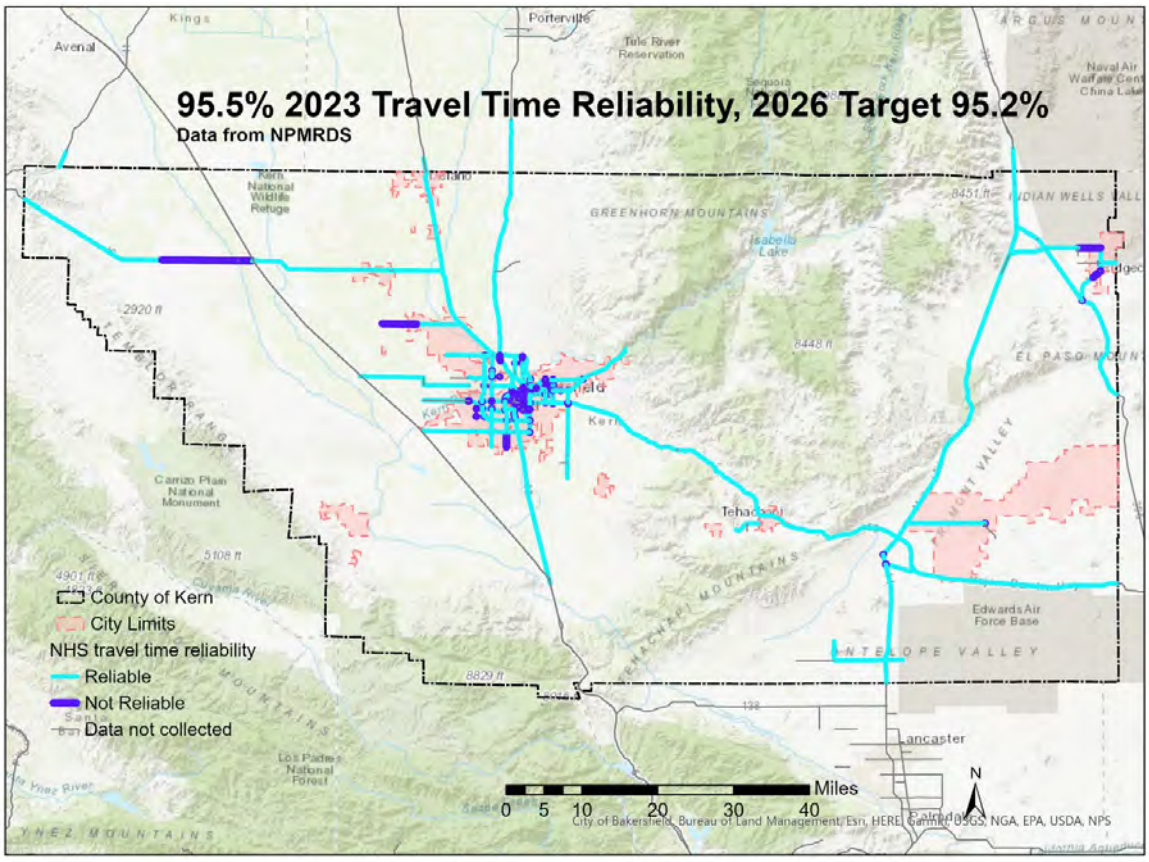


Table D-22: Federal Performance Measure PM-3 – Travel Time Reliability

PM-3 Travel Time Reliability	2023 Observed % Reliable	2026 Target % Reliable
Kern County – NHS Routes	95.5%	95.2%

Member agencies are encouraged to promote projects and policies that will help the region's NHS routes to perform as good or better than targets for our region. Federally required performance measures for pavement condition of the National Highway System (PM-2) and freight and other measures (PM-3) are also available in the performance measure progress reports online at: http://www.kerncog.org/category/docs/performance-monitoring/

Environmental Justice/Title VI Conclusions

Considering the analyses as a whole, this RTP meets the federal requirements for both Title VI and EJ by ensuring that all of the population is subject to proportionate benefits and detriments. Note that EJ and Title VI do not create an entitlement; however, they do attempt to assure that transportation projects do not have discriminatory effects or disparate impacts on any segment of the population, especially those traditionally disadvantaged groups such as racial minorities and low-income communities. The above analyses show that out of 17 performance measures that look at EJ/Title areas, However, Kern COGs EJ/Title VI Strategy focuses equally on our public information/outreach process as well as this planning analysis.

From a public information perspective, Kern COG's commitment to EJ and both rural and urban community types are demonstrable through its efforts in gathering public input. These efforts include broadcasting its monthly meetings on television, using display advertising and electronic notices in appropriate languages to announce workshops and public hearings, and developing web interactive survey tools and social media advertisements for long-range planning efforts. Kern COG has been visible in every community over the last three years during city council meetings, street fairs, and community festivals. Kern COG's agenda is distributed to 2,000 organizations and individuals. Over 10,000 people have provided input for this RTP's development. Appendix C summarizes the extensive RTP outreach effort. In addition, Kern COG is the only small/medium sized metropolitan planning organization listed as a best practice for its Public Participation Plan in the California Transportation Commission's adopted 2024 RTP Guidelines.[11]

From a planning standpoint, the transportation model indicates that, with few exceptions, Kern COG has and will continue to divide its resources equitably, with no single population group suffering disproportionate and adverse effects from agency activity. However, the analyses demonstrated that out of 22 performance measure categories a couple of areas need to be closely watched in future iterations of this analysis, while a couple of other areas showed improvement compared to the previous RTP EJ/Title VI performance measures analysis.

One measure from the last RTP analysis that showed some potential issues for rural EJ/Title VI areas now only shows that issue for rural EJ areas. Rural Title VI areas now show a higher level of commitment to this RTP compared to the last one. The Cost-effectiveness and health equity

[11] California Transportation Commission, 2024 Regional Transportation Plan Guidelines for Metropolitan Planning Organizations, https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/division-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants/adopted-2024-rtp-guidelines-for-mpos-2-a11y.pdf , p. 267.

measure (Table D-9) shows how transit expenditures compare in EJ/Title VI areas versus the region as a whole. The cost-effectiveness measure continues to show that transit expenditures in rural EJ areas are more cost-effective than other areas. The difference however is not enough to make all EJ areas countywide more cost-effective than the County as a whole. It is important to note that countywide EJ and Title VI areas show a higher level of commitment to providing service to these areas even though they are less cost effective. We will continue to watch this measure.

Since the last RTP Table D-10 has gone from partial to a yes in meeting the target. The measure now shows that travel delay in EJ/Title VI areas get worse at the same rate as the county as a whole. Table D-14 shows that EJ area highway expenditures are 1 percentage point below the total passenger miles traveled, and Table D-18, Average Level of Congestion, does ok for EJ areas but now Title VI areas perform a little worse than the county as a whole by a few percentage points. We will keep watch on two measures in future cycles.

Other examples are the environment/health performance measures. These measures indicate that policies related to environmental concerns such as air quality and noise will be affected by this plan, but EJ areas will again not be impacted to the same degree as countywide. The increased impact in EJ areas is linked to the increased revitalization and new households in those areas.

It is important to realize that the areas that were identified as EJ/Title VI changed dramatically in the past 4 years even though we used the same tool (U.S. EPA EJScreen) and methodology. Based on the U.S. Census ACS data, Kern has seen a significant increase in low income and minority population between 2015 and 2019 based. This is the 4th four-year update cycle in a row we have seen significant changes to area identified as EJ/Title VI areas and each time the modeling results have clearly shown that EJ/Title VI areas predominantly benefit from the RTP expenditure plan better than all areas as a whole. Note that the changes have been requested in past cycles by stakeholders and the federal review agencies, not to mention that Kern has gone from half to two-thirds minority population in the past 20 years. We believe that the reason the expenditure plan has done well in benefiting title VI/EJ areas is because of the extensive public outreach that has created a grassroots, bottom-up process in identification of projects that benefit all communities in our region.

Smart Mobility Conclusions

The Smart Mobility Framework method divided the performance measures into two place types—urban and rural. The measures reveal that a relatively even distribution of resources in efficiency/cost-effectiveness. For example, highway investment is $.01 per passenger mile traveled in both urban and rural area highways, while transit investment is many times less cost effective in rural compared to urban areas primarily due to the longer distance lower volume trips that Kern Transit provides.

A continuing trend in the rural place type from the prior RTP shows rural areas are receiving greater congestion than urban place types. This is likely due to an anticipated increase in traffic on I-5 to and from Los Angeles and developments proposed near Frazier Park.

As urban growth and traffic increase, both rural and urban place types are anticipated to see an increase in traffic accidents, however rural areas will not increase as fast as urban areas.

The performance measures examined all funding sources, and not just those subject to the 60–40 guideline policy adopted by the Kern COG Board. It is interesting to note that more passenger miles are traveled outside of Metropolitan Bakersfield than within. That is because the metro area makes up 5% of the total area of the county, and through-county trips make up about 20% of all travel in Kern County.

Health Equity Conclusions

The health equity performance measures show that this plan will be a great benefit to both the public and the EJ/Title VI communities. This plan will reduce air quality related health costs by 4% (see table D-17). Although populations near high volume roadways will increase by 49% for all areas, down from 68% in the prior RTP, EJ/Title VI areas will only increase by 38% and 34% respectively, lowering the potential health impacts to these areas (see Table D-12). Even more importantly, according to the Robert Wood Johnson foundation, the plan will ensure access to jobs for EJ/Title VI areas via transit and highways remains better than county as a whole (Table D-7). Finally, safety (Table D-19) shows that EJ/Title VI areas are better or the same as the County as a whole for projected fatalities and injuries.

Federal Performance Measure Conclusions

In this RTP, we have added two new federally required performance measures to the PM-1 Safety measure. The two addition measures are Observed Bridge/Pavement condition on the NHS (PM-2) and Observed Travel Time Reliability on the NHS (PM-3). The latter one is the only one that has met the target set during its previous cycle. The PM-1 safety target was met for vehicle related fatalities but not vehicle related fatalities or bicycle/pedestrian accident rates. PM-2 Observed Bridge/Pavement condition have fallen sort of the target set 2 years ago, but only by a few percentage points. Note that PM-1 is updated annually, PM-2 every other year, and PM-3 every 4 years. This plan incorporates those updates by reference, and they can be accessed at https://www.kerncog.org/federal-performance-measures/ .

System-wide Conclusions

System-wide, the performance measures indicate that the Kern region is gaining ground in its battle with overall congestion. With the focus of more than $720 million in federal demonstration funds to the region, accessibility to major job centers countywide is forecasted to improve by a half minute between 2024 and 2049.

Many of the future improvements will be more expensive. The cheap, easy fixes are no longer available. Changing a six-lane arterial to eight or ten lanes can be costly. Not only does the congestion affect the reliability of our transportation system, it affects transit operations as well.

Transit can only provide a relief for congestion if the express bus service is not stuck in the same traffic as single-occupant vehicles. Planned investment in carpool and bus lanes on freeways, ramps, and arterial streets is not much more expensive than adding free-flow lanes; however, they can provide a vital relief valve during peak travel times. The ability to get around during peak periods is important to ensure the economic vitality of the region and can stretch the effectiveness of Kern's transportation dollar.

The Sustainability/Preservation measure indicates the importance of increasing maintenance funding with the expanding transportation system. This is consistent with the input during the public outreach process that placed maintenance as a top priority.

Some local successes have occurred for new funding sources. The City of Bakersfield passed a utility tax for transportation maintenance, and the Cities of Arvin, Bakersfield, Delano and Ridgecrest have approved general fund sales tax measures, a portion of which could be used for road maintenance. State passage of Senate Bill 1 provided an important near/mid-term solution for transportation funding. The federal highway trust fund, however, is insolvent and must be fixed as part of the next federal surface transportation act reauthorization. Innovative long-term pay-as-you-go solutions such as a phased-in odometer-based mileage tax should be seriously considered.

Appendix D Attachment

Kern Travel Model EJ/Title VI Performance Measure Output Table

Kern Travel Model EJ/Title VI Performance Measures Output

2026 RTP Performance Measures Output	Alternatives:		2024	2049	2049 NoBuild	2024 T6	2049 T6	2049 T6 No Build
ACCESSIBILITY AND MOBILITY								
*** Average travel times (minutes) from county zones to all zones								
Peak Drive Alone Travel Time			12.89	12.5	12.67	12.89	12.5	12.67
Peak Shared Ride Travel Time			11.52	11.91	12.09	11.52	11.91	12.09
Peak All-Auto Travel Time			12.43	12.3	12.48	12.43	12.3	12.48
Peak Transit Travel Time			40.47	43.5	40.43	40.47	43.5	40.43
Off-Peak Drive Alone Travel Time			11.64	11.24	11.33	11.64	11.24	11.33
Off-Peak Shared Ride Travel Time			12.06	12.4	12.52	12.06	12.4	12.52
Off-Peak All-Auto Travel Time			11.76	11.58	11.67	11.76	11.58	11.67
Off-Peak Transit Travel Time			39.72	44.1	39.79	39.72	44.1	39.79
Day-Avg Drive Alone Travel Time			12.05	11.65	11.77	12.05	11.65	11.77
Day-Avg Shared Ride Travel Time			11.86	12.22	12.36	11.86	12.22	12.36
Day-Avg All-Auto Travel Time			11.99	11.82	11.95	11.99	11.82	11.95
Day-Avg Transit Travel Time			39.94	43.92	39.98	39.94	43.92	39.98
*** Average travel times (minutes) from county zones to Job Centers								
Peak Drive Alone Travel Time			11.82	11.5	11.7	11.82	11.5	11.7
Peak Shared Ride Travel Time			10	9.88	10.11	10	9.88	10.11
Peak All-Auto Travel Time			11.32	11.04	11.26	11.32	11.04	11.26
Peak Transit Travel Time			37.53	36.6	35.75	37.53	36.6	35.75
Off-Peak Drive Alone Travel Time			9.89	9.6	9.66	9.89	9.6	9.66
Off-Peak Shared Ride Travel Time			9.51	9.29	9.4	9.51	9.29	9.4
Off-Peak All-Auto Travel Time			9.79	9.52	9.59	9.79	9.52	9.59
Off-Peak Transit Travel Time			38.18	37.67	35.84	38.18	37.67	35.84
Day-Avg Drive Alone Travel Time			10.57	10.26	10.37	10.57	10.26	10.37
Day-Avg Shared Ride Travel Time			9.69	9.5	9.66	9.69	9.5	9.66
Day-Avg All-Auto Travel Time			10.34	10.05	10.18	10.34	10.05	10.18
Day-Avg Transit Travel Time			38.02	37.39	35.81	38.02	37.39	35.81
*** Average travel times (minutes) from county EJ zones to all zones								
Peak Drive Alone Travel Time			12.75	12.26	12.43	12.57	12.2	12.38
Peak Shared Ride Travel Time			11.31	11.36	11.53	11.13	11.28	11.46
Peak All-Auto Travel Time			12.25	11.95	12.13	12.06	11.88	12.07
Peak Transit Travel Time			39.43	42.82	39.66	39.28	43.51	39.92
Off-Peak Drive Alone Travel Time			11.35	10.99	11.1	11.4	11.09	11.22
Off-Peak Shared Ride Travel Time			11.71	11.79	11.93	11.6	11.78	11.94
Off-Peak All-Auto Travel Time			11.46	11.23	11.34	11.46	11.3	11.43
Off-Peak Transit Travel Time			39.88	44.19	39.93	39.45	44.09	39.64
Day-Avg Drive Alone Travel Time			11.82	11.4	11.54	11.79	11.45	11.6
Day-Avg Shared Ride Travel Time			11.56	11.63	11.78	11.42	11.59	11.76
Day-Avg All-Auto Travel Time			11.73	11.48	11.61	11.67	11.5	11.65
Day-Avg Transit Travel Time			39.75	43.78	39.85	39.4	43.92	39.72
*** Average travel times (minutes) from county EJ zones to Job Centers								
Peak Drive Alone Travel Time			11.64	11.3	11.49	11.51	11.25	11.47
Peak Shared Ride Travel Time			9.79	9.64	9.82	9.81	9.74	9.94
Peak All-Auto Travel Time			11.1	10.82	11.02	11.01	10.81	11.04
Peak Transit Travel Time			36.88	35.75	34.89	37.03	36.27	35.27
Off-Peak Drive Alone Travel Time			9.76	9.43	9.52	9.84	9.53	9.67
Off-Peak Shared Ride Travel Time			9.32	9.09	9.2	9.37	9.18	9.33
Off-Peak All-Auto Travel Time			9.64	9.34	9.43	9.71	9.43	9.58
Off-Peak Transit Travel Time			38.22	37.43	35.7	37.84	36.99	35.75
Day-Avg Drive Alone Travel Time			10.42	10.07	10.21	10.43	10.13	10.31
Day-Avg Shared Ride Travel Time			9.49	9.29	9.43	9.53	9.38	9.56
Day-Avg All-Auto Travel Time			10.16	9.85	9.99	10.18	9.92	10.1
Day-Avg Transit Travel Time			37.89	36.99	35.49	37.65	36.81	35.63

2026 RTP Performance Measures Output	Alternatives:		2024	2049	2049 NoBuild	2024 T6	2049 T6	2049 T6 No Build
*** Average travel times (minutes) from metro EJ zones to Job Centers								
Peak Drive Alone Travel Time			10.3	10.04	10.21	10.5	10.25	10.47
Peak Shared Ride Travel Time			9.19	8.94	9.12	9.36	9.15	9.35
Peak All-Auto Travel Time			9.98	9.71	9.9	10.17	9.93	10.15
Peak Transit Travel Time			35.83	33.59	33.83	36.03	34.36	34.26
Off-Peak Drive Alone Travel Time			8.94	8.61	8.71	9.1	8.76	8.91
Off-Peak Shared Ride Travel Time			8.85	8.48	8.63	8.97	8.62	8.8
Off-Peak All-Auto Travel Time			8.92	8.58	8.69	9.06	8.72	8.88
Off-Peak Transit Travel Time			36.57	33.56	33.91	36.36	33.82	34.12
Day-Avg Drive Alone Travel Time			9.41	9.09	9.22	9.59	9.27	9.46
Day-Avg Shared Ride Travel Time			8.97	8.64	8.8	9.11	8.81	9
Day-Avg All-Auto Travel Time			9.29	8.96	9.11	9.46	9.14	9.33
Day-Avg Transit Travel Time			36.39	33.57	33.89	36.28	33.96	34.15
*** Average travel times (minutes) from metro zones to EJ zones								
Peak Drive Alone Travel Time			11.19	10.91	11.13	11.23	10.96	11.19
Peak Shared Ride Travel Time			9.34	9.12	9.3	9.26	9.08	9.26
Peak All-Auto Travel Time			10.53	10.29	10.51	10.52	10.3	10.53
Peak Transit Travel Time			38.57	39.7	38.63	38.46	40.04	38.71
Off-Peak Drive Alone Travel Time			10.15	9.91	10.02	10.08	9.89	10.02
Off-Peak Shared Ride Travel Time			9.78	9.53	9.67	9.68	9.47	9.63
Off-Peak All-Auto Travel Time			10.03	9.79	9.92	9.96	9.76	9.9
Off-Peak Transit Travel Time			36.22	36.73	35.92	36.61	38.03	36.63
Day-Avg Drive Alone Travel Time			10.49	10.23	10.38	10.46	10.24	10.4
Day-Avg Shared Ride Travel Time			9.61	9.38	9.54	9.52	9.33	9.49
Day-Avg All-Auto Travel Time			10.2	9.96	10.12	10.15	9.95	10.12
Day-Avg Transit Travel Time			36.94	37.65	36.76	37.19	38.65	37.28
ACCESSIBILITY AND MOBILITY								
*** Average travel times (minutes) from nonmetro zones to all zones								
Peak Drive Alone Travel Time			15.49	14.86	15.02	15.49	14.86	15.02
Peak Shared Ride Travel Time			14.46	16.25	16.4	14.46	16.25	16.4
Peak All-Auto Travel Time			15.15	15.31	15.46	15.15	15.31	15.46
Peak Transit Travel Time			49.99	83.78	57.19	49.99	83.78	57.19
Off-Peak Drive Alone Travel Time			14.24	13.41	13.52	14.24	13.41	13.52
Off-Peak Shared Ride Travel Time			15.47	16.96	17.08	15.47	16.96	17.08
Off-Peak All-Auto Travel Time			14.58	14.42	14.51	14.58	14.42	14.51
Off-Peak Transit Travel Time			57.3	96.69	69.9	57.3	96.69	69.9
Day-Avg Drive Alone Travel Time			14.64	13.87	14.01	14.64	13.87	14.01
Day-Avg Shared Ride Travel Time			15.1	16.7	16.83	15.1	16.7	16.83
Day-Avg All-Auto Travel Time			14.78	14.72	14.83	14.78	14.72	14.83
Day-Avg Transit Travel Time			55.32	93.8	66.63	55.32	93.8	66.63
*** Average travel times (minutes) from nonmetro zones to Job Centers								
Peak Drive Alone Travel Time			14.94	14.62	14.79	14.94	14.62	14.79
Peak Shared Ride Travel Time			11.12	11.69	11.82	11.12	11.69	11.82
Peak All-Auto Travel Time			13.92	13.81	14	13.92	13.81	14
Peak Transit Travel Time			58.25	80.01	57.98	58.25	80.01	57.98
Off-Peak Drive Alone Travel Time			11.71	11.66	11.65	11.71	11.66	11.65
Off-Peak Shared Ride Travel Time			10.25	10.85	10.78	10.25	10.85	10.78
Off-Peak All-Auto Travel Time			11.35	11.46	11.43	11.35	11.46	11.43
Off-Peak Transit Travel Time			66.08	89.75	66.08	66.08	89.75	66.08
Day-Avg Drive Alone Travel Time			12.88	12.72	12.78	12.88	12.72	12.78
Day-Avg Shared Ride Travel Time			10.59	11.17	11.18	10.59	11.17	11.18
Day-Avg All-Auto Travel Time			12.3	12.32	12.38	12.3	12.32	12.38
Day-Avg Transit Travel Time			64.33	87.81	64.32	64.33	87.81	64.32

2026 RTP Performance Measures Output	Alternatives:		2024	2049	2049 NoBuild	2024 T6	2049 T6	2049 T6 No Build
*** Average travel times (minutes) from metro EJ zones to Job Centers								
Peak Drive Alone Travel Time			10.3	10.04	10.21	10.5	10.25	10.47
Peak Shared Ride Travel Time			9.19	8.94	9.12	9.36	9.15	9.35
Peak All-Auto Travel Time			9.98	9.71	9.9	10.17	9.93	10.15
Peak Transit Travel Time			35.83	33.59	33.83	36.03	34.36	34.26
Off-Peak Drive Alone Travel Time			8.94	8.61	8.71	9.1	8.76	8.91
Off-Peak Shared Ride Travel Time			8.85	8.48	8.63	8.97	8.62	8.8
Off-Peak All-Auto Travel Time			8.92	8.58	8.69	9.06	8.72	8.88
Off-Peak Transit Travel Time			36.57	33.56	33.91	36.36	33.82	34.12
Day-Avg Drive Alone Travel Time			9.41	9.09	9.22	9.59	9.27	9.46
Day-Avg Shared Ride Travel Time			8.97	8.64	8.8	9.11	8.81	9
Day-Avg All-Auto Travel Time			9.29	8.96	9.11	9.46	9.14	9.33
Day-Avg Transit Travel Time			36.39	33.57	33.89	36.28	33.96	34.15
*** Average travel times (minutes) from metro zones to EJ zones								
Peak Drive Alone Travel Time			11.19	10.91	11.13	11.23	10.96	11.19
Peak Shared Ride Travel Time			9.34	9.12	9.3	9.26	9.08	9.26
Peak All-Auto Travel Time			10.53	10.29	10.51	10.52	10.3	10.53
Peak Transit Travel Time			38.57	39.7	38.63	38.46	40.04	38.71
Off-Peak Drive Alone Travel Time			10.15	9.91	10.02	10.08	9.89	10.02
Off-Peak Shared Ride Travel Time			9.78	9.53	9.67	9.68	9.47	9.63
Off-Peak All-Auto Travel Time			10.03	9.79	9.92	9.96	9.76	9.9
Off-Peak Transit Travel Time			36.22	36.73	35.92	36.61	38.03	36.63
Day-Avg Drive Alone Travel Time			10.49	10.23	10.38	10.46	10.24	10.4
Day-Avg Shared Ride Travel Time			9.61	9.38	9.54	9.52	9.33	9.49
Day-Avg All-Auto Travel Time			10.2	9.96	10.12	10.15	9.95	10.12
Day-Avg Transit Travel Time			36.94	37.65	36.76	37.19	38.65	37.28
ACCESSIBILITY AND MOBILITY								
*** Average travel times (minutes) from nonmetro zones to all zones								
Peak Drive Alone Travel Time			15.49	14.86	15.02	15.49	14.86	15.02
Peak Shared Ride Travel Time			14.46	16.25	16.4	14.46	16.25	16.4
Peak All-Auto Travel Time			15.15	15.31	15.46	15.15	15.31	15.46
Peak Transit Travel Time			49.99	83.78	57.19	49.99	83.78	57.19
Off-Peak Drive Alone Travel Time			14.24	13.41	13.52	14.24	13.41	13.52
Off-Peak Shared Ride Travel Time			15.47	16.96	17.08	15.47	16.96	17.08
Off-Peak All-Auto Travel Time			14.58	14.42	14.51	14.58	14.42	14.51
Off-Peak Transit Travel Time			57.3	96.69	69.9	57.3	96.69	69.9
Day-Avg Drive Alone Travel Time			14.64	13.87	14.01	14.64	13.87	14.01
Day-Avg Shared Ride Travel Time			15.1	16.7	16.83	15.1	16.7	16.83
Day-Avg All-Auto Travel Time			14.78	14.72	14.83	14.78	14.72	14.83
Day-Avg Transit Travel Time			55.32	93.8	66.63	55.32	93.8	66.63
*** Average travel times (minutes) from nonmetro zones to Job Centers								
Peak Drive Alone Travel Time			14.94	14.62	14.79	14.94	14.62	14.79
Peak Shared Ride Travel Time			11.12	11.69	11.82	11.12	11.69	11.82
Peak All-Auto Travel Time			13.92	13.81	14	13.92	13.81	14
Peak Transit Travel Time			58.25	80.01	57.98	58.25	80.01	57.98
Off-Peak Drive Alone Travel Time			11.71	11.66	11.65	11.71	11.66	11.65
Off-Peak Shared Ride Travel Time			10.25	10.85	10.78	10.25	10.85	10.78
Off-Peak All-Auto Travel Time			11.35	11.46	11.43	11.35	11.46	11.43
Off-Peak Transit Travel Time			66.08	89.75	66.08	66.08	89.75	66.08
Day-Avg Drive Alone Travel Time			12.88	12.72	12.78	12.88	12.72	12.78
Day-Avg Shared Ride Travel Time			10.59	11.17	11.18	10.59	11.17	11.18
Day-Avg All-Auto Travel Time			12.3	12.32	12.38	12.3	12.32	12.38
Day-Avg Transit Travel Time			64.33	87.81	64.32	64.33	87.81	64.32

2026 RTP Performance Measures Output	Alternatives:		2024	2049	2049 NoBuild	2024 T6	2049 T6	2049 T6 No Build
*** Average travel times (minutes) from nonmetro EJ zones to all zones								
Peak Drive Alone Travel Time			15.61	14.68	14.82	16	15.1	15.22
Peak Shared Ride Travel Time			14.25	14.92	15.06	14.42	15.31	15.48
Peak All-Auto Travel Time			15.16	14.76	14.9	15.45	15.17	15.31
Peak Transit Travel Time			58.59	92.29	71.69	60.52	91.98	70.42
Off-Peak Drive Alone Travel Time			13.74	13	13.09	14.6	13.73	13.83
Off-Peak Shared Ride Travel Time			14.76	15.31	15.46	15.15	15.89	16.11
Off-Peak All-Auto Travel Time			14.03	13.66	13.76	14.76	14.35	14.47
Off-Peak Transit Travel Time			70.76	105.2	86.78	72.54	103.59	85.14
Day-Avg Drive Alone Travel Time			14.35	13.54	13.64	15.04	14.16	14.27
Day-Avg Shared Ride Travel Time			14.57	15.17	15.31	14.87	15.67	15.87
Day-Avg All-Auto Travel Time			14.41	14.03	14.14	14.99	14.62	14.75
Day-Avg Transit Travel Time			67.8	102.47	83.25	69.58	101.13	81.64
*** Average travel times (minutes) from nonmetro EJ zones to Job Centers								
Peak Drive Alone Travel Time			16.51	16.17	16.31	16.84	16.48	16.6
Peak Shared Ride Travel Time			11.85	12.09	12.14	11.82	12.16	12.24
Peak All-Auto Travel Time			15.19	15	15.15	15.32	15.15	15.29
Peak Transit Travel Time			70.09	88.83	69.97	70.81	86.98	70.34
Off-Peak Drive Alone Travel Time			13.02	12.96	12.87	13.69	13.64	13.52
Off-Peak Shared Ride Travel Time			11	11.53	11.35	11.41	12.01	11.86
Off-Peak All-Auto Travel Time			12.5	12.59	12.49	13.1	13.22	13.09
Off-Peak Transit Travel Time			79.12	98.08	78.43	79.51	95.2	78.66
Day-Avg Drive Alone Travel Time			14.3	14.12	14.13	14.8	14.63	14.6
Day-Avg Shared Ride Travel Time			11.34	11.75	11.66	11.57	12.07	12.01
Day-Avg All-Auto Travel Time			13.51	13.48	13.48	13.91	13.92	13.89
Day-Avg Transit Travel Time			77.28	96.32	76.73	77.73	93.61	76.97
*** Average travel times (minutes) from nonmetro zones to EJ zones								
Peak Drive Alone Travel Time			12.51	12.18	12.31	13.24	12.91	13.05
Peak Shared Ride Travel Time			9.39	10.52	10.65	9.52	10.96	11.1
Peak All-Auto Travel Time			11.44	11.6	11.75	11.95	12.22	12.38
Peak Transit Travel Time			57.04	93.36	70.23	56.43	95.78	73.36
Off-Peak Drive Alone Travel Time			11.81	11.32	11.37	12.2	11.74	11.78
Off-Peak Shared Ride Travel Time			10.02	10.15	10.2	10.23	10.46	10.51
Off-Peak All-Auto Travel Time			11.3	10.99	11.04	11.62	11.36	11.42
Off-Peak Transit Travel Time			64.46	103	84.9	62.59	105.26	88.49
Day-Avg Drive Alone Travel Time			12.03	11.59	11.67	12.53	12.11	12.19
Day-Avg Shared Ride Travel Time			9.78	10.29	10.37	9.96	10.65	10.74
Day-Avg All-Auto Travel Time			11.34	11.2	11.28	11.73	11.66	11.75
Day-Avg Transit Travel Time			62.48	100.96	81.31	60.92	103.25	84.83

2026 RTP Performance Measures Output	Alternatives:		2024	2049	2049 NoBuild	2024 T6	2049 T6	2049 T6 No Build
COST EFFECTIVENESS CONSUMER SATISFACTION & RELIABILITY-COUNTYWIDE								
Area	Condition	Congested Vehicles Hours						
County	all	Total	493669	551175	570838	493669	551175	570838
County	EJ	Total	305895	348188	359364	188945	206791	214127
COST EFFECTIVENESS CONSUMER SATISFACTION & RELIABILITY-URBAN/METRO								
Area	Condition	Congested Vehicles Hours						
Metro	all	Total	263911	289277	303920	263911	289277	303920
Metro	EJ	Total	168290	187237	194976	105116	111514	117608
COST EFFECTIVENESS CONSUMER SATISFACTION & RELIABILITY-RURAL/NON METRO								
Area	Condition	Congested Vehicles Hours						
Non Metro	all	Total	228206	260109	265027	228206	260109	265027
Non Metro	EJ	Total	136463	149495	162951	83183	94531	95827
COST EFFECTIVENESS CONSUMER SATISFACTION & RELIABILITY-COUNTYWIDE								
Area	Condition	Vehicle Delay Hours						
County	all	Total	25907	32003	37625	25907	32003	35730
County	EJ	Total	16697	21941	25000	9496	11336	12224
COST EFFECTIVENESS CONSUMER SATISFACTION & RELIABILITY-URBAN/METRO								
Area	Condition	Vehicle Delay Hours						
Metro	all	Total	17815	20617	25369	17815	20617	25369
Metro	EJ	Total	10707	13033	15429	6510	7377	8610
COST EFFECTIVENESS CONSUMER SATISFACTION & RELIABILITY-RURAL/NON METRO								
Area	Condition	Vehicle Delay Hours						
Non Metro	all	Total	7988	11277	12128	7988	11277	12128
Non Metro	EJ	Total	5977	8886	9546	2981	3944	4143
SAFETY								
All county								
ACCIDENTS DATA								
Total =			9611	10812	11028	9611	10812	11028
PDO =			5616	6318	6444	5616	6318	6444
Injury =			3824	4302	4388	3824	4302	4388
Fatal =			171	192	196	171	192	196
VICTIM DATA								
Killed =			183	206	210	183	206	210
Injured =			499	562	573	499	562	573

2026 RTP Performance Measures Output	Alternatives:		2024	2049	2049 NoBuild	2024 T6	2049 T6	2049 T6 No Build
county EJ Links only								
ACCIDENTS DATA								
Total =			6283	7162	7294	3727	4116	4233
PDO =			3672	4185	4262	2178	2405	2474
Injury =			2500	2850	2902	1483	1638	1684
Fatal =			112	127	129	66	73	75
VICTIM DATA								
Killed =			119	136	139	71	78	80
Injured =			327	372	379	194	214	220
SAFETY								
All metro								
ACCIDENTS DATA								
Total =			4572	5088	5229	4572	5088	5229
PDO =			2671	2973	3056	2671	2973	3056
Injury =			1819	2025	2081	1819	2025	2081
Fatal =			81	90	93	81	90	93
VICTIM DATA								
Killed =			87	97	99	87	97	99
Injured =			238	264	272	238	264	272
metro EJ Links only								
ACCIDENTS DATA								
Total =			3029	3398	3482	1792	1906	2002
PDO =			1770	1986	2035	1047	1114	1170
Injury =			1205	1352	1386	713	759	797
Fatal =			54	60	62	32	34	36
VICTIM DATA								
Killed =			58	65	66	34	36	38
Injured =			157	177	181	93	99	104
SAFETY								
All nonmetro								
ACCIDENTS DATA								
Total =			5015	5697	5770	5015	5697	5770
PDO =			2931	3329	3372	2931	3329	3372
Injury =			1996	2267	2296	1996	2267	2296
Fatal =			89	101	102	89	101	102
VICTIM DATA								
Killed =			95	108	110	95	108	110
Injured =			261	296	300	261	296	300
nonmetro EJ Links only								
ACCIDENTS DATA								
Total =			3235	3742	3788	1926	2198	2220
PDO =			1890	2187	2213	1125	1284	1297
Injury =			1287	1489	1507	766	875	883
Fatal =			57	66	67	34	39	39
VICTIM DATA								
Killed =			62	71	72	37	42	42
Injured =			168	194	197	100	114	115

APPENDIX E

A Great Start: Sustainable Community Success Stories

Sustainable Communities Strategy (SCS) Success Stories
Benefitting Disadvantaged Communities in Kern

To help demonstrate the Kern region's extensive efforts to comply with state climate change goals, Kern COG has identified related member agency activities. All of the following success stories benefit the disadvantaged communities by improving emissions; the highlighted strategies benefit Kern's disadvantaged communities directly.

NEW STRATEGIES

1. Bakersfield High Speed Rail Station Area Plan – Specific/General Plan Update
2. Kern COG 4,000 Workplace Charging Spaces by 2025
3. Improvements to 51 Bus Stops – Metro Bakersfield/Disadvantaged Neighborhoods
4. New Taft Transit Center / Regional Transit Hub
5. Early Delivery of Wasco Disadvantage Community Active Transportation Projects
6. Bakersfield Disadvantage Communities Bike Share & Downtown Bicycle Connectivity Project
7. Kern Highway Projects Advancing Complete Streets
8. Kern Regional Active Transportation Plan Including Disadvantaged Communities
9. Kern COG Intelligent Transportation System Plan Update
10. SJV Rural Transit Shared Mobility Study for Disadvantaged Communities
11. SR 184 Lamont Bike and Pedestrian improvements
12. Nine Rural Roundabouts In/Near Communities of Arvin, Delano, Shafter, Wasco and Weedpatch Kern County General Plan Update – Land Use, Conservation, Open Space, Circulation, Housing, and other key elements
13. Early Deployment Pricing Policies for Parking and Fast Pass HOT Lanes
14. MLK Park Revitalization Master Plan GET & GO Pilot Program
15. Maricopa Park Beautification
16. McFarland Community Garden and Trail
17. Old Town Kern Vision Plan
18. City Lights

ENHANCED STRATEGIES (continued)

35. City of Bakersfield 4 New Downtown Infill Housing Projects
36. Cities of McFarland and Shafter – Conversion of transit fleet to electric vehicles
37. Golden Empire Transit – Purchase of 2 Electric Buses
38. Lost Hills Wonderful Park and Communitywide Improvements
39. Grapevine Specific and Community Plan and Special Plan

EXISTING/CONTINUING STRATEGIES

40. City of Tehachapi General Plan (Form-Based Code, Transect Zone, Mobility Element, Town Form Element)
41. Infill Incentive Zone – Lower Transportation Impact Fee Core Area
42. City of Taft General Plan – Sustainability Principles
43. City of Ridgecrest General Plan and Multi-Modal Circulation Element
44. Metro Bakersfield General Plan Sewer Policy – Hook-up required for parcels less than 6 acres
45. City of Bakersfield Required Lot Area Zoning Strategies
46. San Joaquin Valley Air District's Indirect Source Review to Mitigate Off-Site Impacts of Development
47. Transit Priority Areas in the Kern COG SCS
48. Metropolitan Bakersfield General Plan Centers Concept – Transit Priority & Strategic Employment Place Types
49. GET Short-Term Service Plan (2012–2020)
50. GET X-92 Commuter Express bus service to Tejon Industrial Complex
51. Kern511 – Traveler Information System

19. Electric Vehicle Ready Communities Phase II - Blueprint Implementation
20. Garces Circle
21. KARGO
22. Safe Routes for Cyclists

ENHANCED STRATEGIES

23. City of Bakersfield Redevelopment Projects – Mill Creek and Baker Street
24. Commuter Rail Feasibility Study – Amtrak Improvements
25. Rideshare Program – Commute Kern
26. Expanding Park and Ride Lots
27. Dial-A-Ride and Local Transportation Services
28. Kern County Bicycle Master Plan & Complete Streets Recommendations/City of Tehachapi Bicycle Master Plan
29. City of Bakersfield Bicycle Facilities
30. Westside Station Multi-modal Transit Center
31. San Joaquin Valley Vanpool Program (CalVans)
32. Kern County Wind Farm Areas (Largest in U.S.)
33. City of Shafter Container Yard and Intermodal Rail Facility Expansion
34. Intersection Signalization/Synchronization
52. San Joaquin Valley Blueprint Integration Project
53. Caltrans Vehicle Detection System – State Route 43 Intersection Improvements and East Bakersfield Vehicle Detection Systems
54. California Highway Patrol's Safety Corridors
55. Purchase of CNG Buses (80+ bus fleet)
56. The Electric Cab Company of Delano
57. Downtown Elementary School Expansion (Bakersfield)
58. Traffic Control Devices
59. Kern Region Energy Action Plans (Kern REAP) and Kern Energy Watch Goal 3
60. Tejon Ranch Conservation and Land Use Agreement
61. Kern County Community Revitalization Program
62. Kern Transit – Route Connection with Antelope Valley Transit Authority
63. CSU Bakersfield – Public Transit Center

The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

1401 19th Street, Suite 300, Bakersfield, California 93301
The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: Bakersfield High Speed Rail Station Area Plan – Specific/General Plan Update
PROJECT SPONSOR: City of Bakersfield

PROJECT DESCRIPTION:
The City of Bakersfield, in partnership with and funding from the California High-Speed Rail Authority, are developing a High-Speed Rail Station Area Plan for Downtown Bakersfield. The Plan will serve as vision document that will guide the future development of the HSR station area.

PROJECT BENEFITS:
Based on with an economic impact analysis, the vision document will: increase population and economic density in the urban core; support residential and commercial activity; develop under-utilized or vacant properties; connect existing activity and cultural centers; create an efficient, reliable, and effective multi-modal transportation system; connect existing activity and cultural centers; enhance sustainability, livability and a sense of place; and secure funding for identified implementation actions like a new property-based business improvement district.

COST BENEFIT RATIO: Not Applicable
TOTAL COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: 2032(?)
STATUS: In Progress

Reference: *City of Bakersfield, 2016*



The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: 4,000+ Workplace Charging Spaces by 2025
PROJECT SPONSOR: Kern Council of Governments and member agencies

PROJECT DESCRIPTION:
Active Transportation and Demand Management is the Federal Highway Administration's (FHWA's) program to promote active management, control, and influence of travel demand, traffic demand, and travel flow of transportation facilities. Under this program, Kern COG member agencies are invited to work with Kern COG staff to capitalize on the resources provided through a new work element and OWP 801.1 grant writing element to develop electric charging infrastructure projects in Kern communities. Together, Kern plans to establish a county-wide network of 2,456 Electric Vehicle Charging Stations (EVSE) (4,320 spaces) at workplaces and public charging locations to support Governor Brown's 2015 ZEV Action Plan goal of 1.5 million ZEVs on California roads by the year 2025.

PROJECT BENEFITS:
Kern COG's implementation of Active Transportation Demand Management programs will offer opportunities to reduce transportation-related air pollution emissions and greenhouse gas emissions by engaging the public and private sectors in actions that accelerate advanced clean transportation technologies enhancing efforts to influence travel demand, and travel flow of transportation facilities through our traditional Transportation Demand Management strategies.

COST BENEFIT RATIO:
TOTAL COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: 2016-2025
STATUS: In progress







Kern County Electric Vehicle Charging Station Blueprint 2019

2025 Passenger Electric Vehicle Charging Station (EVCS) Blueprint Update – New Goal: By 2035, 4,426-12,745 EV charging spaces. Kern is at 10-15% tipping point for rapid EV growth in 2025. https://www.kerncog.org/wp-content/uploads/2026/01/EVCS_Blueprint_Update_2025.pdf

2023 Medium/Heavy Duty TRUCK ZEV Blueprint – Identifies 5 major ZEV Truck Stops. https://www.kerncog.org/wp-content/uploads/2023/04/2023__MD-HD_ZEV_Infrastructure_Blueprint.pdf

2019 Passenger Vehicle EVCS Blueprint – **Goal: By 2035, 4,426 Electric Vehicle Charging spaces, 83% installed by 2025.** https://www.kerncog.org/wp-







The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: **Improvements to 51 Bus Stops – Metro Bakersfield/Disadvantaged Neighborhoods**
PROJECT SPONSOR: City of Bakersfield, County of Kern, Golden Empire Transit District (GET), Kern Council of Governments, and VOICED

PROJECT DESCRIPTION:
Through a partnership of the City of Bakersfield, County of Kern, Golden Empire Transit District (GET), Kern COG, and VOICED, a coalition formed to build alliances with organizations that provide services to individuals with disabilities and their families, Bakersfield residents with disabilities have increased bus stop accessibility. Contributed funds through the partnership improved 51 bus stop locations that were identified and prioritized in Bakersfield. Additional locations are currently planned.

PROJECT BENEFITS:
Improvements to ADA ramps and sidewalks have improved access to the bus stop locations for the riders. In contrast, improvements to the curb, gutter, and pavement adjacent to the bus stops have improved driver access.

COST BENEFIT RATIO: Not Applicable
TOTAL COST OF PROJECTS: $1,000,000
YEAR OF CONSTRUCTION: 2016
STATUS: In Progress

Press conference for bus stop accessibility



Installation of new bus stop



Photos: Golden Empire Transit

The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: Taft Transit Center – Regional Transit Hub

PROJECT SPONSOR: City of Taft

PROJECT DESCRIPTION:
The City of Taft broke ground on the Taft Transit Center in November 2016. The location of the transit facility is along the Rails to Trails and Oilworker Monument. The design for the facility will preserve the historic theme of the Rails to Trails. The facility will not only be a transit center but will include a maintenance and office building and a community center. The facility was completed in Summer of 2017.

PROJECT BENEFITS:
This project is being funded by surplus Proposition 1B Transit funds. Residents of the cities of Taft and Maricopa will be sheltered from the summer heat and winter while waiting for Taft and Kern transit service. Due to its central location, this facility may encourage the use of Taft and Kern transit to local and visiting riders.

COST BENEFIT RATIO: $49.18/lb.
TOTAL COST OF PROJECTS: $1.9 million
YEAR OF CONSTRUCTION: 2016-17
STATUS: Completed

Rendering of Taft Transit Center



Groundbreaking ceremony of Taft Transit Center



Constructed Taft Transit Center



The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: Early Delivery of Wasco Active Transportation Program Projects

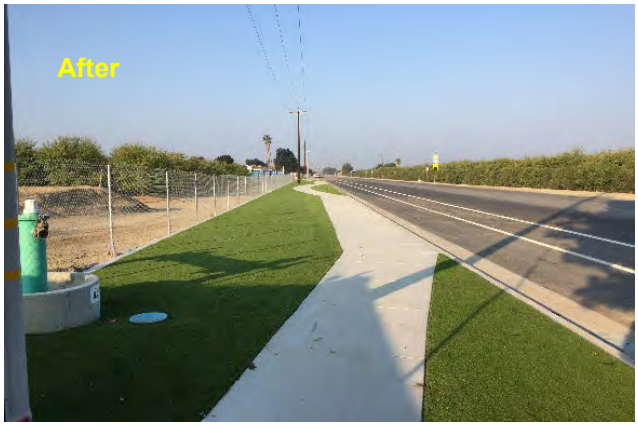
PROJECT SPONSOR: City of Wasco

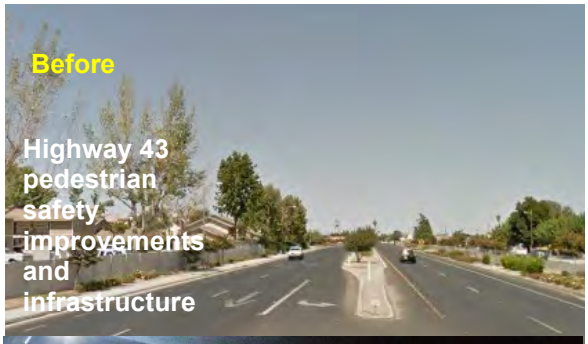
PROJECT DESCRIPTION:
The City of Wasco was awarded Active Transportation Program (ATP) funding during the first cycle of ATP. The projects included bike and pedestrian improvements for John L. Pruiett Elementary School and Teresa Burke Elementary School; pedestrian improvements near Karl Clemens School and Palm Avenue Elementary School; and pedestrian safety lighting and pedestrian infrastructure along the Highway 43 corridor. These were some of the first ATP projects delivered in the State.

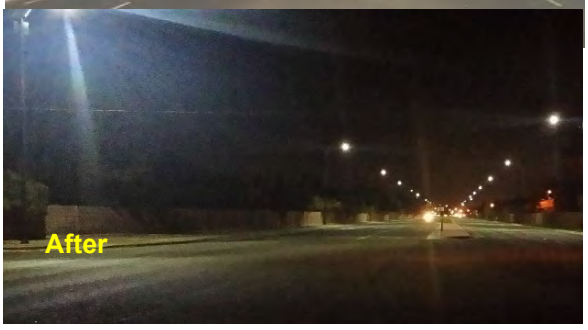
PROJECT BENEFITS:
There were significant benefits to the City of Wasco and its residents with the completion of these ATP projects. These included access to bike lanes, safe and walkable streets, lighting and landscaping along sidewalks, and safe routes to schools for students.

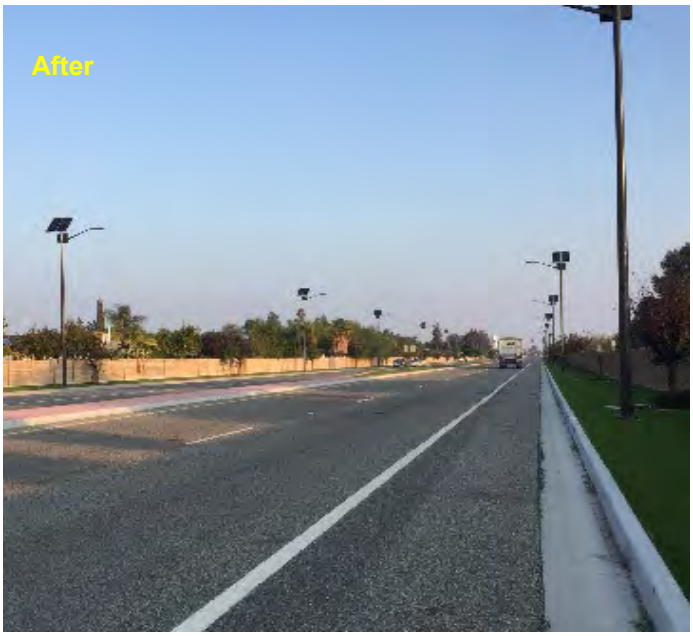
COST BENEFIT RATIO: Not Applicable
TOTAL COST OF PROJECTS: $3.6 million
YEAR OF CONSTRUCTION: 2014-2017
STATUS: Completed











The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: **Bakersfield Disadvantage Communities Bike Share & Bicycle Connectivity Project**
PROJECT SPONSOR: City of Bakersfield

PROJECT DESCRIPTION:
In 2017 Kern COG awarded nearly one million dollars to the City of Bakersfield in regional share Active Transportation Program funds for a new bike share program and improvements to central Bakersfield. The program includes adding 19 miles of bike lanes; installing 80 bicycle parking and storage racks; and adding up to 25 stations with 180 dock ports for 100 smart bicycles. This pilot project may be expanded if proven successful.

PROJECT BENEFITS:
The City of Bakersfield's implementation of this project will offer opportunities to reduce transportation-related air pollution emissions and greenhouse gas emissions by providing the public with more active transportation choices. The project benefits the largest concentration for disadvantage populations in the region, for a community with the second highest number of disadvantaged census tracts in the state. This project has tremendous potential to affect the health and access to jobs and services for these disadvantaged neighborhoods. The project is also expected to attract millennial job seekers.

COST BENEFIT RATIO:
TOTAL COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: 2016
STATUS: Completed

Bakersfield Bike Share Program





California State University Bakersfield Bike Share Rack



The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: Kern Highway Projects Advancing Kern COG Complete Streets Recommendations
PROJECT SPONSOR: Kern Council of Governments

PROJECT DESCRIPTION:
In 2012, Kern COG completed the Complete Streets Recommendations report. Highway projects in Kern are implementing these recommendations. The Thomas Roads Improvement Program has now completed the following complete streets facilities:

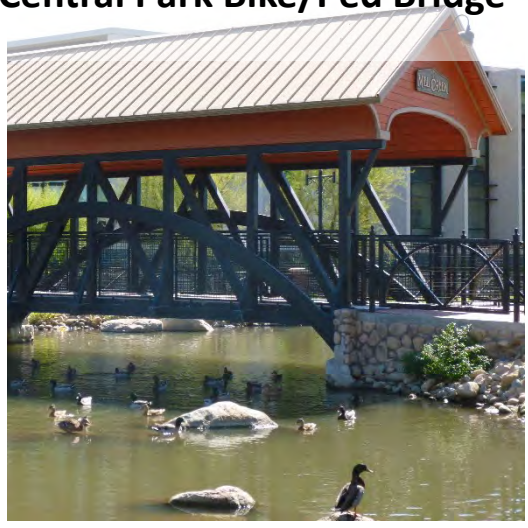
- More than 21 miles of new bike lanes
- More than 18 miles of new sidewalks
- More than 120 new ADA curb cuts
- Three new interchanges with ramp metering

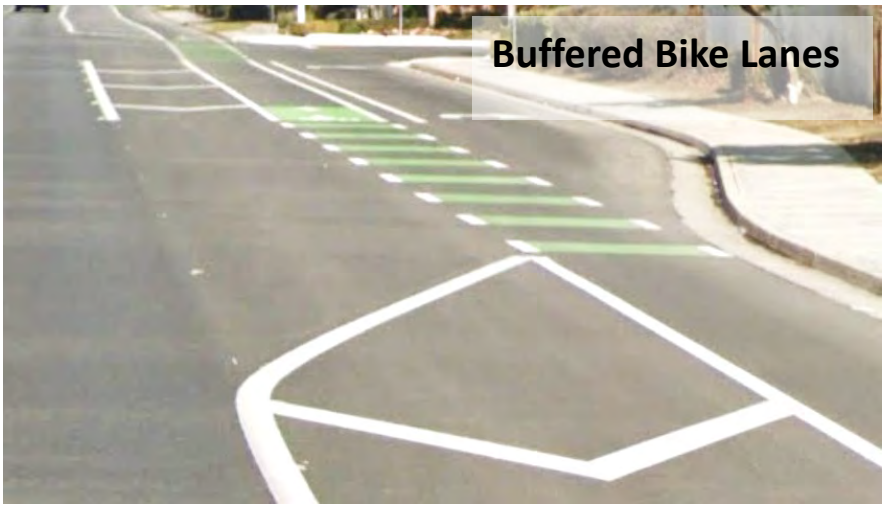
PROJECT BENEFITS:
These projects incorporate bike and pedestrian friendly facilities as well as facilities that promote carpools, vanpools and transit use through ramp metering. Surface streets are at grade, improving ease of bike and pedestrian flow.

COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: 2009-ongoing
STATUS: In Progress



Central Park Bike/Ped Bridge





The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: **Kern Regional Active Transportation Plan** Including Disadvantaged Communities
PROJECT SPONSOR: Kern Council of Governments

PROJECT DESCRIPTION:
Kern COG began the development of an Active Transportation Plan for the Kern region in July 2016 and completion date in June 2017. The Plan will inventory existing active transportation infrastructure, identify deficiencies in the system and prioritize the installation of new facilities that will improve system safety, connectivity and user convenience.

PROJECT BENEFITS:
With financial assistance from both the metropolitan Bakersfield public transit provider, Golden Empire Transit, and the County of Kern's Regional Transit the active transportation/public transit interface will be examined to improve transit opportunities for active transportation users.

COST BENEFIT RATIO: Not Applicable
TOTAL COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: 2017-2037
STATUS: In Progress

Examples of obstructed sidewalk and sidewalk gap in Downtown Bakersfield





The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: Kern Intelligent Transportation Systems Plan
PROJECT SPONSOR: Kern Council of Governments

PROJECT DESCRIPTION:
In 2017 Kern COG began the development of an update to the current Intelligent Transportation System (ITS) Infrastructure Plan. The plan proposes the implementation of technology that improves the efficiency of the transportation system. An example of ITS infrastructure is traffic signal coordination.

PROJECT BENEFITS:
The ITS Plan provides for the phasing in of new technologies that will improve the efficiency of the transportation system thereby reducing greenhouse gas and health-based air pollution emissions.

COST BENEFIT RATIO: Not Applicable
TOTAL COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: 2017-2042
STATUS: In Progress

Examples of Intelligent Transportation Systems



The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: **SJV Rural Transit Shared Mobility Study for Disadvantaged Communities Implementation Alternatives for Meeting Transit Needs in the Rural San Joaquin Valley**
PROJECT SPONSOR: Kern Council of Governments

PROJECT DESCRIPTION:
The 8-San Joaquin Valley COGs are partnering with the Institute of Transportation Studies at UC Davis and Sigala Inc. to explore opportunities for leveraging new technology driven shared access services to enhance, compliment, and/or replace traditional fixed-route transit serving rural communities. The shared access services will study ridesharing, carsharing, and bikesharing.

PROJECT BENEFITS:
The partnership and project will expand low-carbon transportation options in rural areas and disadvantage communities.

COST BENEFIT RATIO: Unknown
COST OF PROJECTS: $600,000
YEAR OF CONSTRUCTION:
STATUS: In progress



The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

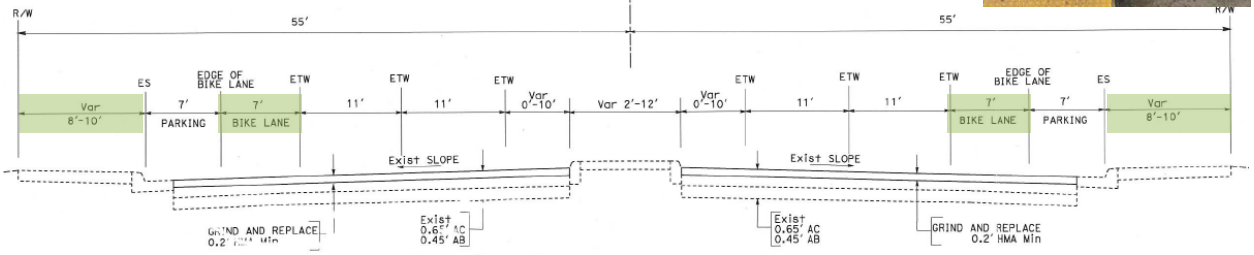
PROJECT TITLE: SR 184 Lamont Bike and Pedestrian Improvements
PROJECT SPONSOR: Caltrans

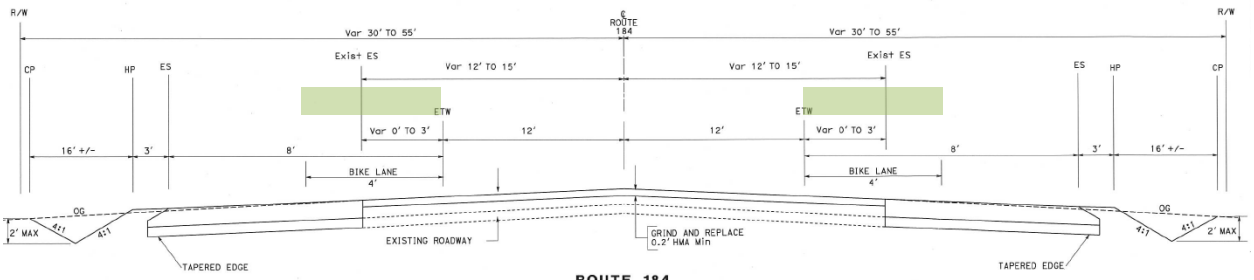
PROJECT DESCRIPTION:
Caltrans 18.5-mile project proposed to rehabilitate State Route 184 connecting the disadvantaged communities of Southeast Bakersfield, Lamont, and Weedpatch. The project will widen the shoulders to standard widths, install a Class 2 bike lane, and upgrade existing nonstandard curb ramps. The project scope also includes Complete Street concepts.

PROJECT BENEFITS:
The project will provide a safer route for pedestrians, and bike traffic along residential, commercial, and institutional frontages and close a major bike and pedestrian facility gap in these disadvantaged communities.

COST BENEFIT RATIO: Unknown
COST OF PROJECTS: $318,500
YEAR OF CONSTRUCTION: 2018
STATUS: Completed







ROUTE 184
PROPOSED 8' SHOULDER AND 4' BIKE LANE
(NOT TO SCALE)

The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

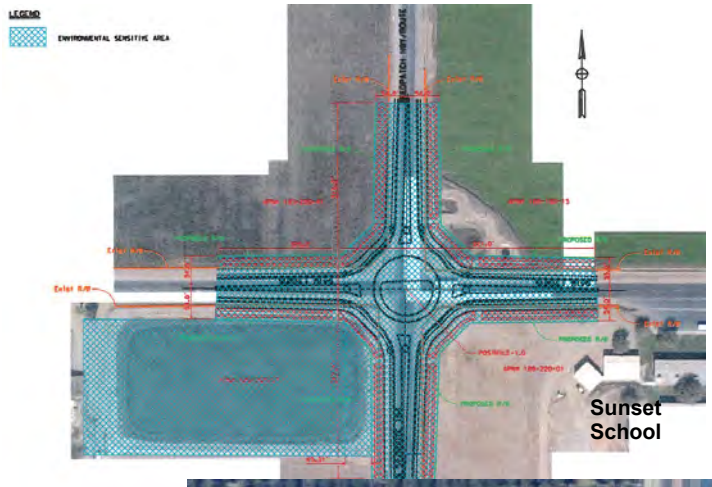
PROJECT TITLE: Nine Rural Roundabouts In/Near Communities of Arvin, Delano, Shafter, Wasco and Weedpatch

PROJECT SPONSOR: Caltrans

PROJECT DESCRIPTION:
A Caltrans roundabout project at the intersection of State Route (SR) 185 and Sunset Blvd, near the disadvantaged communities of Lamont and Weedpatch. This site benefits the rural elementary school. In addition, four proposed roundabouts on rural state routes including 43/58, 155, 184, and 223. Three more under design/construction on 43 near Shafter and in Wasco

PROJECT BENEFITS:
The roundabout in Lamont will improve the safety and welfare of the traveling public and reduce the number and severity of collisions by accelerating the replacement of a 4-way stop. The roundabout will also have splitter islands, sidewalks, ramps and crosswalks for pedestrians. Projects smooth traffic flow reduce queuing and complete stops at stop signs/signals, reducing emissions, and fatal "T-bone" crashes.

COST BENEFIT RATIO: Unknown
COST OF PROJECTS: $3 - $10 million
YEAR OF CONSTRUCTION: 2019-2030
STATUS: In progress







The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: **Kern County General Plan Update – Land Use, Conservation, Open Space, Circulation, Housing, and other key elements**

PROJECT SPONSOR: County of Kern

PROJECT DESCRIPTION:
In October 2016, the County of Kern kicked off the update to their General Plan. The General Plan update includes Land Use, Conservation, Open Space, Circulation, Housing, Water, Healthy Communities, Energy, Military Readiness, Safety and Noise Elements. The update process to the document that controls the resource land use areas of the county. The document will have to balance land uses and resources will provide a plan for disadvantaged unincorporated communities. The County already requires farmland lost to Solar requires 2-1 farmland preservation Easements.

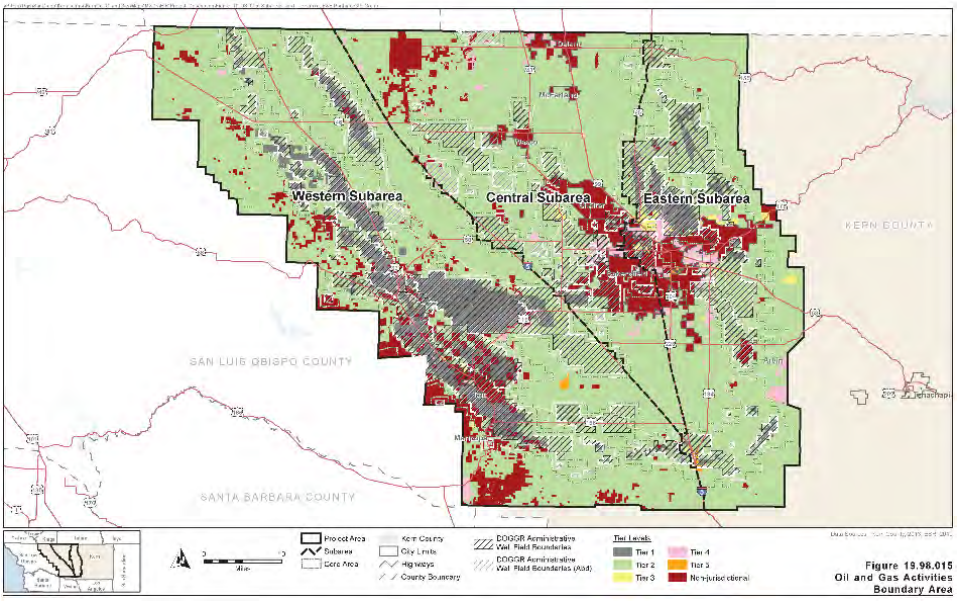
PROJECT BENEFITS:
The plan when complete will advance the existing efforts to preserve Kern County resource areas for future generations while helping to reduce greenhouse gas production through alternative energy and ensuring water availability for the region's agricultural carbon sink.

COST BENEFIT RATIO: Not Applicable
COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: Not Applicable
STATUS: In progress

Kern County General Plan Update







The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: Early Deployment Pricing Policies for Parking and FastPass HOT Lanes
PROJECT SPONSOR: City of Bakersfield/Caltrans

PROJECT DESCRIPTION:
Parking Pricing - The 18th and Eye Street parking structure provides approximately 500 covered and uncovered parking spaces for hourly and monthly use in the heart of downtown Bakersfield. The current parking structure rates are: first two hours are not charged, $1 per each additional hour, with a $10 maximum daily fee. The current monthly rate is $30 per space. The Bakersfield Parking Study, completed in March of 2024, recommends increasing garage parking fee to $1.25 per hour for a maximum of $12.50 per day to align with inflation.

HOT Lanes Pricing - New FastPass lanes on I-5 and SR 14 are planned to be extended through Santa Clarita towards Kern County. These corridors are used by more than 10,000 Kern commuters per day and will likely benefit vehicle occupancy in Kern as well as Southern California. Interestingly, not many people commute from Kern. Over 90% of Kern workers both live and work in Kern County and most make occasional trips to Southern California.

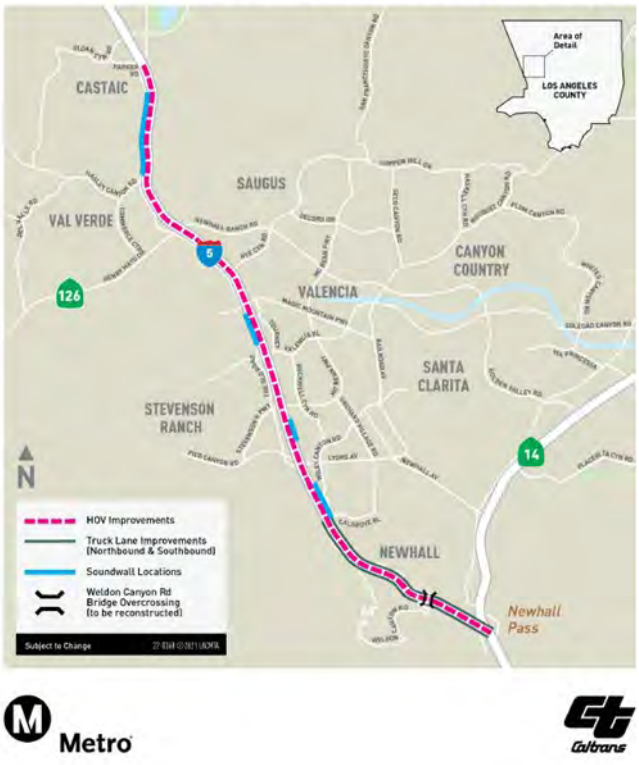
PROJECT BENEFITS:
Parking toll lane pricing policies have proven to be an effective means to redistribute demand during peak periods, delaying the need for new infrastructure while providing a pay-as-you-go method to make improvements to the parking area or corridor. The reduced congestion benefits GHG and health-based criteria pollutants.

COST BENEFIT RATIO: Not Applicable
COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION:
STATUS: In progress

Bakersfield Downtown Parking Garage



I-5 North County Enhancements Project



The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: City of Bakersfield Redevelopment Projects – Mill Creek and Baker Street
PROJECT SPONSOR: City of Bakersfield

PROJECT DESCRIPTION:
The Mill Creek Linear Project was a redevelopment project in Downtown Bakersfield and included the renovation and redesign of Central Park. The Mill Creek Project includes a 1.5-mile linear park, housing, senior housing, and commercial developments, along with landscaping and street improvements, and has recently received a State AHSC grant for senior housing.

The Baker Street Village Project was also a redevelopment project that involved the revitalization of Olde Town Kern. The Project mixes condos and lofts, along with 10,000 square feet of commercial and community space.

PROJECT BENEFITS:
These two mixed-use redevelopment projects help reduce auto dependency, roadway congestion, and improve air quality. In addition, these projects promote pedestrian and bicycle travel and promote efficient use of land and infrastructure.

COST BENEFIT RATIO: Not Applicable
COST OF PROJECTS: $58 million
YEAR OF CONSTRUCTION: 2007-2017
STATUS: Complete

Mill Creek Linear Project and Pedestrian Corridor





Mill Creek Senior Housing (AHSC) Project



Baker Street Village Project



The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: Commuter Rail Feasibility Study/Amtrak Improvements
PROJECT SPONSOR: Kern Council of Governments

PROJECT DESCRIPTION:
Kern COG contracted with a consultant to develop a feasibility study for Federal Small Starts or New Starts program, and to determine alternative commuter bus and passenger rail service to replace or enhance the Amtrak San Joaquin passenger rail service between Bakersfield and Fresno once high-speed rail is implemented.

In 2016 Amtrak began operating a 7th train per day on this corridor, facilitating potential additional intercity stops on this passenger rail corridor in Kern.

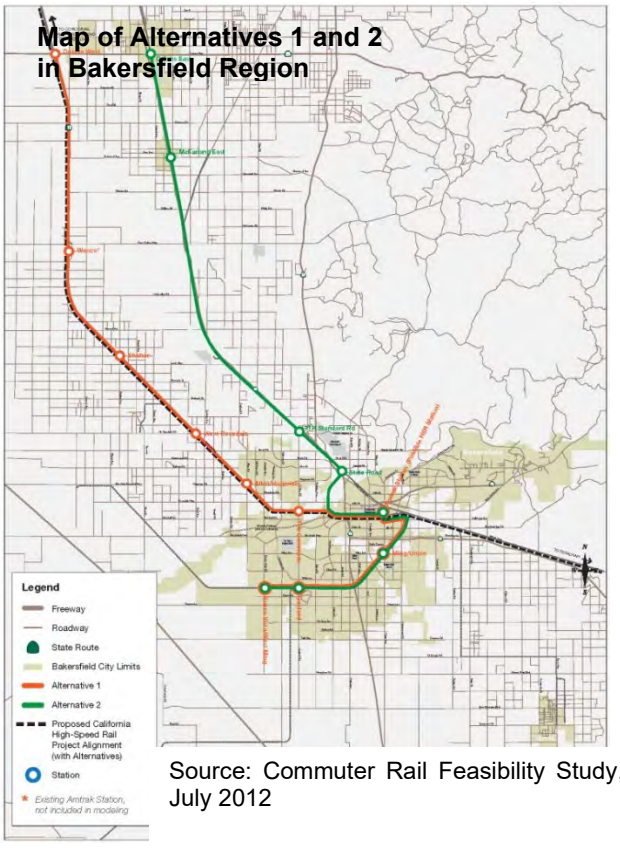
PROJECT BENEFITS:
The Study recommends a long-term alternative service strategy for the San Joaquin's Amtrak if high-speed rail trains begin to operate in six to eight years.

If funding is available, strategies include:

- A possible commuter passenger rail service from Bakersfield to Delano with stops in northwest Bakersfield, Shafter, Wasco, and Delano.
- A possible commuter passenger rail service to rural employment sites such as Frito Lay, Grimmway, Bolthouse, etc.
- An extension of the Metrolink commuter passenger rail services from Palmdale to Rosamond.

COST BENEFIT RATIO: Unknown
COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION:
STATUS: Completed

Map of Alternatives 1 and 2 in Bakersfield Region



Source: Commuter Rail Feasibility Study, Draft July 2012

Metrolink Extension – E. Kern



The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: Rideshare Program – Commute Kern
PROJECT SPONSOR: Kern Council of Governments

PROJECT DESCRIPTION:

Telework rovides customer service upon request from the general public, employers, colleges, vanpool operators, other agencies and the media regarding ridesharing opportunities. As an on-line transportation demand management program, Commute Kern's website- commutekern.org, serves as a resource for carpooling, vanpooling, public transit, park-and-ride facility use, telework, walking and bicycling for commutes to work and school to help improve our air quality. The program also allows flexible scheduling, daily tracking, vanpool management, outreach to employers, resources to commuters such as concierge services, and a forum for discussion and sharing resources.

Carpool/ Va

PROJECT BENEFITS:
Using rideshare services reduces the number of single occupancy vehicles on the road and ultimately helps to improve our air quality.

Commute Kern's website- **commutekern.org**

COST BENEFIT RATIO:
2024-2025: $41.53 / lbs.
2025-2026: $40.48 / lbs.

COST OF PROJECT:
2024-2025: $355,563
2025-2026: $379,918

YEAR OF CONSTRUCTION: Non-construction
STATUS: Ongoing





Walk/Bike/Transit



The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: Expanding Park and Ride Lots
PROJECT SPONSOR: Caltrans, City of Bakersfield and California City

PROJECT DESCRIPTION:
The purpose of the development of Park and Ride lots is to provide a safe and centralized location for commuters to meet and either carpool, vanpool, or use transit. There are seven existing Park and Rides within Kern County that Caltrans (Districts 6 and 9) operates. There are lots in California City, Lake Isabella, Delano, Taft, Ridgecrest, and three in Bakersfield.

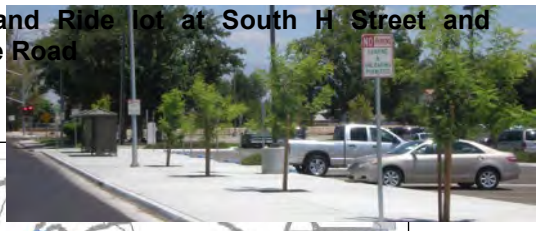
The newest Park and Ride location was created through a partnership with Tejon Ranch, GET Bus, and IKEA Industrial Plaza. A bus picks up and drops off the Industrial Plaza employees from the newest park and ride lot at South H Street and McKee Road.

An addition proposed project is the construction of College Station Park and Ride with a bus turnout at the intersection of California City Blvd. (South) and Yale Ave in California City. The primary purpose of the project is to provide a place to park and car/van pool for those working at the Borax Plant in Boron, and Edwards Air Force base.

PROJECT BENEFITS:
Provides a meeting point for commuters to leave their individual cars as they join carpools or vanpool services. This service helps eliminate the number of single occupied vehicles from the roads on a daily basis.

In addition, the proposed project is anticipated to reduce the number of vehicle trips for those who will car or van pool to work. Using the latest emission factors, it is estimated that this project would remove between 865 and 1,100 pounds of emissions annually over a twenty-year life expectancy.
COST BENEFIT RATIO: $23 / lbs.
COST OF PROJECT: $375,000
YEAR OF CONSTRUCTION: 2014
STATUS: Complete

Park and Ride lot at South H Street and McKee Road





Map of Park & Ride Lots in Kern County

The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

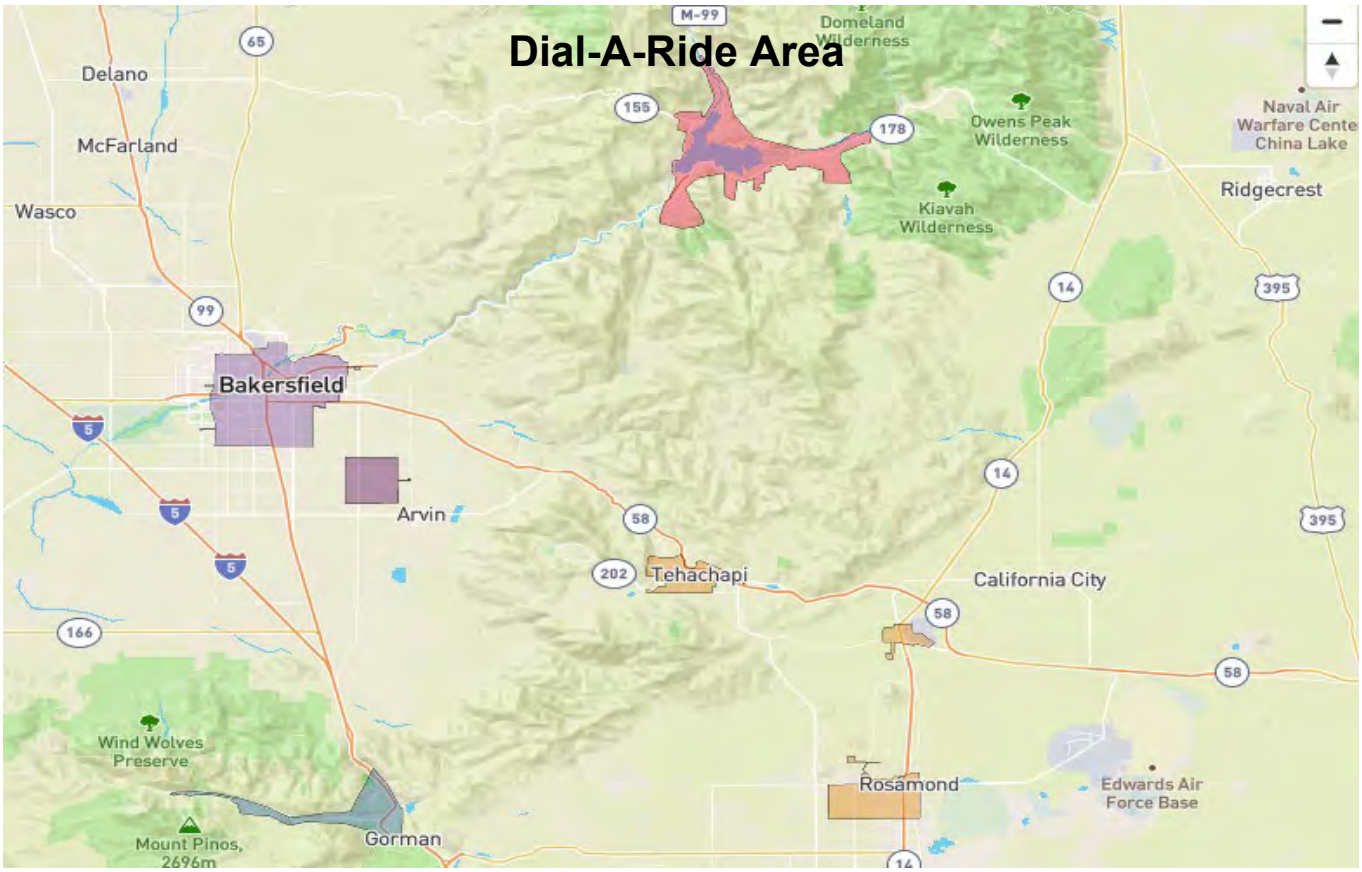
PROJECT TITLE: Dial-A-Ride and Local Transportation Services

PROJECT SPONSOR: City of Arvin, California City, City of Delano, City of McFarland, City of Ridgecrest, City of Shafter, City of Taft, City of Tehachapi, City of Wasco, City of Bakersfield (GET)

PROJECT DESCRIPTION:
The following cities provide Dial-A-Ride service to the public within their city limits: Arvin, California City, Delano, McFarland, Ridgecrest, Shafter, Taft, Tehachapi, and Wasco. The Dial-A-Ride services vary from city to city; some cities provide services to all the public while some limit services to seniors and the disabled. In addition, Bakersfield through Golden Empire Transit (GET) provides the GET-A-Lift service to eligible persons. Dial-A-Ride service within the Bakersfield urban area is also provided by the Consolidated Transportation Service Agency (CTSA).
Kern COG is part of a study with UC Davis on shared mobility for rural transit that may of solutions to enhance transit service in rural, disadvantaged communities.

PROJECT BENEFITS:
The Dial-A-Ride service is a form of ridesharing that benefits the Kern region by reducing the number of single occupancy vehicles on the road which ultimately helps improve our air quality.

COST BENEFIT RATIO: Not Applicable
COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION:
STATUS: In progress



The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: 8+ Kern Bicycle and Complete Streets Plans
PROJECT SPONSOR: Kern Council of Governments/ City of Tehachapi

PROJECT DESCRIPTION:
The Kern County Bicycle Master Plan and Complete Streets Recommendations proposed 664 miles of new bikeways, including 30 miles of Class I bike paths, 297 miles of Class II bike lanes, 46.6 miles of Class III bike routes, and 186 miles of Class II bike routes on State Routes. In addition, the Plan also presents recommendations for complete streets.

There are over eight Kern Bicycle and Complete Street Plans since 2012. Kern's 2042 bike lane mileage goal is 90% complete.

PROJECT BENEFITS:
Replacing vehicular trips with bicycle trips can reduce human-generated GHGs in the atmosphere, reduce VMT, reduce fuel consumption, and lessen mobile source pollutants, such as carbon dioxide being released into the air.

COST BENEFIT RATIO: Unknown
COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION:
STATUS: Complete.

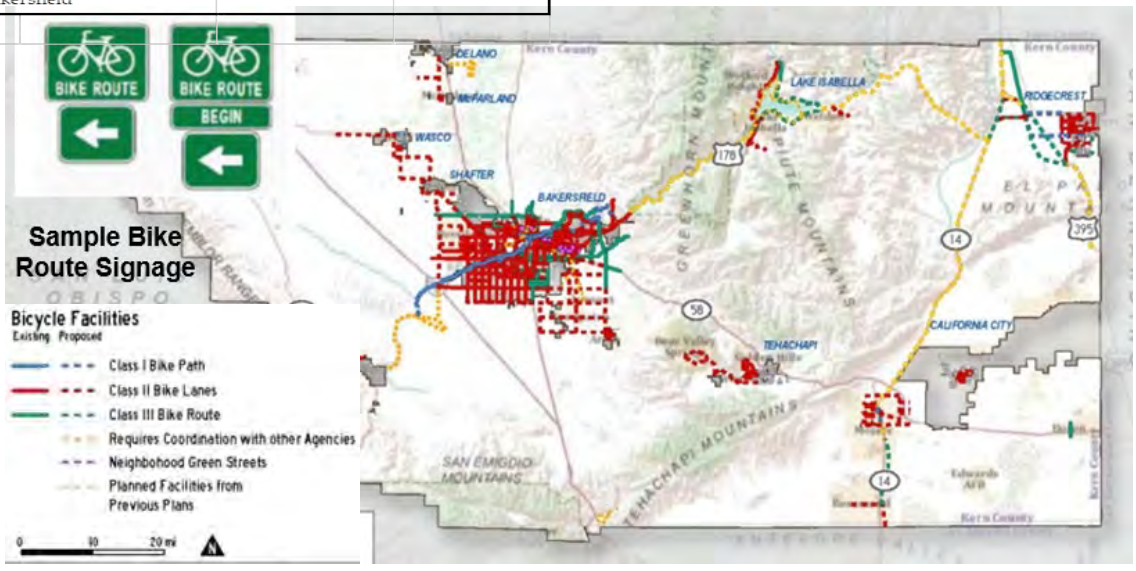
Bicycle Facility Mileage in Kern County

	2020	2024	Planned (2042)
Unincorporated County	64.04	344.20	207.75
Arvin	4.34	8.84	25.90
Bakersfield	246.10	381.66	449.25
California City	10.04	14.64	32.60
Delano	-	32.00	37.60
Maricopa	-	1.00	3.90
McFarland	-	2.90	21.50
Ridgecrest	24.59	54.69	63.20
Shafter	2.91	14.61	53.10
Taft	1.11	21.41	33.10
Tehachapi	4.35	15.35	17.30
Wasco	2.22	14.32	56.10
Total	359.70	905.62	1,001.30

Source: KCOG 2026, City of Bakersfield

Updated 3-5-26

2025 Safe Routes for Cyclists
2024 Bakersfield Active Transport. Plan
2020 Downtown Ped Access to Transit
2020 Low Stress Bikeway Network
2019 Caltrans Bike Plan/Complete Streets
2018 Kern Region Active Transport. Plan
2013 Bakersfield Bicycle Transport Plan
2012 Kern County Bicycle Master Plan



The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: City of Bakersfield Bicycle Facilities

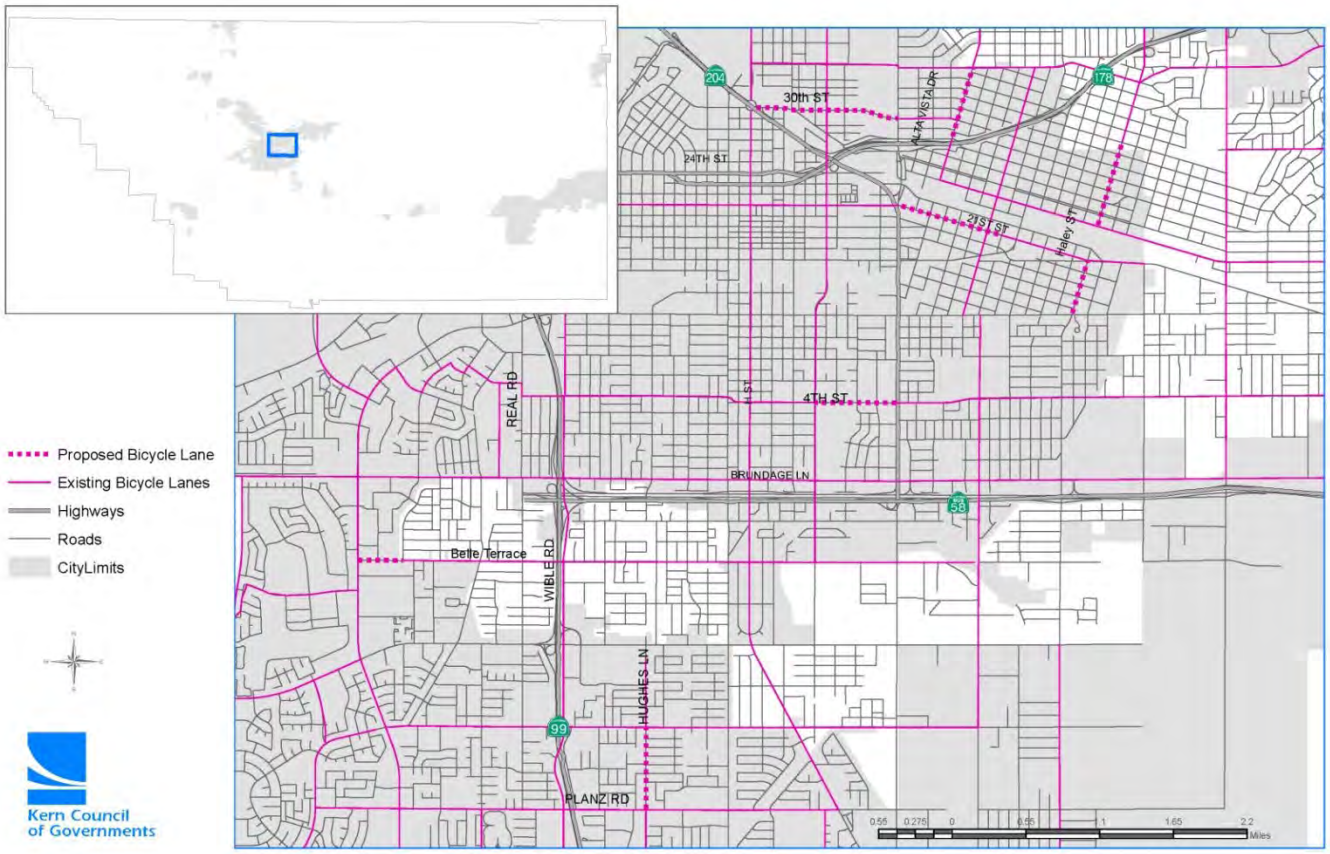
PROJECT SPONSOR: City of Bakersfield Public Works Department

PROJECT DESCRIPTION:
These projects relate to bicycle facilities at numerous locations within the City of Bakersfield. There were a total of two proposed bicycle facilities projects (total of eight proposed lanes) for the Fiscal years of 2012-2013. Both projects proposed the installation of Class 2 bicycle lanes along each corridor including pavement striping, markings and roadway signage. The map also includes the existing bicycle facilities.

PROJECT BENEFITS:
On-street bike lanes (Class 2) along major roadways help raise bicycle usage resulting in lower emissions and congestion, while resolving safety issues.

COST BENEFIT RATIO: $7 – $21/ lbs.
TOTAL COST OF PROJECTS: $35,000 - $60,000
YEAR OF CONSTRUCTION: 2013
STATUS: Completed.

Map of Bicycle Lanes



Source: Kern County Bicycle Master Plan and Complete Streets Recommendations, June 2012.

The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: Westside Station – Multi-modal Transit Center
PROJECT SPONSOR: California City

PROJECT DESCRIPTION:
The completed project provides the eastern Kern region with a multi-modal transit center on City-owned property in the Wonder Acres neighborhood at the southwest corner of California City Blvd. and Wonder Ave. The Transit Center includes a parking lot, lighting, restrooms, landscaping, and Kern Regional Transit bus stops.

The purpose of this project is to provide a comfortable, accessible, and safe place to park that encourages residents who were parking at the previously undeveloped site to commute to work or school using carpools, ride sharing, or public transit.

PROJECT BENEFITS:
Improves site accessibility to local area residents desiring to use vanpools, ride-sharing, and public transit throughout the Kern region. Encourages future users of alternative transportation options.

COST BENEFIT RATIO: All emissions: $8.34/lbs.
COST OF PROJECT: Approximately $500,000
YEAR OF CONSTRUCTION: Completed in 2013
STATUS: Complete

Westside Station – Multi-modal Transit Center, California City



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The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: San Joaquin Valley Vanpool Program (CalVans)
PROJECT SPONSOR: CalVans

PROJECT DESCRIPTION:
The San Joaquin Valley vanpool program (CalVans) is a public vanpool service that serves Central California and began serving Kern County residents in 2009. CalVans provides public transit services to people in transportation uses that are difficult for traditional public transit operators to provide. CalVans currently provides transportation services to farmworkers throughout the county and has also provided services to Shafter students attending Taft Community College. In 2016, CalVans added vanpools going to Tehachapi. There are now 28 vanpools operating in Kern.

PROJECT BENEFITS:
CalVans provides a higher level of vanpooling while reducing overall miles traveled and carbon dioxide emissions from passenger vehicles.

CalVans provides 7, 8, and 15-passenger vans to its customers. Currently CalVans has over 495 vanpools in operation which in turn saves nearly 13,000 vehicle miles traveled per day. Growing demands project a market for nearly 500 vans pools which can save approximately 100,000 vehicle miles traveled per day.

COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECTS:
YEAR OF CONSTRUCTION: 2009
STATUS: Complete

Local college students who use CalVans





The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

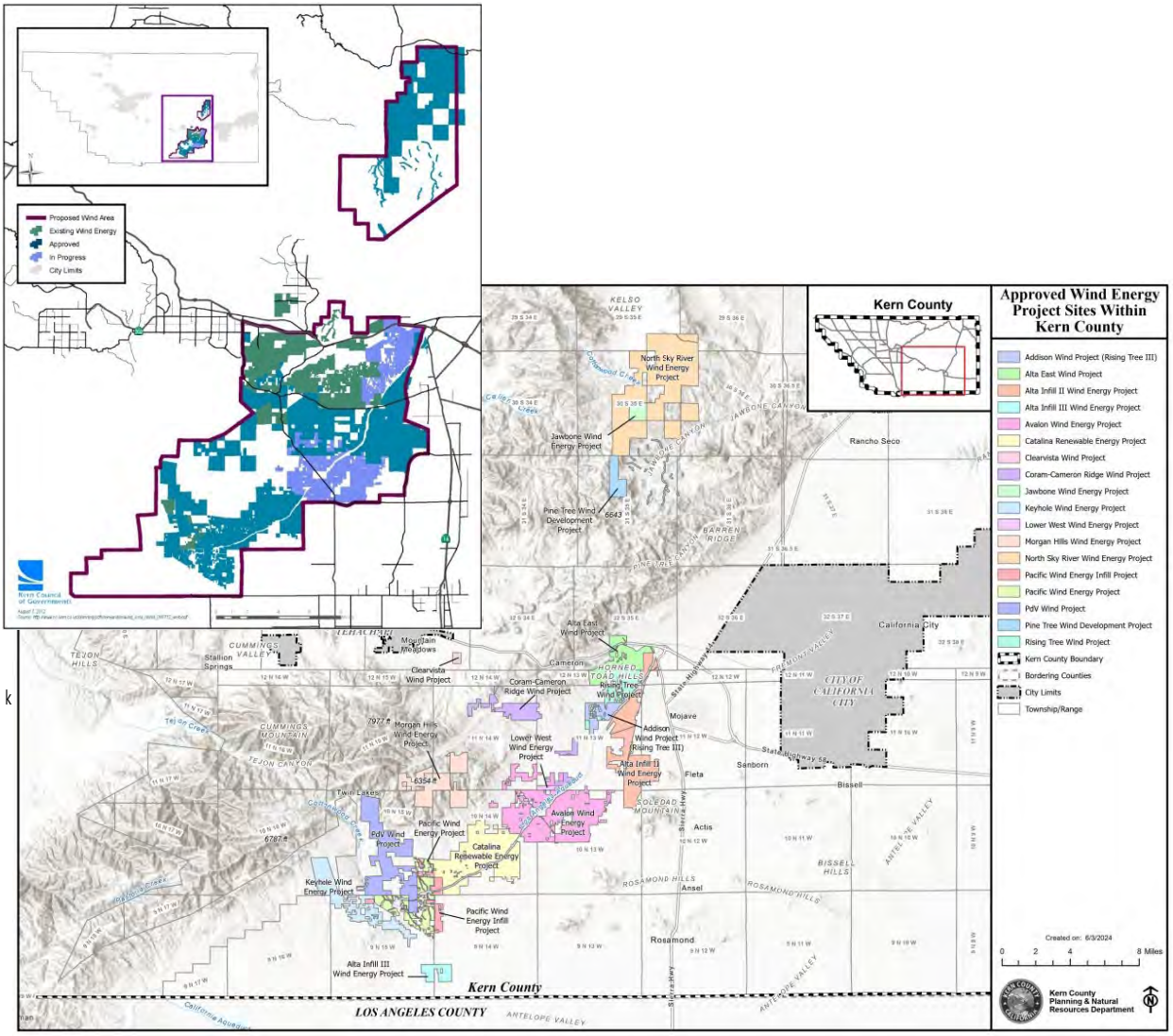
PROJECT TITLE: Kern County Wind Farm Areas (Largest in the U.S.)
PROJECT SPONSOR: County of Kern

PROJECT DESCRIPTION:
The County of Kern has 21,752 acres of existing wind energy areas, 57,524 acres of approved wind projects and 14,998 acres of wind projects that are in progress.

PROJECT BENEFITS:
Wind is a clean source of renewable energy that produces no air pollution. In addition, wind turbines create power without producing greenhouse gases.

COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION:
STATUS: In progress/ongoing.

Map of Preliminary Wind Farm Areas (DRAFT)

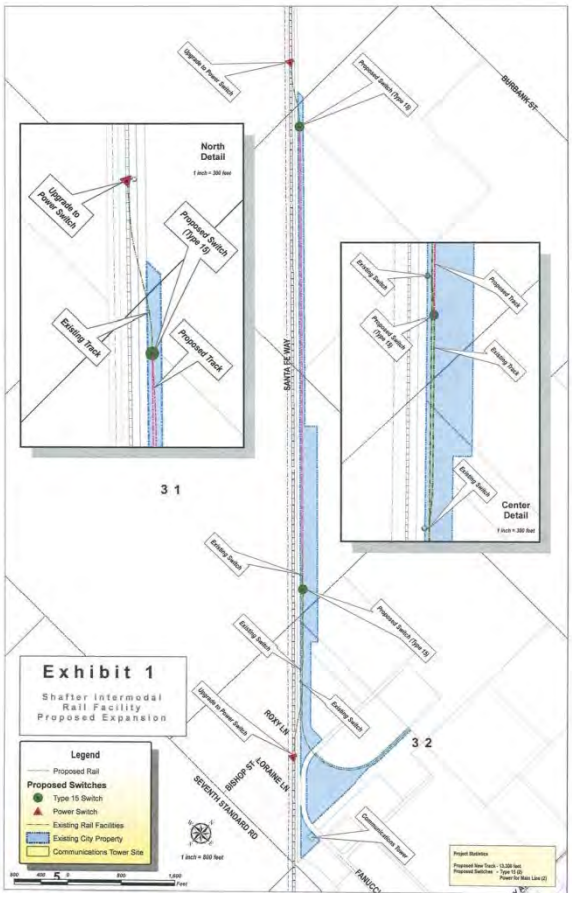


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PROJECT TITLE: City of Shafter Container Yard and Intermodal Rail Facility Expansion
PROJECT SPONSOR: City of Shafter

PROJECT DESCRIPTION:
The City of Shafter Intermodal Rail Facility was recently expanded by adding 2 miles of tail sidings and a container storage yard. The rail facility will establish a dedicated reliable intra-state rail shuttle connecting the Port of Oakland and Los Angeles/Long Beach with the southern San Joaquin Valley. The container yard is leased by a dock operating company for Los Angeles/Long Beach and Oakland and uses the facility to help match loads between the ports and the southern San Joaquin Valley to eliminate emissions and truck trips.

Proposed Shafter Intermodal Rail Facility Expansion

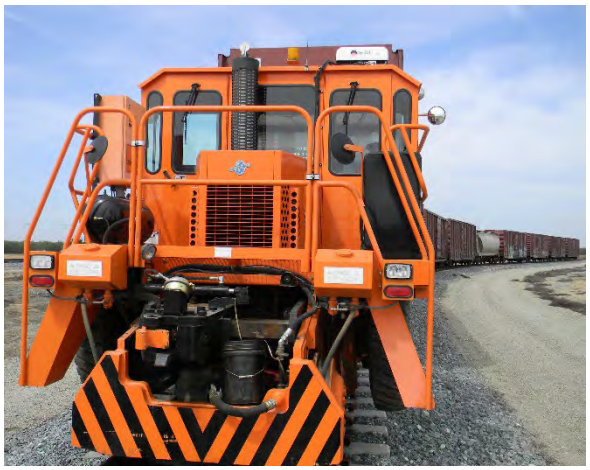


PROJECT BENEFITS:
The rail shuttle will better utilize existing port facilities, highways, and rail infrastructures in California to reduce the relocation of empty containers, remove trucks from overcrowded highways, and improve air quality. The proposal is to create an intermodal facility which will divert the freight transported by 600 trucks per day to 2 unit trains per day to and from the Port of Oakland.

COST BENEFIT RATIO: $99 / lbs.
TOTAL COST OF PROJECTS: $60 million
YEAR OF CONSTRUCTION: 2013
STATUS: Completed



Container Yard



The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: Next Generation Intersection Signalization

PROJECT SPONSOR: City of Bakersfield Public Works, Kern County Roads Department, City of Ridgecrest, Caltrans

PROJECT DESCRIPTION:

$20 million per year for intersection/signalization/synchronization and Intelligent Transportation Systems (ITS). ITS Smart Signals Communicate with Transit vehicles allowing greenlight extension on the Rapid Bus/BRT Corridors to keep busses on time. A total of 27 intersection signalization projects have been completed for the fiscal years of 2012-2024. There are 5 new planned intersection signalization projects for fiscal years 2023-2026.

In 2016 Kern COG commenced an update to the Intelligent Transportation System (ITS) Plan that will look at the next generation of traffic signal technology.

PROJECT BENEFITS:

Improves signal timing along the reference corridor which will reduce overall vehicle stops and starts, and limits delay in travel time. The reduction in vehicle stops and starts will improve the corridor's average speed, thereby reducing the harmful pollutants generated by vehicles traveling at low speeds and when idling.

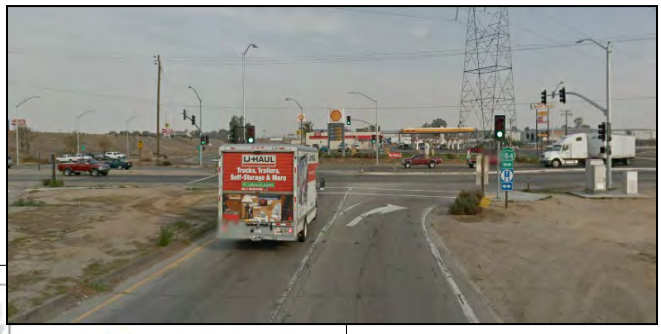
COST BENEFIT RATIO: $ 22.98 – $ 45.28/ lbs.

TOTAL COST OF PROJECT:

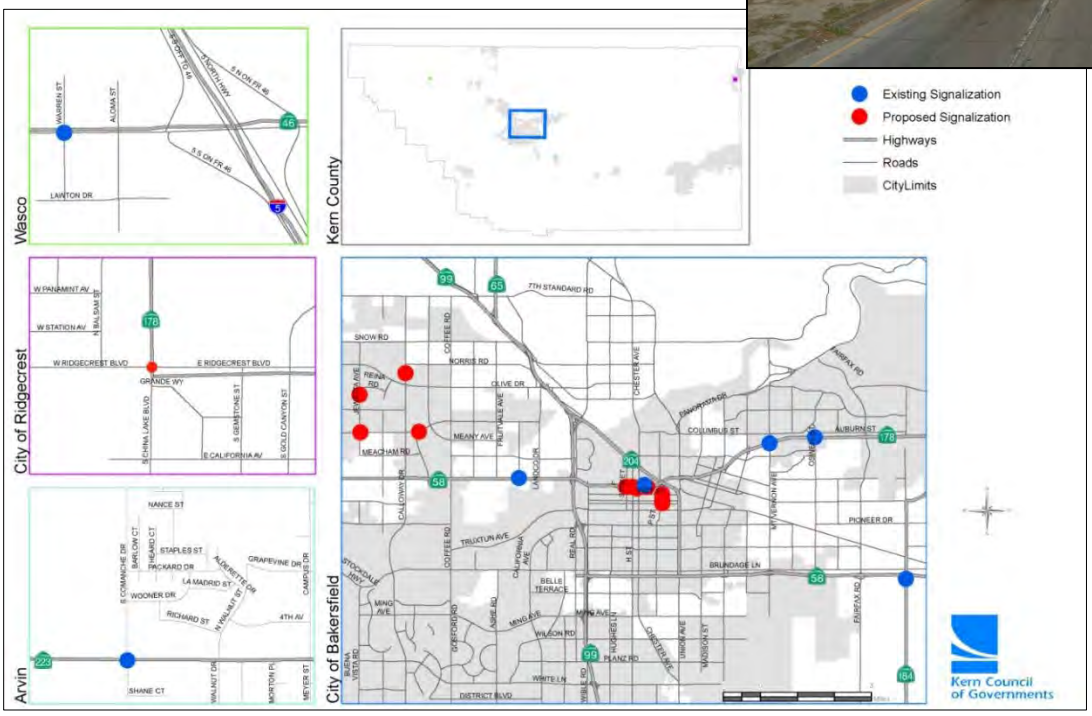
$517,500 - $1,211,800

YEAR OF CONSTRUCTION:

STATUS: Constructed/Operating, Planned



Proposed Intersection Signalization Projects



The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: **City of Bakersfield 4 New Downtown Infill Housing Projects** – Mill Creek South, 1612 City Lofts, 17th Place Townhouses, AHSC Senior Housing Project at Mill Creek
PROJECT SPONSOR: City of Bakersfield

PROJECT DESCRIPTION:
South Mill Creek Apartments was developed and operates with Federal housing financing. The property utilizes the Low-Income Housing Tax Credit Federal housing program to make rent affordable to lower income tenants.

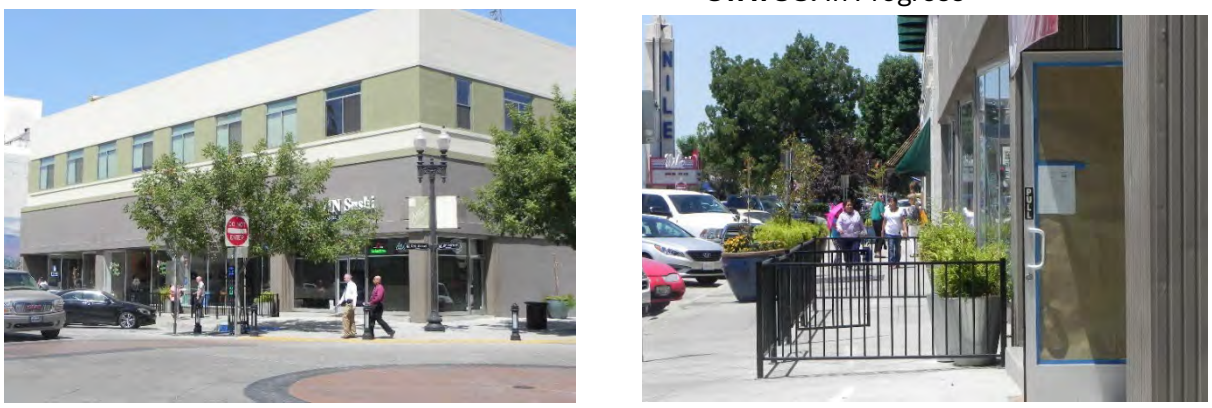
1612 City Lofts (The Lofts) is a mixed-use development located in the thriving Downtown Bakersfield Arts and Entertainment District or popularly known as "The District." 1612 City Lofts became the first mixed-use building in downtown Bakersfield in the 21st century. The Lofts also provide a workforce housing as part of a program through the Bakersfield Economic Redevelopment Agency. Tenants income limits are adjusted annually.

17th Place Townhomes is an environmentally friendly downtown community walking distance from downtown amenities. The luxury development townhomes will include drought-sensitive landscaping and courtyard space.

AHSC Senior Housing Project at Mill Creek provides affordable one and two-bedroom apartment homes for seniors 55 years and older. The Mill Creek Village will be coming in early 2017 and includes private patios or balconies and a central courtyard.

PROJECT BENEFITS:
The infill housing projects are conveniently located to public transportation that includes the Amtrak Station and Bakersfield Downtown Transit Center. The housing projects are also within walking distance of downtown shopping and dining.

COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: Varied
STATUS: In Progress



1612 City Lofts located in mixed use building in Downtown Bakersfield





The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: Cities of McFarland and Shafter – Conversion of transit fleet to electric vehicles
PROJECT SPONSOR: City of McFarland, City of Shafter

PROJECT DESCRIPTION:
The City of Shafter introduced four electric vans for use in its Dial-A-Ride program. Each van is configured to carry up to 16 passengers or cargo at 100 miles per charge. The City of McFarland is in the process of converting their transit fleet to electric vehicles.

PROJECT BENEFITS:
The benefits of transit electric vehicles includes the reduction of the number of single occupancy vehicles on the road and ultimately helps improve our air quality, lower maintenance and repair costs, and lower fuel costs.

COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: 2016
STATUS: In Progress

Shafter Electric Vehicles





The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: **Golden Empire Transit/Kern Transit –** Purchase of 4 Electric Buses
PROJECT SPONSOR: Golden Empire Transit District, Kern Transit

PROJECT DESCRIPTION:
The Golden Empire Transit District will be purchasing 2 electric buses in 2017. Clean non-polluting buses may attract more riders who may be looking for alternatives to the auto for home to work purposes. These electric buses are planned to be used for the future bus rapid transit route in Bakersfield.

Kern Transit was recently awarded a grant to purchase 2 electric busses for its east Kern run to the Metrolink station in Lancaster.

PROJECT BENEFITS:
As fleets increase, rapid routes may make commuter travel preferable. This improves preferences and accessibility to medical, shopping centers and employment centers.

COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: 2017
STATUS: In Progress

Electric buses being driven in Bakersfield





Kern Transit Bus at Intermodal Rail Stop



The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: Lost Hills Wonderful Park and Communitywide Improvements
PROJECT SPONSOR: The Wonderful Company

PROJECT DESCRIPTION:
The Lost Hills Wonderful Park is located at the intersection of Highway 46 and Lost Hills Road. The park was part of Lynda Resnick, co-chair of The Wonderful Company, Central Valley Leadership Project. Phase I of the project involved major park improvements including resurfaced basketball court, soccer field, bleachers, and a mile-long walking path that circles the park, a splash park, and solar powered lights to illuminate the park in the evening. The community center located in the park was also completely renovated to include a fully equipped kitchen, tables and chairs for community and private events. Phase II of the project renovation included widening of streets and addition of bike lanes; installation of sidewalks, gutters, bus stop shelters and streetlights; and the planting of drought-resistant landscaping.

PROJECT BENEFITS:
The Wonderful Company made major street improvements in the community. The Wonderful Company improved 3.8 miles of streets, built 7.2 miles of sidewalk, extended 220 driveways and installed 6.9 miles of curbs and gutters. In addition, the Wonderful Company planted 730 trees, put up 16 stop signs, erected 38 LED streetlights and built 1,400 feet of 60-foot-wide pedestrian walkways. Residents of Lost Hills can safely walk, ride their bike, or drive to the Park. Directly across from the Park is a bus shelter for the regional transit, Kern Transit. The Wonderful Company, the County and Caltrans are developing a pedestrian overpass on SR 43 for the community.

COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: 2019
STATUS: Completed

Lost Hills Wonderful Bridge



The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: Grapevine Specific and Community Plan and Special Plan

PROJECT SPONSOR: County of Kern

PROJECT DESCRIPTION:
Newly approved developments such as Grapevine leverage new technologies to provide the lowest carbon footprint, sustainable education, and housing options closer to jobs in the region. In December 2016, Kern County approved the Tejon Ranch Company's Grapevine Community Plan which is strategically located on 8,010 acres adjacent to the Tejon Ranch Commerce Center on both sides of Interstate 5 near its junction with Highway 99 in the southern San Joaquin Valley. The Tejon Ranch Commerce Center has transformed the vehicle traffic traveling the freeways into a greater asset for Kern County, resulting in the creation of 5 million square feet of commercial and logistics uses and 4,000 associated jobs.

PROJECT BENEFITS:
Grapevine Development Projects

Reduction in vehicle miles traveled and a reduction in the overall per capita carbon footprint. Importantly, the Grapevine development will be guided by Sustainability Principles that reduce GHG emissions through implementation of an emission reduction agreement, Transportation Management Association programs and design elements that employ renewable energy technology, water conservation measures, alternative fuels technology for vehicle fleets and provision for electric charging stations.

COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: Unknown
STATUS: In Progress

Reference:
http://www.grapevineattejonranch.com/





The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: City of Tehachapi General Plan – Form Based Code General Plan
PROJECT SPONSOR: City of Tehachapi

PROJECT DESCRIPTION:
The City of Tehachapi adopted the 2035 General Plan Update, and the new General Plan will contribute towards the implementation of SB 375.

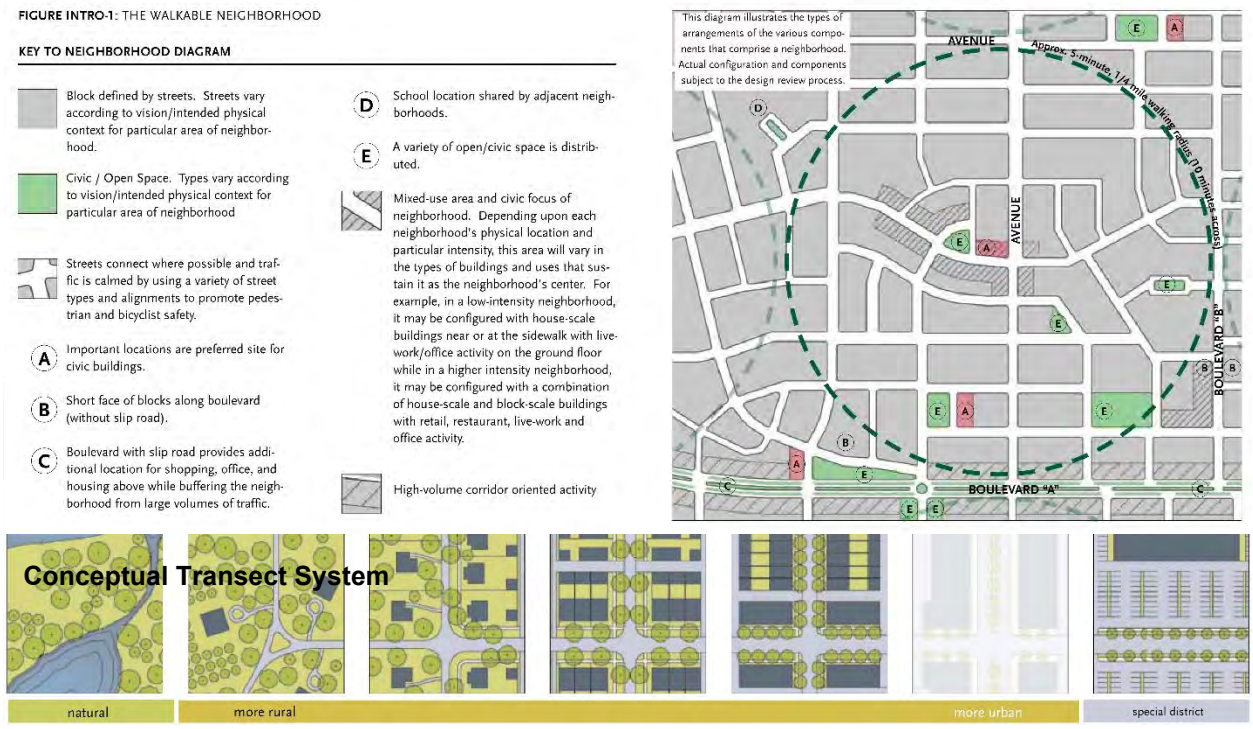
The new General Plan can be characterized as a Form Based General Plan because it emphasizes facilitating mixed use, walkable neighborhoods and developments. The "T" Zone will facilitate high-density mixed-use development opportunities. The Mobility Element is still linked to the Land Use Element with an emphasis on greater connectivity, walkability, and opportunities for mixed use developments. The "O" Sectors will reinforce the preservation of the Sphere of Influence area as open space, prevent urban sprawl and maintain our compact urban form. The "G" Sectors will emphasize infill development as our highest priority as the General Plan continues to build out.

PROJECT BENEFITS:
The new General Plan will maintain a compact urban form by maintaining all areas outside of the current City limits and within the sphere of influence area as Open Space. By protecting open space and agricultural lands, the plan establishes a clear boundary between town and countryside, supporting sustainability and smart-growth principles.

COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: Unknown
STATUS: In Progress

Reference: *City of Tehachapi General Plan, 2012*

The Walkable Neighborhood example



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PROJECT TITLE: Infill Incentive Zone – Lower Transportation Impact Fee Core Area
PROJECT SPONSOR: City of Bakersfield / City of Tehachapi

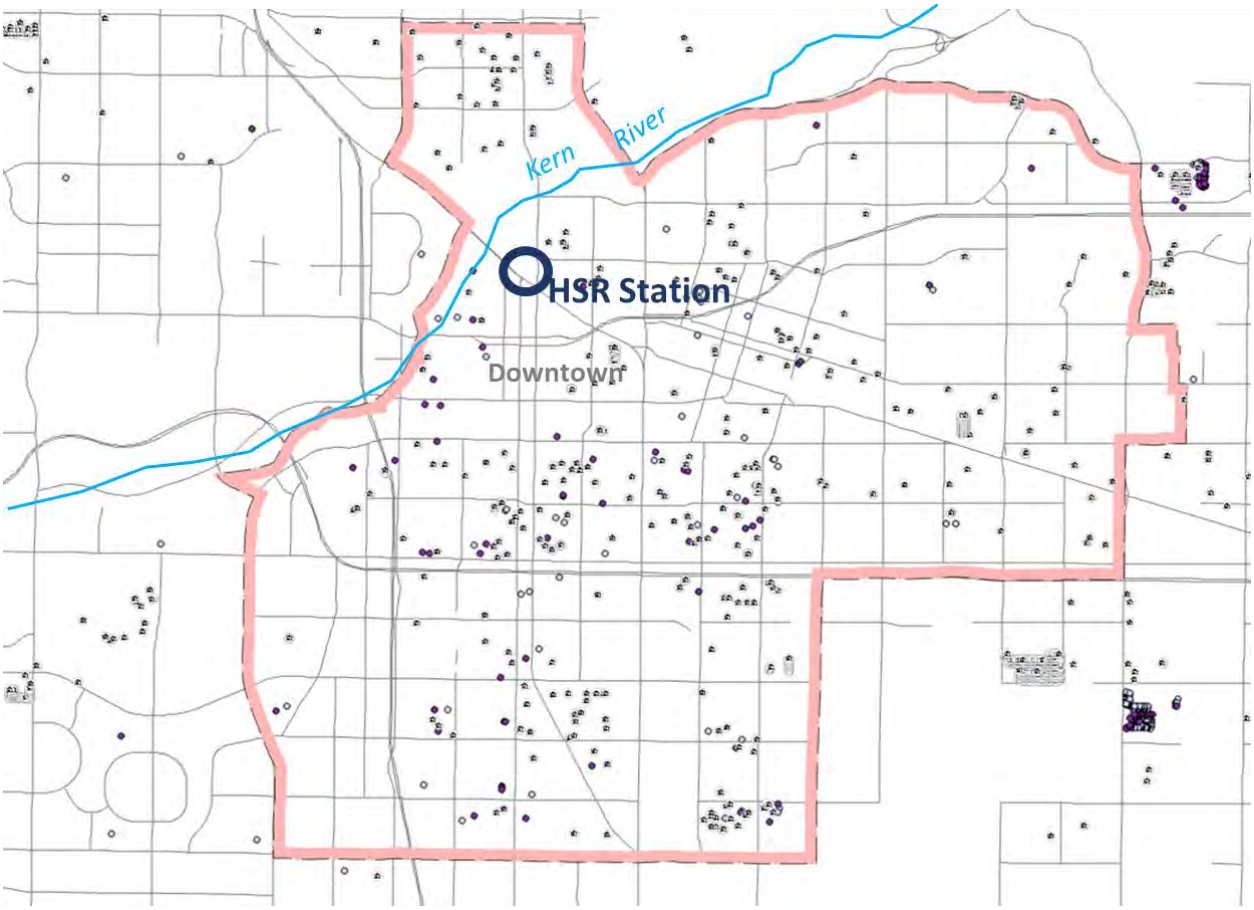
PROJECT DESCRIPTION:
Since 2014, Bakersfield and Kern have added 1,300 units to Core Area. Transportation Impact Fee (TIF) Core Areas in both Metro Bakersfield and Tehachapi encourage development in targeted zones by reducing permitting fees and supporting higher-density, mixed-use growth. TIF is established for the similar purposes as Bakersfield's TIF.

PROJECT BENEFITS:
Implementing incentives for development in the TIF Core Area can promote infill, mixed-use, and discourage sprawl. Future development in the TIF Core Area will also bring the public closer to quality transit service.

Bakersfield's TIF Core Area enables a potential fourfold increase in household capacity, promoting infill development and improving alignment with city land-use policies.
Past 10 years 72% of Metro housing built within existing urban areas.

COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: n.a.
STATUS: In process

Map of Metro Bakersfield Core Area Housing Units Since 2014



The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: City of Taft General Plan – Sustainability Principles
PROJECT SPONSOR: City of Taft

PROJECT DESCRIPTION:
The City of Taft's General Plan incorporates sustainable principles throughout the elements of the General Plan. The City's principle involves the three aspects of sustainability: environment, economy, and equity. Throughout the General Plan, there is a leaf symbol adjacent to goals and policies based on the sustainable or "green" principles.

PROJECT BENEFITS:
The City of Taft's General Plan promotes the development of a sustainable community by ensuring its general plan policies are crafted to cut greenhouse gas emissions and move toward cleaner energy sources.

COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECTS: Not Applicable
YEAR OF CONSTRUCTION: Not Applicable
STATUS: In Progress

Reference: *City of Taft General Plan, 2009*

Table of Sustainable Principles by Element

	Land Use	Circulation	Open Space & Conservation	Energy Resources	Noise	Safety	Public Facilities & Services	Economic Development
Environment								
Promote mixed-use development.	•		•					
Promote compact, walkable development.	•	•	•					•
Focus new development in existing developed areas in the Planning Area, while limiting growth of undeveloped lands.	•		•	•				
Promote infill development.	•		•	•			•	•
Protect open space and agricultural lands.	•		•					•
Promote the efficient use of energy and resources (water, soil, building materials, etc.).			•	•			•	
Economy								
Create strong local and regional economies.	•		•	•				•
Encourage jobs/housing balance.	•			•			•	•
Support energy and resource efficient industries.			•	•				•
Promote energy and resource efficient buildings.	•		•	•				
Promote economic opportunity for all segments of the community.	•							•
Enhance the design character of commercial and office development	•							•
Equity								
Provide adequate housing for all income levels.	•							
Provide a fair and predictable land use planning process.	•		•					•
Promote development that is equitable in terms of sharing costs and benefits among all Taft residents and businesses.		•					•	
Require fairness in the development, adoption, and enforcement of regulations and policies.	•	•	•	•	•	•	•	•
Promote alternative transportation options to increase access.		•	•					

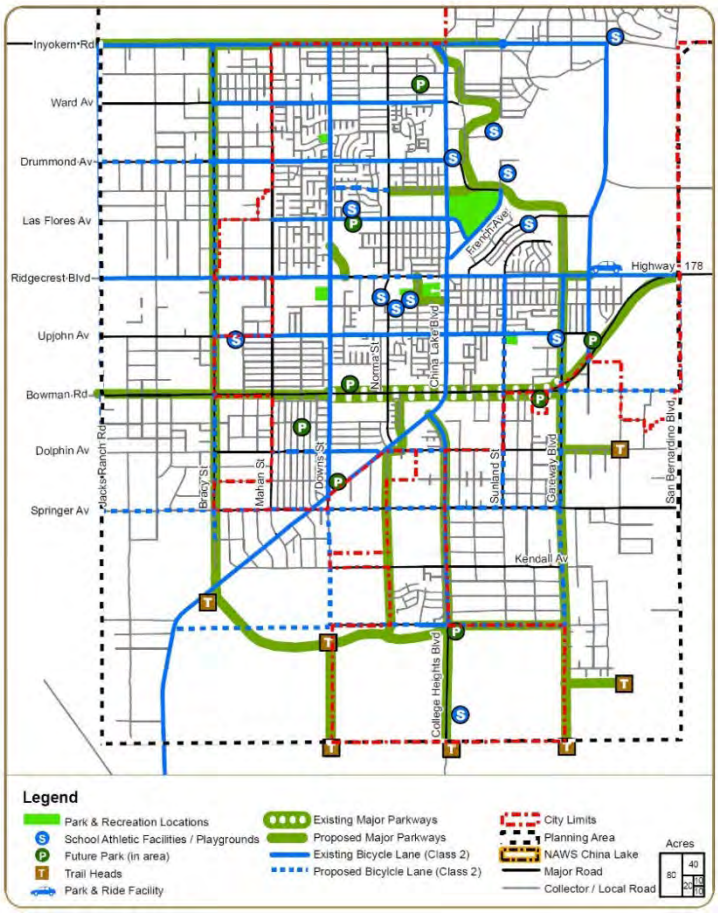
The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: City of Ridgecrest General Plan and Multi-Modal Circulation Element
PROJECT SPONSOR: City of Ridgecrest

PROJECT DESCRIPTION:
In 2009, the City of Ridgecrest adopted its most recent General Plan. The guiding principles that are included in the updated general plan are: explore land use and policy alternatives; provide guidance in the planning and evaluation of future land and resource decisions; and provide a vision and framework for the future growth of the City. In addition, the Circulation Element addresses automobile travel, public transit, aviation, and trails for bicyclists and pedestrians.

PROJECT BENEFITS:
The City of Ridgecrest's updated General Plan includes new goals, policies, and implementation measures that are sustainable approaches. A new Land Use goal in the City's General Plan is to provide an appropriate mix of land use opportunities and provide incentives for infill development. In addition, the Circulation Element includes a goal to encourage and provide alternative modes of transportation and alternatives to travel for Ridgecrest residents to decrease dependence on single-occupant vehicular travel and reduce vehicle emissions.

Non-Motorized Circulation Map



COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECTS: Not Applicable
YEAR OF CONSTRUCTION: Not Applicable
STATUS: In Progress

Reference: *City of Ridgecrest General Plan, 2009*

The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

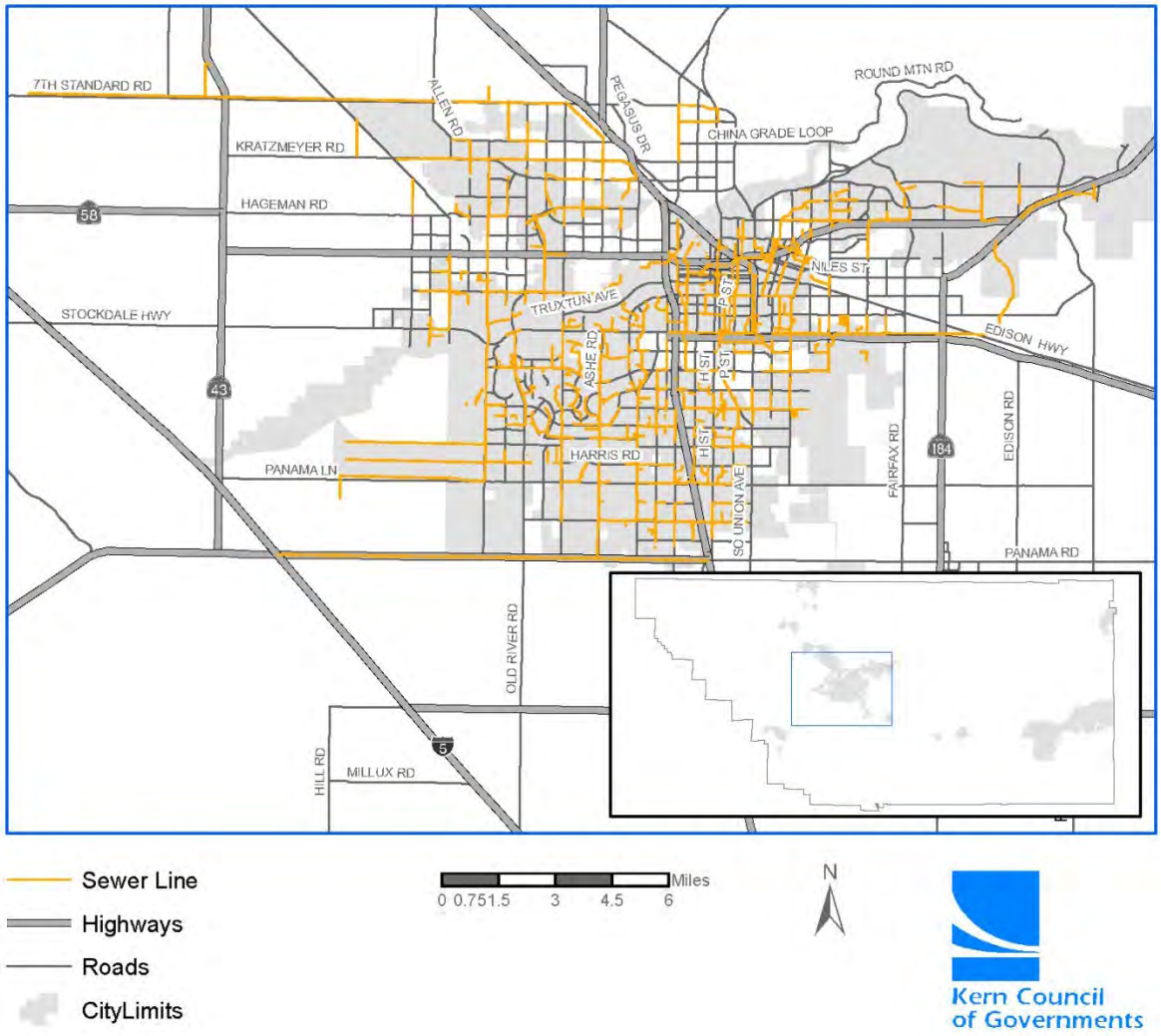
PROJECT TITLE: General Plan Sewer Policy – Hook-up required for parcels less than 6 acres
PROJECT SPONSOR: County of Kern

PROJECT DESCRIPTION:
In November 2005, the Kern County Board of Supervisors approved revisions to the Metropolitan Bakersfield General Plan including its sewer policy. The revisions required all new commercial, industrial and residential developments including residential land divisions proposing parcels smaller than six gross acres to connect to public sewer.

PROJECT BENEFITS:
The policy is intended to ensure that new growth be based on the availability of the extension of sewer infrastructure. The policy greatly curtails large lot development on the periphery of Metro Bakersfield.

COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION:
STATUS: In process

Map of Sewer Area in Metro Bakersfield



The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: City of Bakersfield Required Lot Size Zoning Strategies
PROJECT SPONSOR: City of Bakersfield

PROJECT DESCRIPTION:
In January 2005, the City of Bakersfield amended Section 17.14.070 of the Municipal Code relating to minimum lot area zoning. The amendment reduced the minimum lot size for R-2 zone dwellings to four thousand five hundred square feet per dwelling unit.

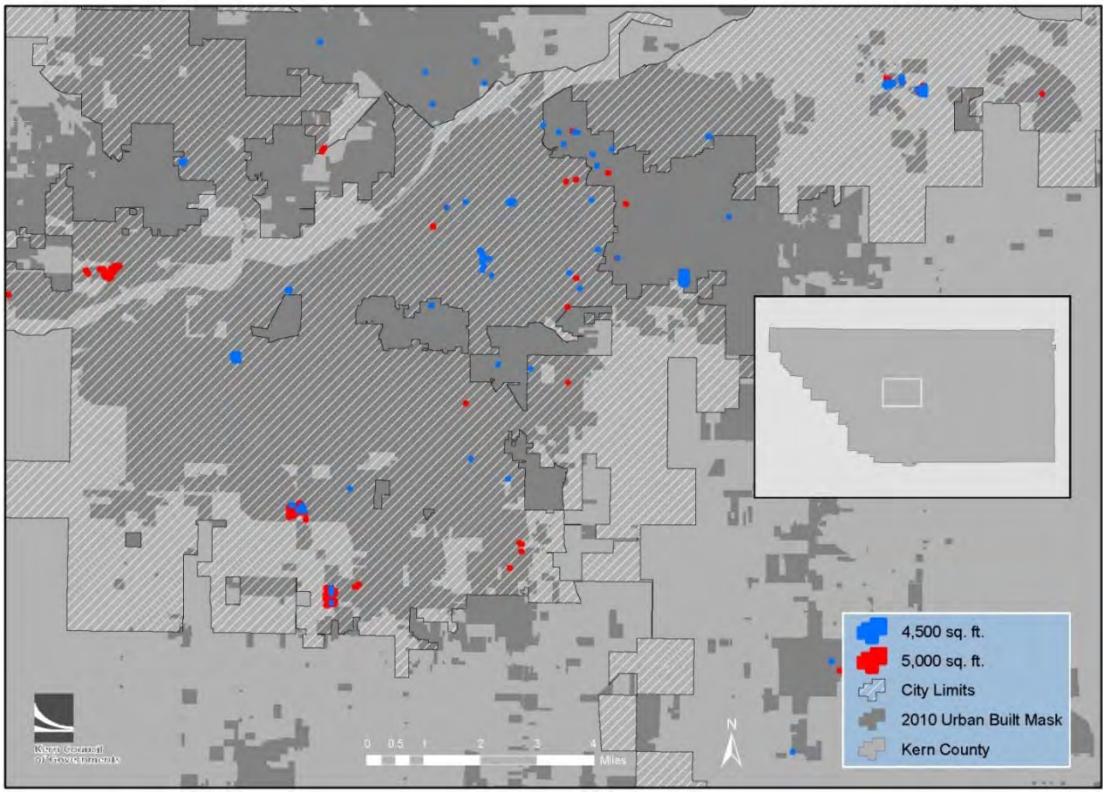
The City of Bakersfield also has a Planned Unit Development (PUD) zone, which enables developers to propose any lot size they desire, subject to discretionary approval by either the Council or Planning Commission. An example of a project that achieved higher density in a single-family residential development is University Park located in southwest Bakersfield.

The housing project includes a mixture of small, but traditional lots as well as cluster lots where six lots share a single driveway. In addition, the City has the Commercial-Center (C-C) zone which permits mixed use development by-right.

PROJECT BENEFITS:
Building on smaller lot sizes allows for compact and sustainable development. Planning and implementing compact sustainable development provides opportunities to reduce greenhouse gas emissions.

COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: Ordinance implemented in 1995
STATUS: Completed

Map of Small Lot Areas in Metro Bakersfield



The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: **San Joaquin Valley Air Pollution Control District – Indirect Source Review (ISR) to Mitigate Off-Site Air Quality Impacts of New Development**
PROJECT SPONSOR: San Joaquin Valley Air Pollution Control District (SJVAPCD)

PROJECT DESCRIPTION:
The SJVAPCD adopted Indirect Source Review (Rule 9510) to reduce the impacts of growth in emissions from all new land development in the San Joaquin Valley. Indirect air emissions are emissions indirectly caused by growth in population. ISR applies to development projects that have not yet gained discretionary approval.

PROJECT BENEFITS:
The ISR Rule looks to reduce the emission of harmful pollutants, specifically NO_x and PM_{10} associated with the construction and operation of new development projects in the San Joaquin Valley.

COST BENEFIT RATIO: Unknown
COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: Unknown
STATUS: Adopted

Examples of Smart Growth Development Located in Downtown Bakersfield



918 at Eastchester

918 20th St, Bakersfield, CA 93301



The Cue

1800 Q St, Bakersfield, CA 93301

The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: Transit Priority Areas (TPA)
PROJECT SPONSOR: Kern Council of Governments

PROJECT DESCRIPTION:
SB 375 addresses Transit Priority Areas (TPA) as part of the SCS. TPA are areas within ½-mile of either rail stations or bus services with 15-minute headways in the peak period. Prior to 2012, only 5,600 people lived within one-half mile of high-quality transit areas. The Kern region has been proactive in expanding high quality transit service since SB 375 passed in 2008. With the implementation of short-term transit improvements in 2012, population served by transit priority areas has already expanded more than 20 times. Another 38% increase in 2020, and an increase of up to 225% is anticipated by 2035 over 2012 service areas.

PROJECT BENEFITS:

TPA encourages sustainable development by providing accessibility to quality transit which can reduce vehicle miles traveled and reduce the region's GHG.

COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECT: Unknown
YEAR OF CONSTRUCTION: October 2012
STATUS: In progress

Figure 4-13: 2035-2046 Long-Term Transit Improvements

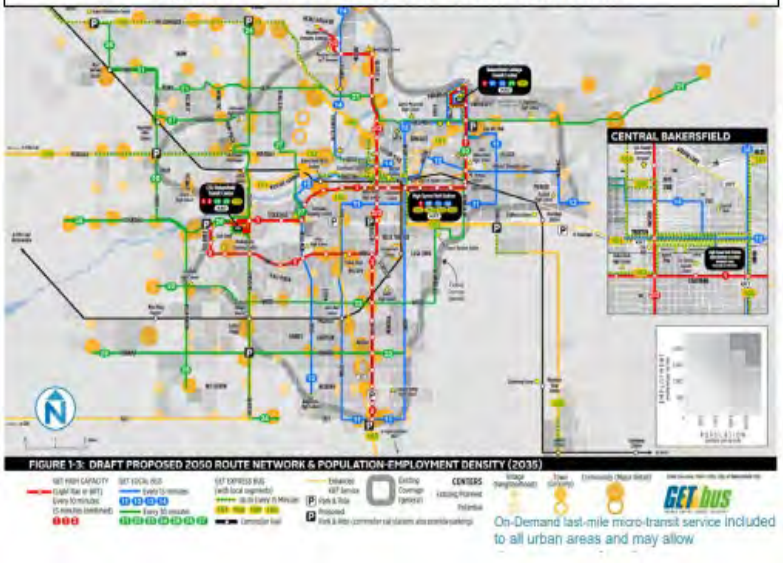
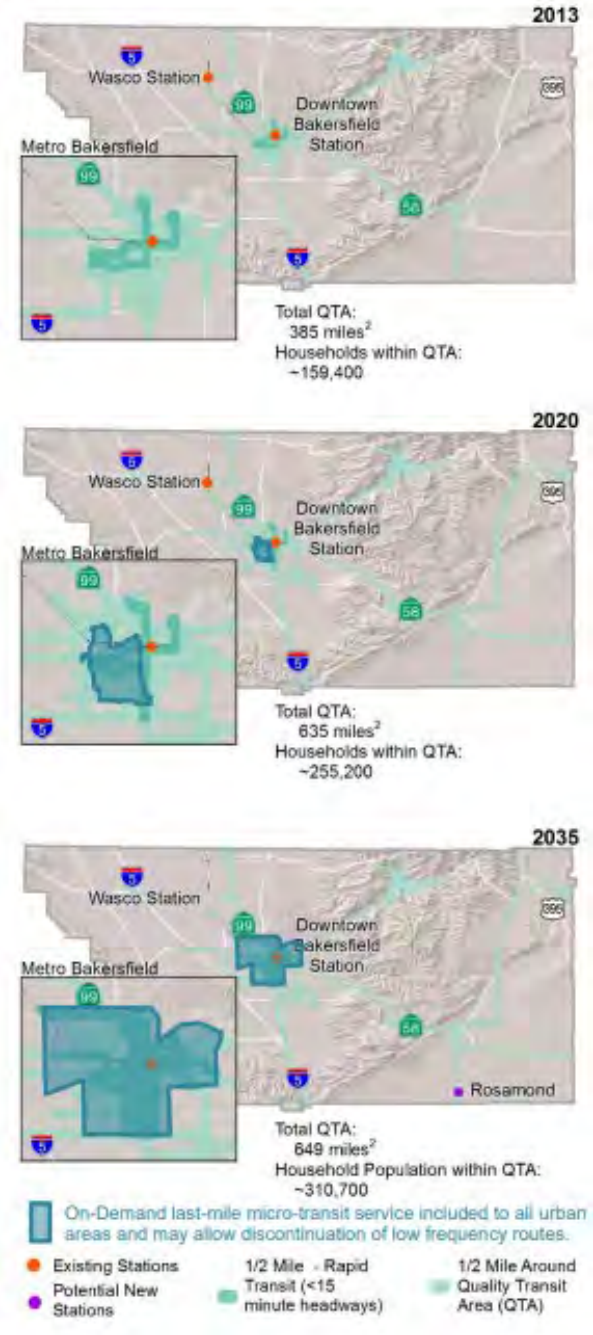


Figure 4-14: Expanding Transit Priority Areas to Populations Within One-Half Mile of High Quality Transit



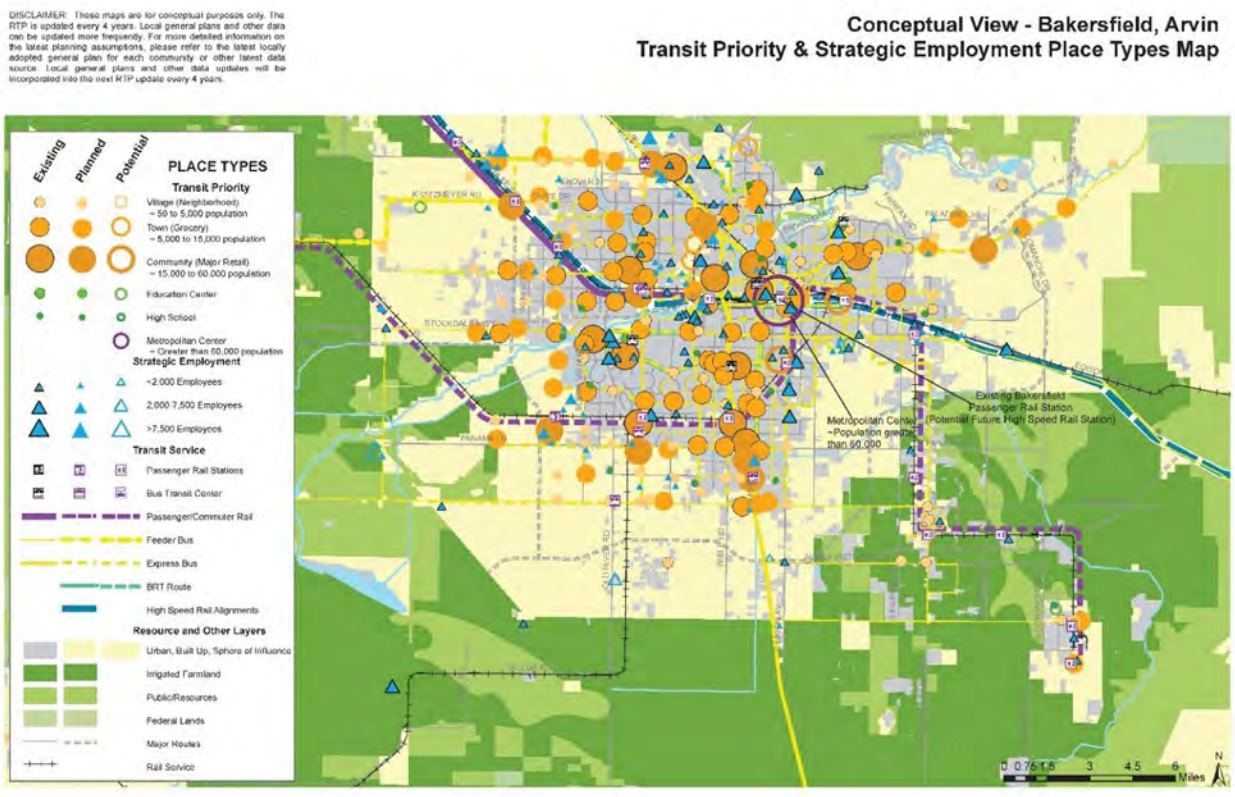
The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: **Metropolitan Bakersfield General Plan Centers Concept – Transit Priority & Strategic Employment Place Types**
PROJECT SPONSOR: Kern Council of Governments

PROJECT DESCRIPTION:
Below is a map based on the Metro Bakersfield General Plan Centers Concept that was adopted in 1992. The Centers Concept was incorporated into the 2008 Kern Regional Blueprint Conceptual View maps. These map series were designed to illustrate some of the Regional Blueprint Principles designed to promote sustainable communities. The Maps are distinguished in phases; resources and other layers, existing, planned, and potential centers, along with a map that combines all the phase layers. The Maps include City spheres of influence from the County General Plan (included in the Public/Resources layer), the transportation model network, and the major transit routes.

PROJECT BENEFITS:
Transit Priority Centers and Strategic Employment Place Types are illustrated in three phases; existing, planned, and potential. The Planned and Potential centers are located along major transit services within the urban area.

COST BENEFIT RATIO: Unknown
COST OF PROJECTS: N/A
YEAR OF CONSTRUCTION: N/A
STATUS: Adopted



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The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: GET - Short-Term Service Plan (2012-2020)
PROPOSED SPONSOR: Golden Empire Transit District (GET)

PROJECT DESCRIPTION:
In the Metropolitan Bakersfield Transit System Long-Range Plan, there is a proposed Short-Term Service Plan (2012-2020). In the Short-Term plan, GET's fixed-route bus network would be reconfigured to reflect population and employment growth since the 1980's and to improve customer service and cost-effectiveness. In addition, the area covered within .75 miles from the Short-Term transit routes is 111 square miles.

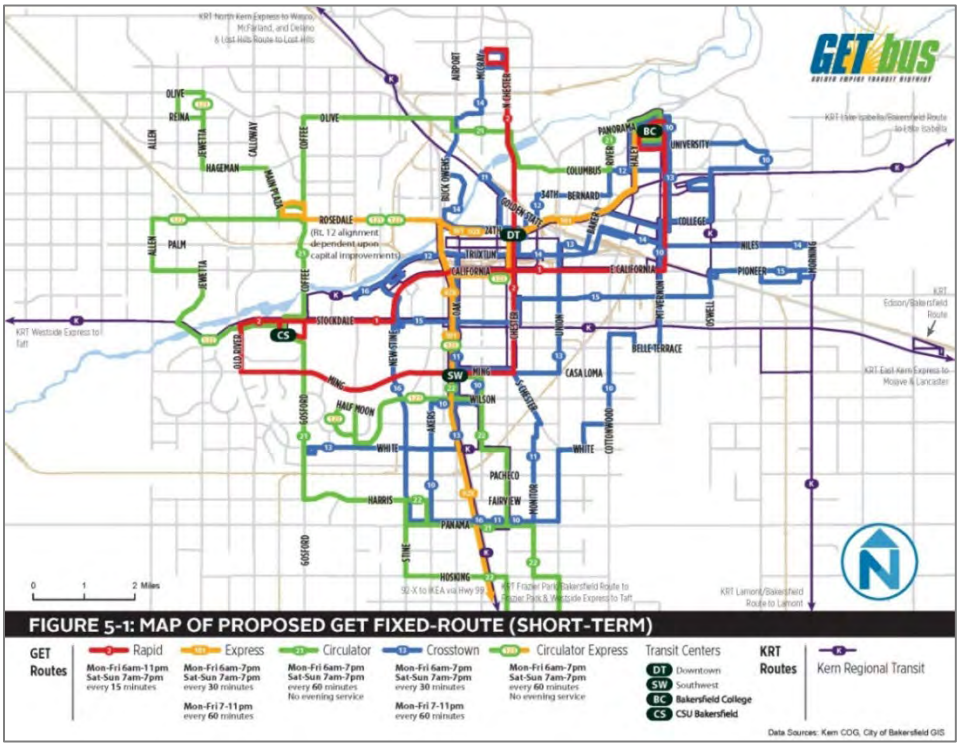
PROJECT BENEFITS:
The prominent features of the Short-Term Plan includes a new transit center at CSU Bakersfield, increased service to CSU Bakersfield and Bakersfield College, faster cross-town trips, and decreased emphasis on timed connections at transit centers. The public will have more access to quality transit which will influence more people to use public transportation.

COST BENEFIT RATIO: -
TOTAL COST OF PROJECT: -
YEAR OF CONSTRUCTION: -
STATUS: Complete



Reference: *Metropolitan Bakersfield Transit System Long-Range Plan, April 2012*

Short Term Service Plan (2012-2020)



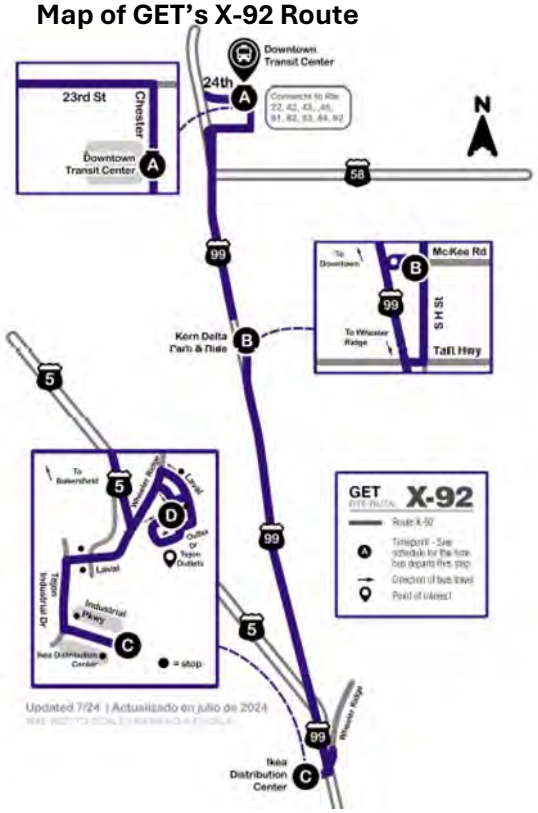
The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: GET X-92 Commuter Express bus service to Tejon Industrial Complex
PROJECT SPONSOR: Golden Empire Transit District (GET)

PROJECT DESCRIPTION:
Since 2008, GET has been using federal and local funds to provide a round-trip commuter express bus service that begins at 22nd Street and Eye Street, travels to a Park and Ride facility at McKee Road, and then terminates at the Tejon Industrial Complex (TIC). The purpose of this service is to provide employees of the TIC an efficient, inexpensive commuter alternative to driving to work in their own car. Service is also provided to the Tejon Outlets.

GET staff has worked closely with the employers at TIC to ensure the X-92 Route arrivals and departures match the work schedules as much as possible. GET currently offers nine round-trip schedules beginning at 3:50 a.m. and ending as late as 12:10 a.m. to accommodate as many TIC employers/employees as possible.

Map of GET's X-92 Route



Approximately 19,000 employees per year use the X-92. A 31-day pass for the service currently costs $75; a significant value given the fluctuation of today's fuel prices!

PROJECT BENEFITS:
The X-92 Route provides the benefits below:

- Lowers employee driving costs such as general vehicle wear and tear, oil changes, fuel costs, etc.
- Allows for TIC employers to offer fare subsidies to meet SB 375 requirements.
- Reduces the number of single occupancy vehicle trips.
- Reduces vehicle emissions throughout metro-Bakersfield and the surrounding rural area.

COST BENEFIT RATIO: 29% (FY 2015-2016)
COST OF PROJECTS: $361,767 (FY 2015-2016)
YEAR OF CONSTRUCTION:
STATUS: In progress

Southbound Weekday / Dia laborable en dirección sur	BAKERSFIELD / TEJON		
DOWNTOWN TRANSIT CENTER (A)	MCKEE @ KERN DELTA PARK & RIDE (B)	TEJON TRIBAL CENTER (C)	INDUSTRIAL PARKWAY DRIVE @ IKEA (D)
3:50A	4:10	-	5:00
5:55A	6:15	-	7:00
7:55A	8:15	8:40	9:00
10:10A	10:30	10:55	11:15
12:30P	12:50	1:15	1:40
-	2:05	-	2:45
-	3:25	3:50	4:10
5:15P	5:35	-	6:05
10:30P	10:50	-	11:40

Northbound Weekday / Dia laborable en dirección norte	TEJON / BAKERSFIELD			
INDUSTRIAL PARKWAY DR @ IKEA (E)	TEJON OUTLETS (D)	TEJON TRIBAL CENTER (C)	MCKEE @ KERN DELTA PARK & RIDE (B)	DOWNTOWN TRANSIT CENTER (A)
5:00A	-	-	5:30	5:55
7:00A	-	-	7:30	7:55
9:00A	9:10	9:25	9:50	10:10
11:15A	11:25	11:45	12:10	12:30
1:40P	-	-	2:05	-
2:45P	2:55	3:05	3:25	-
4:10P	-	4:30	4:55	5:15
6:05P	6:15	-	6:40	7:00
11:40P	-	-	12:10	-

The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: Kern 511
PROJECT SPONSOR: Kern Council of Governments

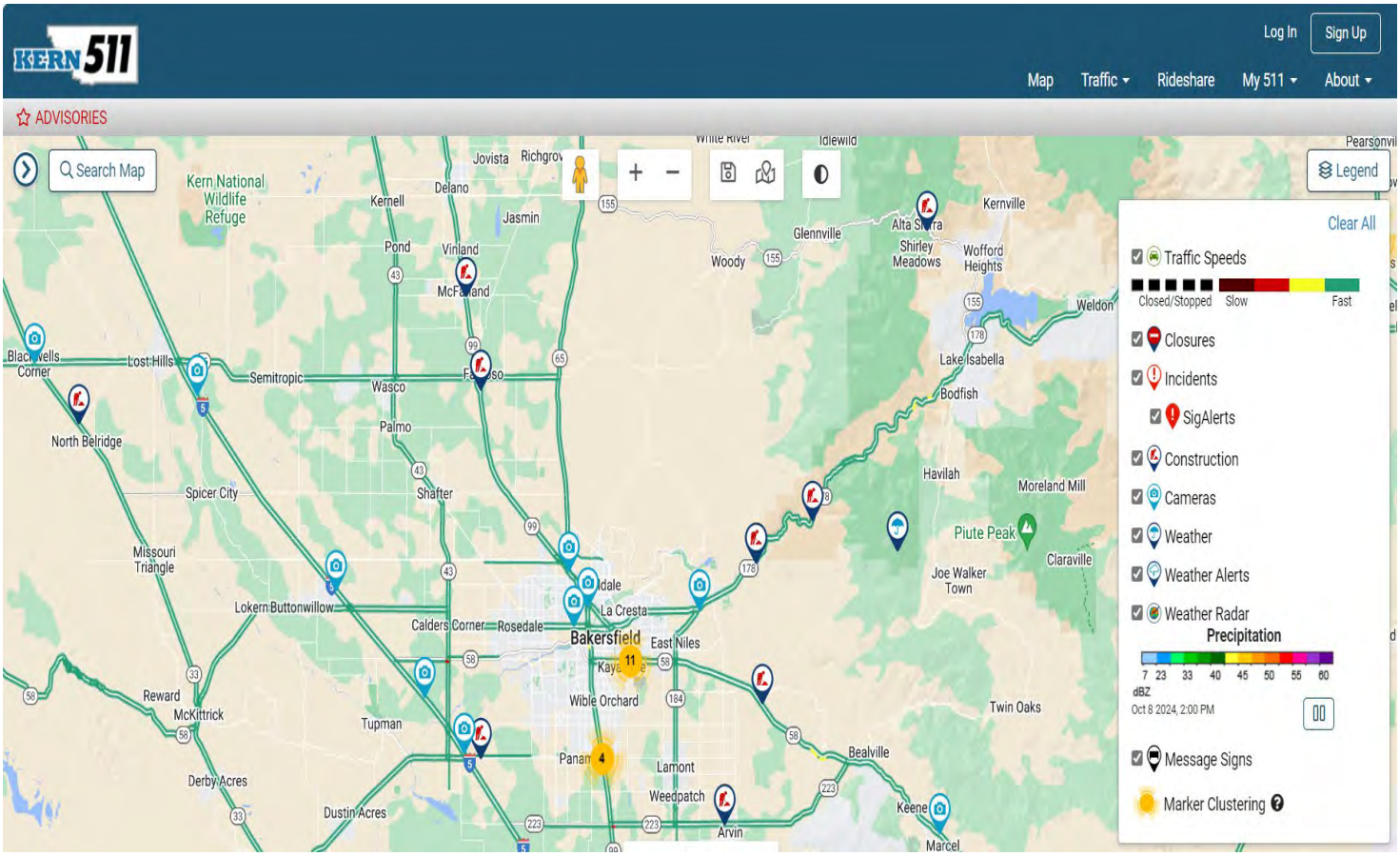
PROJECT DESCRIPTION:
Establish a 511 Traveler Information System in Kern County. The Kern 511 System will include a website and an Interactive Voice Recognition System (IVR).

The purpose of this project is to provide real-time information to the traveling public to improve traffic flow and safety on highways throughout Kern County.

PROJECT BENEFITS:
Provides traveler information including traffic speeds, traffic alerts, transit services, carpool information, and trip planning.

COST BENEFIT RATIO: Unknown
COST OF PROJECT: $773,762
YEAR ESTABLISHED: 2012
STATUS: In Process

Kern County 511 Website



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The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: San Joaquin Valley Blueprint Integration Project
PROJECT SPONSOR: San Joaquin Valley Blueprint

PROJECT DESCRIPTION:
The San Joaquin Valley Blueprint Integration Project is a valley-wide program to provide support to cities in the valley whose population is under 50,000. The Project integrates Blueprint Smart Growth principles into the cities' General Plan and planning policies. A team of planning consultants will serve as Circuit Planners and will provide hands-on support to local agencies to integrate the appropriate Blueprint principles into local planning programs.

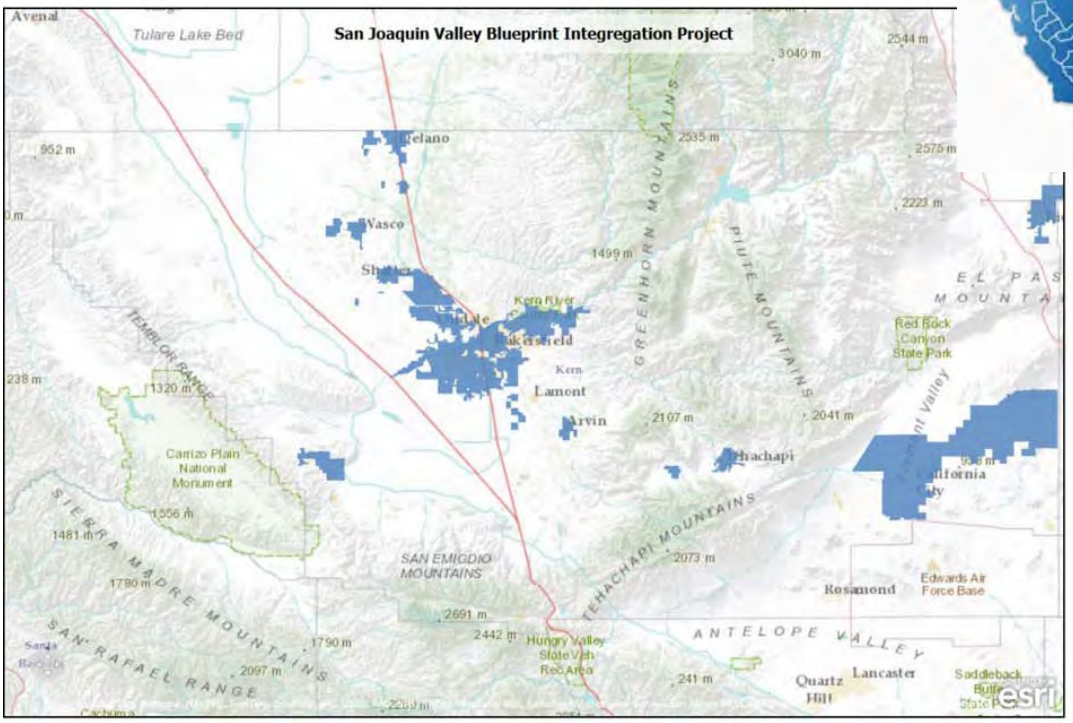
Within Kern County, the following small cities are involved in the Project and will be integrating the corresponding Blueprint Integration (BPI) tool:

Ridgecrest – Sign Ordinance
Wasco – Design guidelines SR 46 Corridor
Arvin – Design guidelines
Shafter – Strategy to link transportation/land use
California City – infill strategy
McFarland – Ag mitigation program
Tehachapi – Climate Action Plan Guidance
Taft – Zoning Ordinance audit tool

PROJECT BENEFITS:
The SJV Blueprint Integration Project assists in implementing the 12 Blueprint Smart Growth Principles. The Principles include creating walkable neighborhoods, mixing land uses, and providing a variety of transportation choices.

COST BENEFIT RATIO: Unknown
COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION:
STATUS: In progress





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PROJECT TITLE: **Caltrans Detection Systems - State Route 43 Intersection Improvements and East Bakersfield Vehicle Detection Systems**
PROJECT SPONSOR: Caltrans

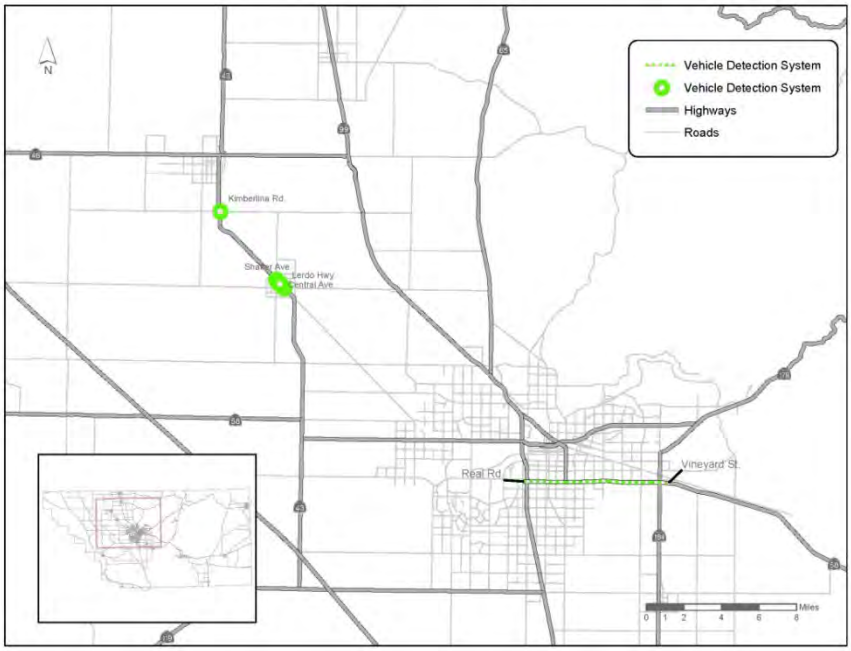
PROJECT DESCRIPTION:
The SR 43 Intersection Improvements in Shafter installed vehicle detection systems (loops, vehicle signal heads, conduit and connectors) and new signal controllers with GPS clocks to reduce traffic congestion and improve operations at the following intersections of SR 43: Lerdo Hwy, Shafter Ave, Central Ave and Kimberlina Rd.

The East Bakersfield Vehicle Detection Systems proposed project will install vehicle detection systems to reduce traffic congestion and maximize efficiency of existing highways. The system will be on State Route 58 through the City of Bakersfield from Real Road to Vineyard Street at various locations. The system may be traditional loops installed in roadways or microwave radar detection systems.

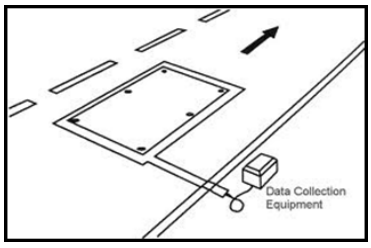
PROJECT BENEFITS:
The system will provide travelers with real time information to make decisions to choose alternate routes for more efficient travel. These efficiencies will also help to improve air quality.

COST BENEFIT RATIO: All emissions – $7.00 - $21.00 / lbs.
COST OF PROJECTS: $1,038,000
YEAR OF CONSTRUCTION: 2010, 2012
STATUS: Operating

Detection System









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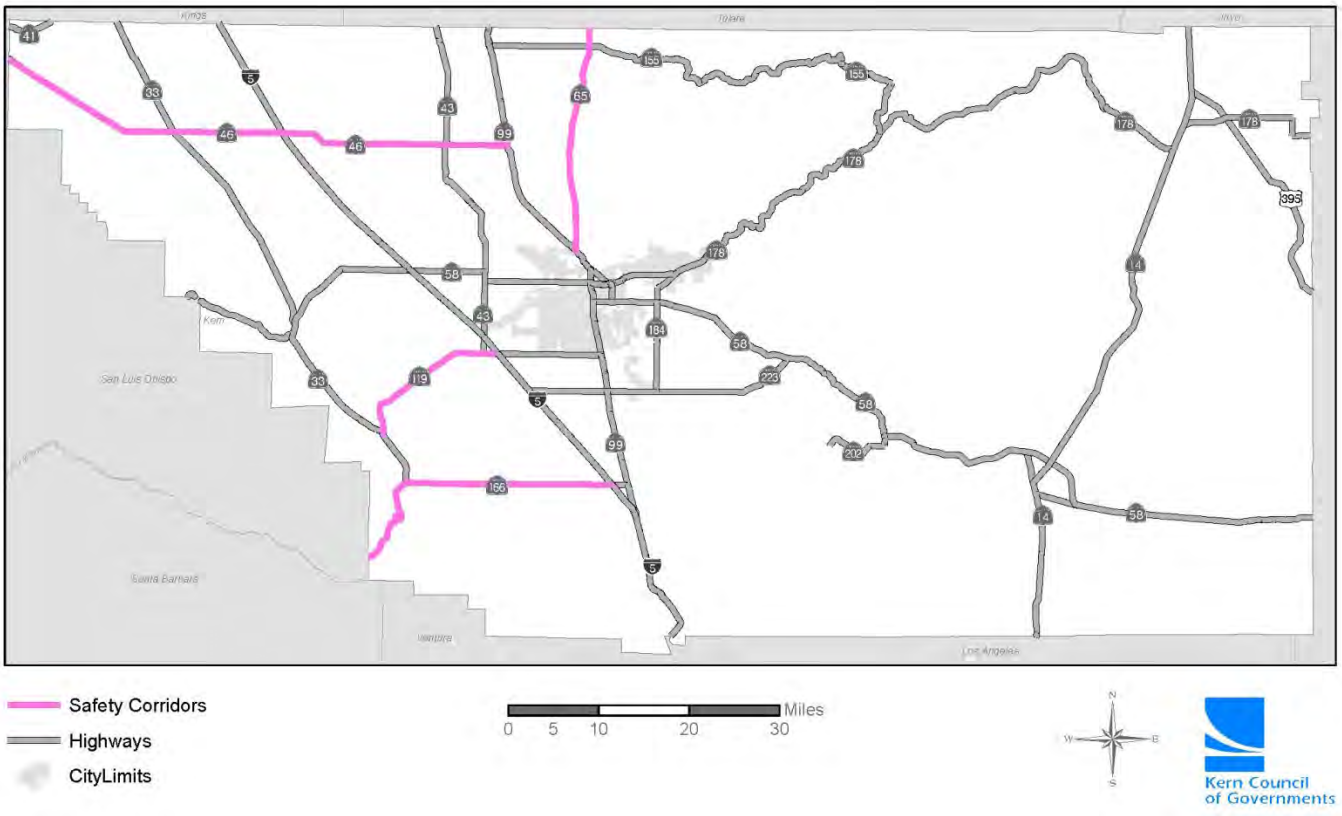
PROJECT TITLE: California Highway Patrol's Safety Corridors
PROJECT SPONSOR: California Highway Patrol

PROJECT DESCRIPTION:
The California Highway Patrol (CHP) has received funds from the Office of Traffic Safety (OTS) to establish task forces comprised of representatives from city, county, regional, state, and federal government agencies, and the private sector. The mission of each task force is to assess a high collision highway or pedestrian corridor and make recommendations to improve traffic safety on the roadways of interest.

PROJECT BENEFITS:
With the increased CHP presence along these highway safety corridors, drivers will be more sensible of their driving habits. Sensible driving and observing the speed limits can impact fuel efficiency and have a fuel economy benefit of 5% to 33% (fueleconomy.gov). Fuel efficiency can reduce CO2 emissions through reducing the burning of gasoline and diesel.

COST BENEFIT RATIO: Unknown
COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: Started in 2002
STATUS: In progress

Map of Safety Corridors in Kern County



The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: Purchase of CNG Buses
PROJECT SPONSOR: Golden Empire Transit District, County of Kern Roads/Kern Regional Transit

PROJECT DESCRIPTION:
Purchasing and replacing CNG buses for Golden Empire Transit (GET) and Kern Regional Transit (KRT). There are three proposed projects that relate to the acquisition of CNG buses for Fiscal Years 2012-2014.
The purpose of these projects is to invest in alternate fuel fleets which promote the reduction of automobile trips, while also reducing the emission of harmful pollutants.

PROJECT BENEFITS:
Increasing the available capacity for passengers will encourage the public not to drive their own vehicles and decrease the number of buses for services that will reduce fleet emission levels.

COST BENEFIT RATIO: $ 34+ / lbs.
COST OF PROJECTS: $400,000 - $575,000 per bus
YEAR OF CONSTRUCTION: 2013-2014
STATUS: Completed

GET CNG Bus



KRT CNG Bus



The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: The Electric Cab Company of Delano
PROJECT SPONSOR: The Electric Cab Corporation and Private Organization

PROJECT DESCRIPTION:
The Electric Cab Company of Delano is a business organization founded in the City of Delano. The company currently provides local transportation services to the community members of Delano.

PROJECT BENEFITS:
The Electric Cab Company provides alternative transportation services to the community of Delano by using electric vehicles which reduce the emission of harmful air pollutants.

COST BENEFIT RATIO: Unknown
COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: 2012
STATUS: Completed

http://www.theelectriccab.com/

Images of Electric Cab Company's electric vehicles





Photos from: http://www.theelectriccab.com/

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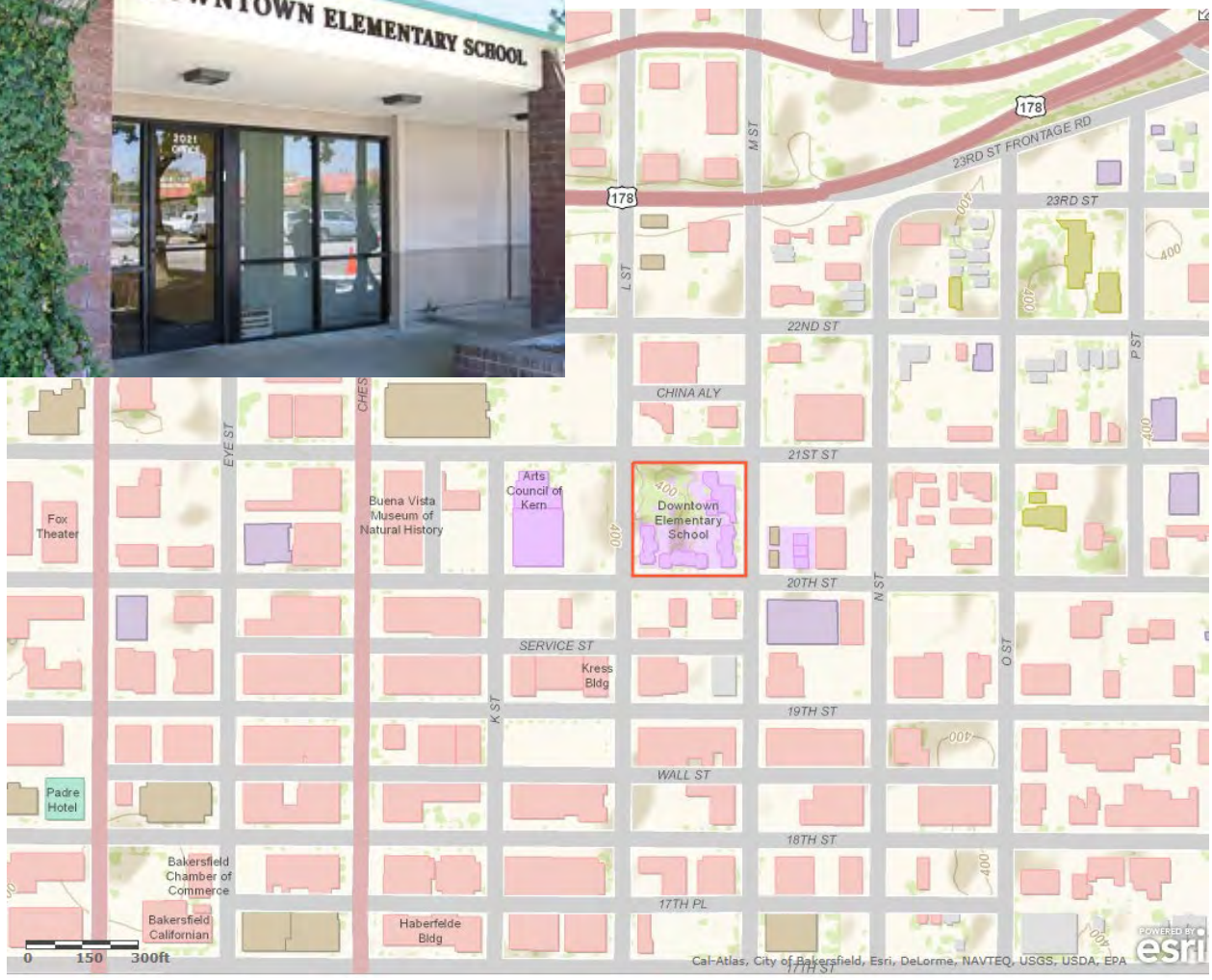
PROJECT TITLE: Downtown Elementary School (City of Bakersfield)
PROJECT SPONSOR: Bakersfield City School District

PROJECT DESCRIPTION:
Downtown Elementary School is in the City of Bakersfield's Downtown. The school serves K-8 students and provides extended day programs where the school day is extended before and after school to accommodate working parents. Downtown Elementary was recently expanded to accommodate more students.

PROJECT BENEFITS:
Downtown Elementary was designed to support families of the employees working in the downtown area.

COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION:
STATUS: In process





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PROJECT TITLE: Traffic Control Devices
PROJECT SPONSOR: City of Bakersfield

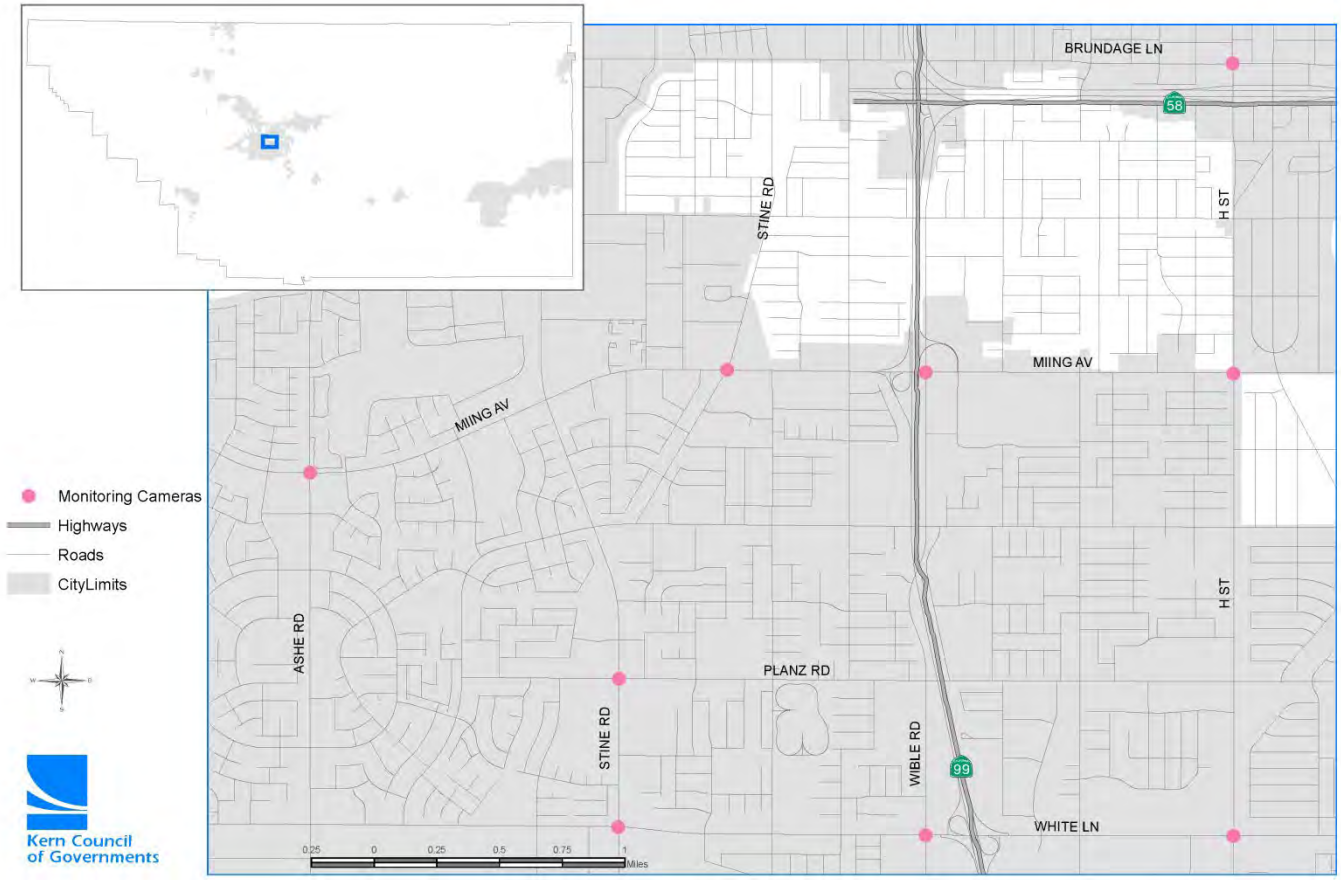
PROJECT DESCRIPTION:
Implements traffic control devices at numerous locations within the City of Bakersfield. There were a total of four proposed traffic control device projects (total of nine monitoring cameras) for the Fiscal years of 2012-2014.

The purpose of these projects is to improve traffic flow and safety through better signal timing and accident detection through main corridors. The cameras will be controlled and monitored from the City's Traffic Operation Center (TOC), and changes to signal time can be made through the City's existing signal communication system.

PROJECT BENEFITS:
Signal timing improvements as well as visually monitoring traffic flow on central corridors will reduce overall vehicle stops and starts and limit delays in travel time. This reduction in vehicle stops and starts will improve the corridor's average speed, thereby reducing the harmful pollutants generated by vehicles at low speeds and when idling.

COST BENEFIT RATIO: $15 – $30 / lbs.
TOTAL COST OF PROJECTS: $168,000 - $460,000
YEAR OF CONSTRUCTION: 2013-2014
STATUS: Completed

Proposed Traffic Control device Projects (Traffic Monitoring Cameras)



The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: Kern Region Energy Action Plans (Kern REAP) and Kern Energy Watch Goal 3
PROJECT SPONSORS: Kern Energy Watch Partnership with Southern California Edison (SCE), Pacific Gas & Electric (PG&E), and Southern California Gas Company (SCG)

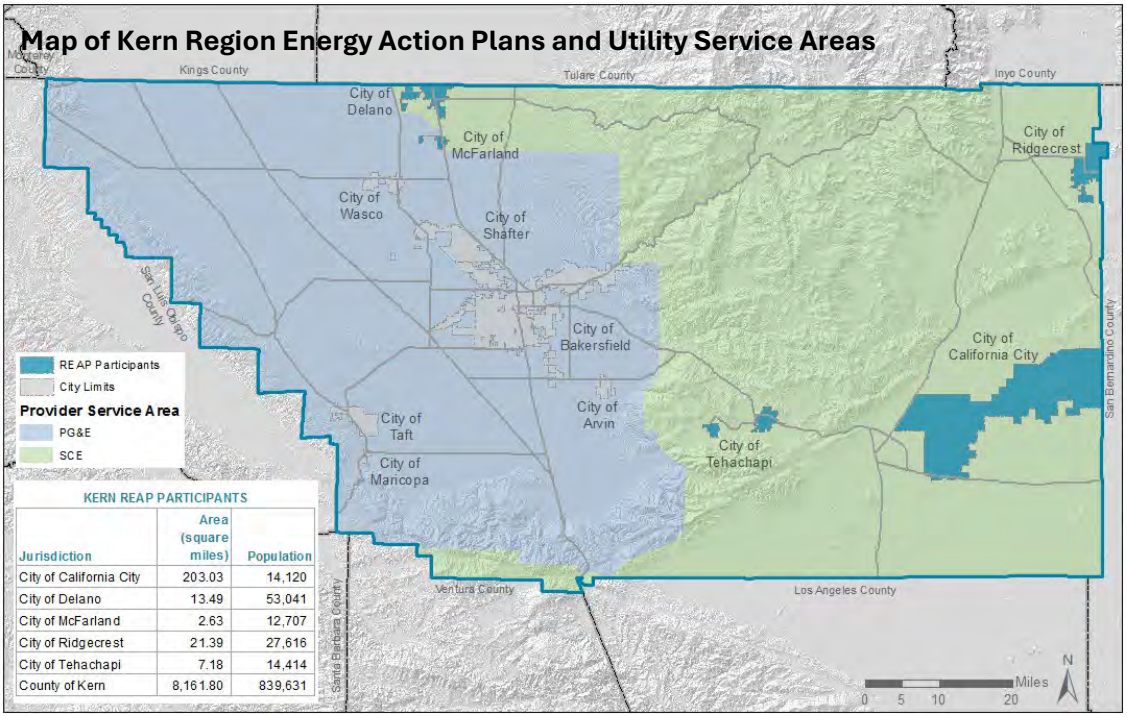
PROJECT DESCRIPTION:
Kern COG is coordinating Greenhouse Gas Inventories based on energy use and Energy Action Planning (EAP) for ten cities and the County of Kern. Energy Action Plans identify policies, goals, and strategies for the city or county to adopt and enforce or to implement to improve energy efficiency.

Through SCE's Flight #5.6 Funding Opportunity and the Kern Energy Watch Partnership, Kern COG was awarded funding for activities that support California's Long-Term Energy Efficiency Strategic Plan along with the Great Valley Center, which was awarded funding to implement PG&E's Green Communities Program. Kern COG coordinates the efforts of all of the partners and programs. As of October 2013, the County of Kern and ten cities have completed baseline inventories for the years 2005 and 2010. Five cities and the County of Kern have adopted Energy Action Plans. Work will continue to update the inventories in 2014, to identify strategies to address natural gas use, then to update the plans, and to establish plans for the remaining local government partners.

PROJECT BENEFITS:
Through the development of EAPs, the participating municipalities will be the lead in conducting energy inventories and using energy efficiency to reduce global warming emissions and energy use in both their own facilities and throughout the communities.

COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECTS: N/A
YEAR OF CONSTRUCTION: N/A
STATUS: Completed

Map of Kern Region Energy Action Plans and Utility Service Areas



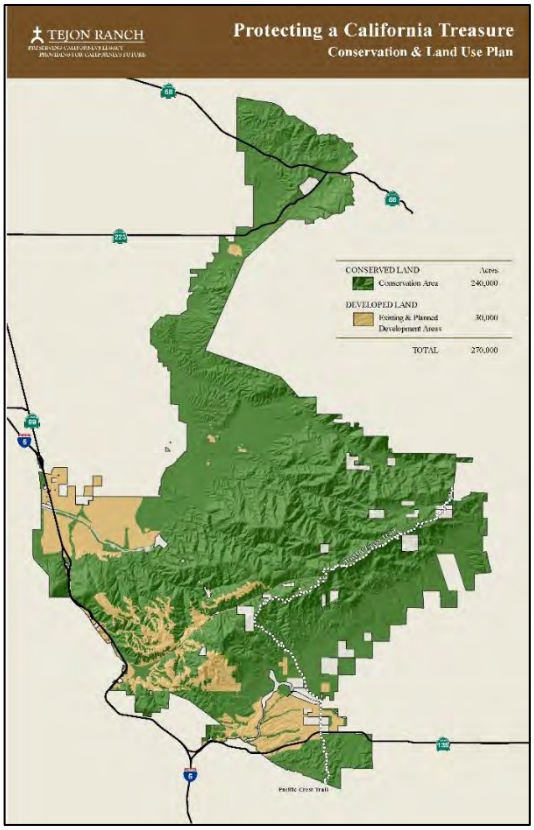
KERN REAP PARTICIPANTS

Jurisdiction	Area (square miles)	Population
City of California City	203.03	14,120
City of Delano	13.49	53,041
City of McFarland	2.63	12,707
City of Ridgecrest	21.39	27,616
City of Tehachapi	7.18	14,414
County of Kern	8,161.80	839,631

The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: Tejon Ranch Conservation and Land Use Agreement
PROJECT SPONSOR: Tejon Ranch Co.

PROJECT DESCRIPTION:
On June 17, 2008, Tejon Ranch Co. and the nation's major environmental organizations, including The Sierra Club, Natural Resources Defense Council, Audubon California, the Planning and Conservation League and the Endangered Habitats League, unveiled a landmark agreement on the future of the Tejon Ranch. The agreement provides for the permanent protection of 240,000 acres of the historic Ranch — approximately 90 percent of the entire landholding. The remaining 10 percent, or 30,000 acres, of the Ranch is designated for responsible master-planned community development. The agreement and land use plan serve as a major regional sustainability success story, and the scale of the landscape makes it a state-wide and national success.



Tejon Ranch – Conservation and Land Use Plan Map

PROJECT BENEFITS: The Ranch's location between Bakersfield and Los Angeles and its adjacency to major California and national infrastructure corridors offer opportunities for regionally beneficial development. The Conservancy has developed and is implementing a Ranch-wide management plan in collaboration with the Tejon Ranch Company.
The agreement also provides new opportunities for public access, including realignment of 37 miles of the Pacific Crest Trail to the Blue Ridge on Tejon Ranch, a potential location for a new CA state park, and a potential UC Reserve research site. In addition, the Conservancy leads public access programs that have brought approximately 5,000 visitors to the Ranch since 2008 and are serving approximately 1,000 per year through docent-led tours.

COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECTS: Not Applicable
YEAR OF CONSTRUCTION: Not Applicable
STATUS: In Progress

Reference: *Tejon Ranch Co.*

The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

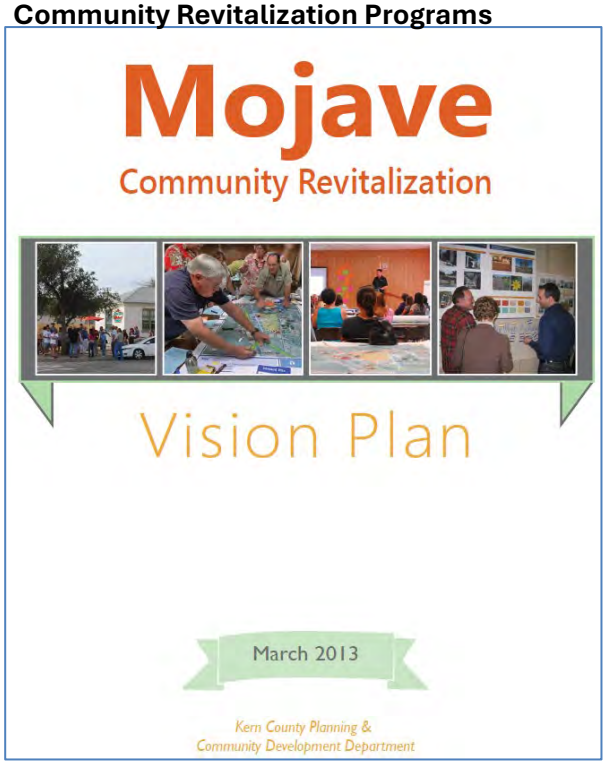
PROJECT TITLE: Kern County Community Revitalization Program
PROJECT SPONSORS: County of Kern

PROJECT DESCRIPTION:
With the recent loss of redevelopment agencies, the County of Kern Planning and Community Development Department established a centralized Economic Opportunity Areas and developed the RENEWBIZ grant-funding mechanism to assist communities with initiating projects that improve and enhance the quality of life within the community as well as increase the economic benefit to the County as a whole. The Kern County Community Revitalization Program provides the seed money for a focused visioning process that is tailored to each community to develop a visual road map and unique identity. Each community visioning effort is highly collaborative and requires the County's close collaboration with an outreach/visioning consultant and the local community. Many times, initial funding for the visioning efforts have come from private businesses.

PROJECT BENEFITS:
The program has attracted investment and real improvements of over $4 million in the communities of Oildale, East Bakersfield, Rosamond, Mojave, Boron, and soon, Olde Town Tehachapi. The outreach efforts established a collaboration between residents, businesses, and stakeholders with the county that continues with physical improvements and additional planning efforts to be completed into the future.

COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECTS: N/A
YEAR OF CONSTRUCTION: N/A
STATUS: Completed

Two of the community vision plans developed through the Kern County Community Revitalization Programs





The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: **Kern Transit** – Route Connection with Antelope Valley Transit Authority

PROJECT SPONSOR: Kern Transit

PROJECT DESCRIPTION:
Kern Transit now meets with Antelope Valley Transit Authority's Route 785 that provides commuter service to Downtown Los Angeles, San Fernando Valley, and Century City. The Kern Transit Route 100 also connects with the Metrolink in Lancaster.

PROJECT BENEFITS:
The collaboration with Kern Transit and Antelope Valley Transit Authority provides significant alternative transportation benefits for commuters and enhances air quality.

COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: 2016
STATUS: In progress

Kern Transit Route 100 Schedule

100 BAKERSFIELD to LANCASTER

Eastbound / Dirección Este	Monday - Friday / Lunes a Viernes						Mon-Thu/	Sat - Sun / Sáb - Dom		
Bus Stop	AM			PM			Lun-Jue	AM		PM
BAKERSFIELD										
1 Bakersfield Amtrak	--	8:00	9:25	12:40	3:50	5:15	9:00	--	8:10	3:15
3 Downtown Transit Center	3:25	8:09	9:34	12:49	3:59	5:24	9:09	3:40	8:19	3:24
4 Bakersfield College - Panorama Dr.	--	8:20	9:45	1:00	4:10	5:35	9:20	--	8:30	3:35
5 Kern Medical Center - Flower St.	--	8:30	9:55	1:10	4:20	5:45	9:30	--	8:40	3:45
TEHACHAPI										
6 Park & Ride - Tehachapi Blvd	4:13	9:20	10:45	2:00	5:10	6:35	10:20	4:30	9:30	4:35
MOJAVE										
7 Carls Jr. - Inyo St.	4:43	9:50	11:15	2:30	5:40	7:05	--	5:00	10:00	5:05
ROSAMOND										
9 Taco Bell - Eagle Way	5:00	10:07	--	2:47	5:57	7:22	--	5:17	10:17	5:22
10 Hummel Hall - 20th St.	5:06	10:13	--	2:53	6:03	7:28	--	5:23	10:23	5:28
LANCASTER										
11 Mobil - Avenue J	5:23	10:30	--	3:10	6:20	7:45	--	5:40	10:40	5:45
12 Antelope Valley College - Entrance H	5:27	--	--	--	--	--	--	5:44	10:44	5:49
13 Owen Memorial Park - AVTA	5:35	--	--	--	--	--	--	--	--	--
14 Antelope Valley Medical Center - 15th St.	5:43	--	--	--	--	--	--	5:52	10:52	5:57
15 Metrolink - Sierra Hwy.	5:49	10:39	--	3:19	6:29	7:54	--	6:01	11:01	6:06
16 Senior Center - Jackman St.	5:53	10:43	--	3:23	6:33	7:58	--	6:05	11:05	6:10

The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: California State University of Bakersfield – Construction of Public Transit Center

PROJECT SPONSOR: Golden Empire Transit District, California State University of Bakersfield

PROJECT DESCRIPTION:
The California State University of Bakersfield (CSUB) Transit Center is a partnership between CSUB and Golden Empire Transit District (GET). In GET's Long-Range Plan, a new transit center was identified in the Short-Term Service Plan (2013-2020) at CSUB campus. The transit center will facilitate access and travel to several activity centers that include large employers, retail, a hospital, medical offices, and residential neighborhoods.

PROJECT BENEFITS:
The CSUB Transit Center will improve existing transportation choices by enhancing points of modal connectivity, increasing the number of modes accommodated on existing assets and reducing congestion on existing modal assets. The location of the station is along a bicycle corridor which benefits from a campus bike share program and passengers may also connect with Kern Regional Transit.

COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECTS:
YEAR OF CONSTRUCTION: 2017, 2018, 2019
STATUS: Complete

CSUB Transit Center



The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: MLK Park Revitalization Master Plan

PROJECT SPONSOR: City of Bakersfield

PROJECT DESCRIPTION:
In a significant step toward revitalizing one of Bakersfield's most treasured community spaces, the City of Bakersfield's Recreation & Parks Department has secured nearly $12 million in federal funding for the Dr. Martin Luther King Jr. Park and community center. The revitalization project will bring a host of new amenities to the 16.1-acre park, including a play area, spray ground, basketball courts, bike repair shop, pool, and picnic areas. A new community center is also part of the plans.

PROJECT BENEFITS:
The Bakersfield MLK Park Revitalization Master Plan is designed to transform the park into a vibrant, accessible, and sustainable community space. The plan focuses on improving transportation infrastructure by enhancing pedestrian and bicycle pathways, creating safe access points, and integrating multi-modal transit options to reduce reliance on personal vehicles. It aims to promote healthy, active lifestyles by offering improved green spaces, recreational areas, and facilities that encourage walking, biking, and community engagement.

COST BENEFIT RATIO: N/A
TOTAL COST OF PROJECTS: $62,000,000-$82,000,000
YEAR OF CONSTRUCTION: Planned
STATUS: In Progress

MLK Park Revitalization Master Plan





The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: GET & GO Pilot Program

PROJECT SPONSOR: Golden Empire Transit District

PROJECT DESCRIPTION:
The Golden Empire Transit District (GET) introduced the GET & Go Ride Voucher Pilot Program to enhance transportation options for Bakersfield residents. This initiative provided participants with vouchers redeemable for rides through rideshare services like Uber and Lyft. Applications for the program closed on January 22, 2025, and the pilot is scheduled to conclude on March 18, 2025. If you signed up before the application deadline, you could continue using your voucher code until the program's end date.

PROJECT BENEFITS:
The GET & Go pilot program from the Golden Empire Transit District (GET) offers significant benefits to the community by enhancing mobility, reducing traffic congestion, and supporting environmental sustainability. By providing
rideshare alternatives, the program helps decrease the number of single-occupancy vehicles on the road, thereby lowering emissions and promoting cleaner air. It also increases transportation accessibility for underserved populations, contributing to equitable mobility options. Furthermore, the program supports the development of a multimodal transportation network, improving transit efficiency, encouraging sustainable travel, and fostering transit-oriented development.

COST BENEFIT RATIO: N/A
TOTAL COST OF PROJECTS: $1,000,000
YEAR OF CONSTRUCTION: N/A
STATUS: Complete





The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

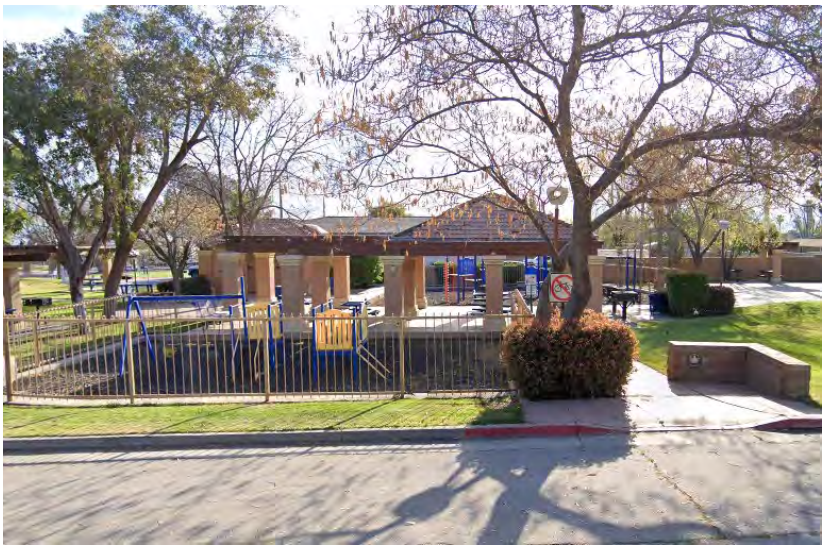
PROJECT TITLE: Maricopa Park Beautification

PROJECT SPONSOR: City of Maricopa

PROJECT DESCRIPTION:
The City of Maricopa was awarded a $1.9 million grant from California Park and Recreation. In response to challenges posed by the pandemic, the city requested an additional $2 million through the Clean California program, which was approved. This park beautification project includes several key improvements, such as the construction of a new rubberized asphalt bike pump track, a shade structure, a walking path, restrooms, public art, a parking lot, and lighting throughout the park. There are also renovations of two playgrounds with shade, a picnic area, and the installation of a basketball court. The project is a collaborative effort involving the City of Maricopa Council, Clean California, and the Maricopa Unified School District.

PROJECT BENEFITS:
The City of Maricopa Park Beautification project offers multiple benefits, including improved safety through the addition of a walkway and better lighting, which will make the park more secure for residents and students. The installation of a much-needed walkway will enhance accessibility, providing a clear path where there was previously none. The park will also replace the existing bus shelter with a new ADA accessible shelter.

COST BENEFIT RATIO: N/A
TOTAL COST OF PROJECTS: $4,000,000
YEAR OF CONSTRUCTION: 2022-2024
STATUS: Complete





The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: McFarland Community Garden and Trail

PROJECT SPONSOR: City of McFarland

PROJECT DESCRIPTION:
In response to the needs of its community, the City of McFarland acquired three acres of vacant, undeveloped land. Previously used by residents to access the pedestrian bridge spanning Highway 99. The City of McFarland in partnership with Caltrans transformed this unoccupied land into an interactive and sustainable green space – advancing social and health equity, economic opportunity, and community resilience.

PROJECT BENEFITS:
This project established a seamless trail running parallel to Highway 99, enhancing citywide connectivity while making walking and cycling safer. This multi-use trail includes native landscaping, trees, lighting, fitness stations, a community garden, restroom facilities, a small amphitheater, murals, a basketball court, and electric vehicle charging stations.

COST BENEFIT RATIO: N/A
TOTAL COST OF PROJECTS: $1,600,000
YEAR OF CONSTRUCTION: 2022-2024
STATUS: Complete







The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: Old Town Kern Vision Plan

PROJECT SPONSOR: City of Bakersfield

PROJECT DESCRIPTION:
The City of Bakersfield is seeking to revitalize the historic Old Town Kern (OTK) community to promote economic development, housing opportunities, and celebrate the rich cultural heritage of one of the City's oldest communities. The focus of the OTK Vision Plan will be along key corridors including Baker and Sumner Streets and neighboring residential and industrial areas. The Vision Plan will build on the City's recent investments to improve mobility along Niles and Monterey Streets as well as greening improvements along Kentucky Street.

PROJECT BENEFITS:
The aim of the OTK Vision Plan is to create a strategic document that outlines the long-term goals, objectives, and desired outcomes for the development and growth of historic OTK. It will provide a roadmap for sustainable and inclusive urban development and recommend specific actions and investments to ensure the community's success and prosperity.

COST BENEFIT RATIO: N/A
TOTAL COST OF PROJECTS: N/A
YEAR OF CONSTRUCTION: Planned
STATUS: In Progress



The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: East Hills Mall Update – City Lights

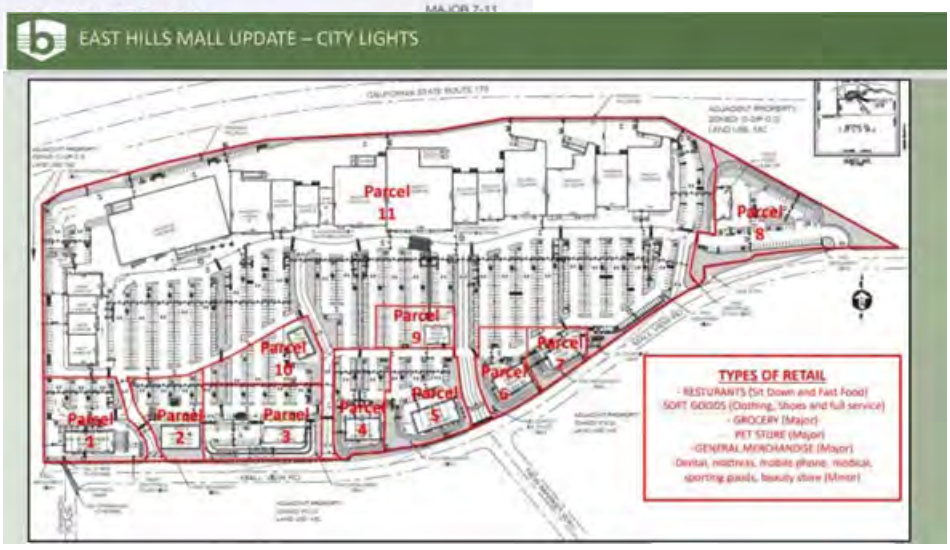
PROJECT SPONSOR: City of Bakersfield

PROJECT DESCRIPTION:
The City of Bakersfield has approved plans to allow the 450,000-square-foot renovation of the East Hills Shopping Center. The redesigned shopping center, named City Lights, will be modeled after the Riverwalk Shopping Center in North Bakersfield. This outdoor mall will feature a variety of establishments, including retail stores, restaurants, fast food options, and grocery stores. Construction is scheduled to begin in the third quarter of 2025.

PROJECT BENEFITS:
This project will reduce driving from east Bakersfield residents to the south and north sides of town. Encouraging residents to visit nearby shopping centers for more efficient trips.

COST BENEFIT RATIO: N/A
TOTAL COST OF PROJECTS: N/A
YEAR OF CONSTRUCTION: 2025
STATUS: In Progress.





The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: Electric Vehicle Ready Communities Phase II – Blueprint Implementation

PROJECT SPONSOR: California Energy Commission and Kern Council of Governments

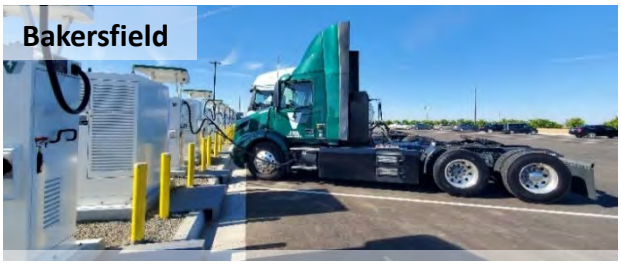
PROJECT DESCRIPTION:
Kern Council of Governments received the Electric Vehicle Ready Communities Phase II Blueprint grant from the California Energy Commission. Kern County faces challenges related to poor air quality and the deployment of emission-reduction transportation technologies in which EV Ready Communities Grant assists with. This grant also includes the development of a Kern Electric Vehicle Charging Station Blueprint and a workforce development component.

PROJECT BENEFITS:
This EV Ready Communities Grant has the intention of reducing California's use and dependence on petroleum transportation fuel and increase the use of alternative and renewable fuels and advance and advance vehicle technologies. Expand alternative fueling infrastructure and fueling stations. This grant will also help establish workforce training programs and conduct public outreach on the benefits of alternative transportation fuels and vehicle technologies.

COST BENEFIT RATIO: N/A
TOTAL COST OF PROJECTS: $2,145,105
YEAR OF CONSTRUCTION: 2021
STATUS: In Progress



164 Charger Spaces, Largest in US



1st All Solar/Battery E-Truck Stop





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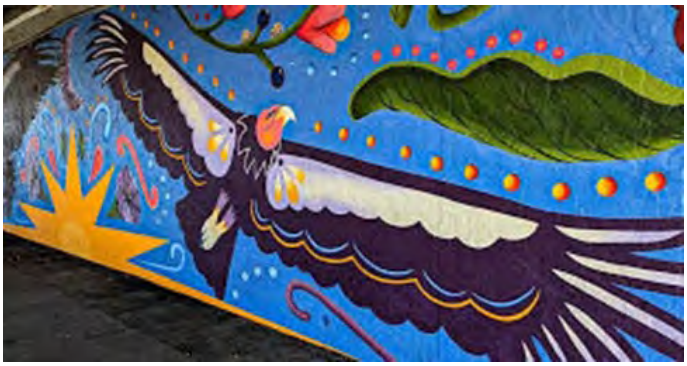
PROJECT TITLE: The Garces Circle SR-204 Enhancement Project

PROJECT SPONSOR: City of Bakersfield

PROJECT DESCRIPTION:
The City of Bakersfield received a $1.5 million grant through the Clean California Local Program to enhance pedestrian safety and improve walkability in the area surrounding Garces Memorial Circle Roundabout. This project focuses on creating a safer, more accessible environment for pedestrians by milling and resurfacing the existing asphalt, adding new curb, gutter, and sidewalks, and installing critical pedestrian features such as accessible ramps, crosswalks, and Rapid Rectangular Flashing Beacons (RRFB). Additional upgrades include improved lighting, landscaping, and storm drain facilities, all designed to create a more inviting and safer space for people walking in the community.

PROJECT BENEFITS:
The City of Bakersfield is enhancing pedestrian safety and walkability by adding continental sidewalks at all crossings, ensuring the shortest and safest possible walking distances. The project also includes advanced stop markings near pedestrian refuge islands on both sides of Chester, along with pedestrian-scale lighting to improve visibility and safety. Additionally, the underpass has been upgraded with new lighting and an improved design, while the speed limit has been lowered and the number of lanes reduced from two to one, creating a safer environment for pedestrians.

COST BENEFIT RATIO: N/A
TOTAL COST OF PROJECTS: $1,500,000
YEAR OF CONSTRUCTION: 2022-2024
STATUS: Completed







The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: KARGO (C-CAMS) Community Protection/Prosperity Study

PROJECT SPONSOR: Kern Council of Governments

PROJECT DESCRIPTION:
Kern Council of Governments received a $3 Million Caltrans Sustainability grant for the Kern Area Regional Goods Movement Operations (KARGO) community prosperity/protection study. In partnership with Mark Thomas, this study looks at and moves forward transportation projects that will help ensure continued goods movement. While routing trucks away from small towns, schools, and businesses. Making it safer for pedestrians and commuters.

This sustainability grant-funded project assesses climate-related vulnerabilities of goods movement corridors, maximizing economic and environmental co-benefits countywide and emphasizing underserved communities. This project prioritizes the health and safety of the surrounding communities and Kern County residents.

COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECTS: $3,000,000
YEAR OF CONSTRUCTION: N/A
STATUS: In progress.

PROJECT BENEFITS:

Figure 11. Kern SAFETEC 3-Phased Autonomous, ZEV Truck Network

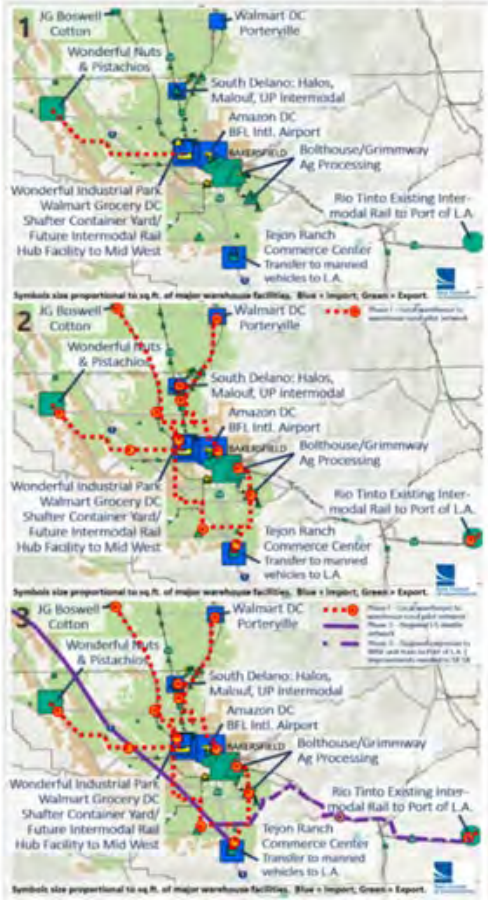


Figure 18. Existing, Candidate, and Future Truck Routes (Sample Maps from Appendix A1)





The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

PROJECT TITLE: Safe Routes for Cyclists

PROJECT SPONSOR: Kern Council of Governments, Bike Bakersfield, CalWalks

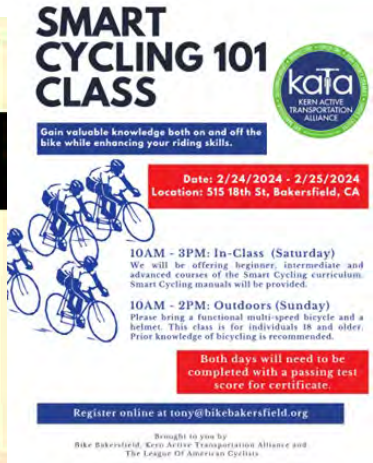
PROJECT DESCRIPTION:
Kern Council of Governments (Kern COG) was awarded the Active Transportation Program Cycle 5 Grant from the California Transportation Commission. In partnership with Bike Bakersfield/Kern Active Transportation Alliance (KATA) and CalWalks, Kern COG's goal is to elevate communities while promoting education for active transportation. Such as walking, biking, and public transit.

PROJECT BENEFITS:

- Promotes bicycle use in 13 disadvantaged communities
- Educates riders on rules of the road and safe cycling practices, proper equipment
- Builds rider confidence and supports bicycling equity Provides basic bike maintenance training
- 1st Non-Infrastructure ATP project in state.

COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECTS: $792,00
YEAR OF CONSTRUCTION: N/A
STATUS: Completed









The source of specific funding and Kern COG are not responsible for any misuse or misinformation contained in the report.

APPENDIX F

San Joaquin Valley Regional Overview

VALLEYWIDE CHAPTER

INTRODUCTION

The San Joaquin Valley is a unique region with diverse needs. The eight regions of the San Joaquin Valley work together to achieve common goals for a greater Valley. The Valleywide Chapter discusses these cooperative efforts across five sections.

Section 1. One Valley: The San Joaquin Valley Profile
This section describes the San Joaquin Valley's (SJV) regional characteristics to include geography, population, demographics, economy, and also discusses some information on why and how it's considered an economically distressed area.

Section 2. Valley Success in Partnering and Planning
This section provides insight into how the regional transportation planning agencies (RTPA) are coordinating together to improve air quality, develop sustainable communities' strategies, and through valleywide coordination, implement RTP/SCS initiatives and projects.

Section 3. Goods Movement
This section explains our current environment regarding new emerging technologies and systems. It also describes current goods movement studies and good movement projects that are taking place in the San Joaquin Valley and finally touches on the future of goods movement in the SJV.

Section 4. Valley Wide Planning Efforts
This section discusses the coordinated efforts between the RTPAs in the SJV. It provides information on the San Joaquin Valley Regional Policy Council, Valley Voice efforts and other collaborative planning efforts.

Section 5. Valley Success in Implementation
This section focuses on success stories in the SJV, including investments in passenger rail, SR 99, housing, and transit.

The Valleywide Chapter was developed in coordination with staff from each of the RTPA's. Staff from the San Joaquin Council of Governments, Stanislaus Council of Governments, Merced County Association of Governments, Madera County Transportation Commission, Fresno Council of Governments, Tulare County Association of Government, Kings County Associate of Governments, and the Kern Council of Governments, all contributed to this document.

1. ONE VALLEY: THE SAN JOAQUIN VALLEY PROFILE

GEOGRAPHY

The San Joaquin Valley (SJV) is the southern portion of the Great Central Valley of California [***Figure 6-1***]. The San Joaquin Valley stretches from the Tehachapi Mountains in the south to the San Joaquin Delta in the north, a distance of nearly 300 miles. The eastern boundary is the Sierra Nevada Mountains, which reaches elevations of over 14,000 feet, while the western boundary is the lower coastal ranges. The Valley floor is about 10,000 square miles in size.

Figure 6 - 1: San Joaquin Valley Topography



For the purposes of this chapter, the San Joaquin Valley is considered to include the entirety of the counties of San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare and Kern. The total area of the eight counties is 27,383 square miles, larger than West Virginia. Kern County straddles the Sierra Nevada Mountains and occupies a portion of the Mojave Desert. The desert portion of Kern County (about 3,650 square miles) is within the Southeastern Desert Air Basin, while the remainder of Kern County and the other counties are in the San Joaquin Valley Air Basin.

On the valley floor, the topography is generally flat to rolling, and the climate is characterized by long, very warm summers, and short, cool winters. Precipitation is related to latitude and elevation, with the northern portions of the valley receiving approximately 12-14 inches of rain a year, while the southern portion has an annual average of less than six inches. Snow rarely falls on the valley floor, but heavy winter accumulations are common in the Sierra Nevada Mountains.

The SJV occupies an area between the two largest metropolitan areas in California, San Francisco and Los Angeles. The major transportation facilities run generally north/south through the SJV and include State Route 99, Interstate 5, Union Pacific Railroad and Burlington Northern & Santa Fe (BNSF) Railway. Several highways and some rail lines cross the Valley east/west including State Routes 4, 58, 120, 152, 198 and the San Joaquin Valley Railroad among others. In addition, the Valley contains numerous oil and natural gas pipelines, a myriad of telecommunication facilities, distribution centers, the Port of Stockton, Fresno-Yosemite International Airport, and other key travel corridors.

POPULATION

While the SJV is largely rural in nature, it does contain several large cities and suburbs with a total population of over 4 million people (more than the population of 24 states). The eight San Joaquin Valley counties are a part of eight Metropolitan Statistical Areas (MSAs): Stockton-Lodi (San Joaquin County), Modesto (Stanislaus County), Merced, Madera, Fresno, Hanford-Corcoran (Kings County), Visalia-Porterville (Tulare County) and Bakersfield (Kern County). Most of the Valley's population resides along the State Route 99 corridor including four cities of over 150,000 people (Fresno, Bakersfield, Stockton and Modesto) *[**Figure 6-2**]*. Population growth has been sustained and significant *[**Figure 6-3**]*. In 1970, the eight San Joaquin Valley counties had a population of just over 1.6 million. By 2020, the population had increased 166% to over 4.3 million *[**Figure 6-4**] people.* The SJV continues to be one of the fastest growing regions in the state. The SJV accounted for 8.2% of California's total population in 1970 and has grown to account for 10.9% of California's total population today. By 2070, the Valley is projected to capture 12.1% of the state's population.

Figure 6 - 2: San Joaquin Valley Population Centers

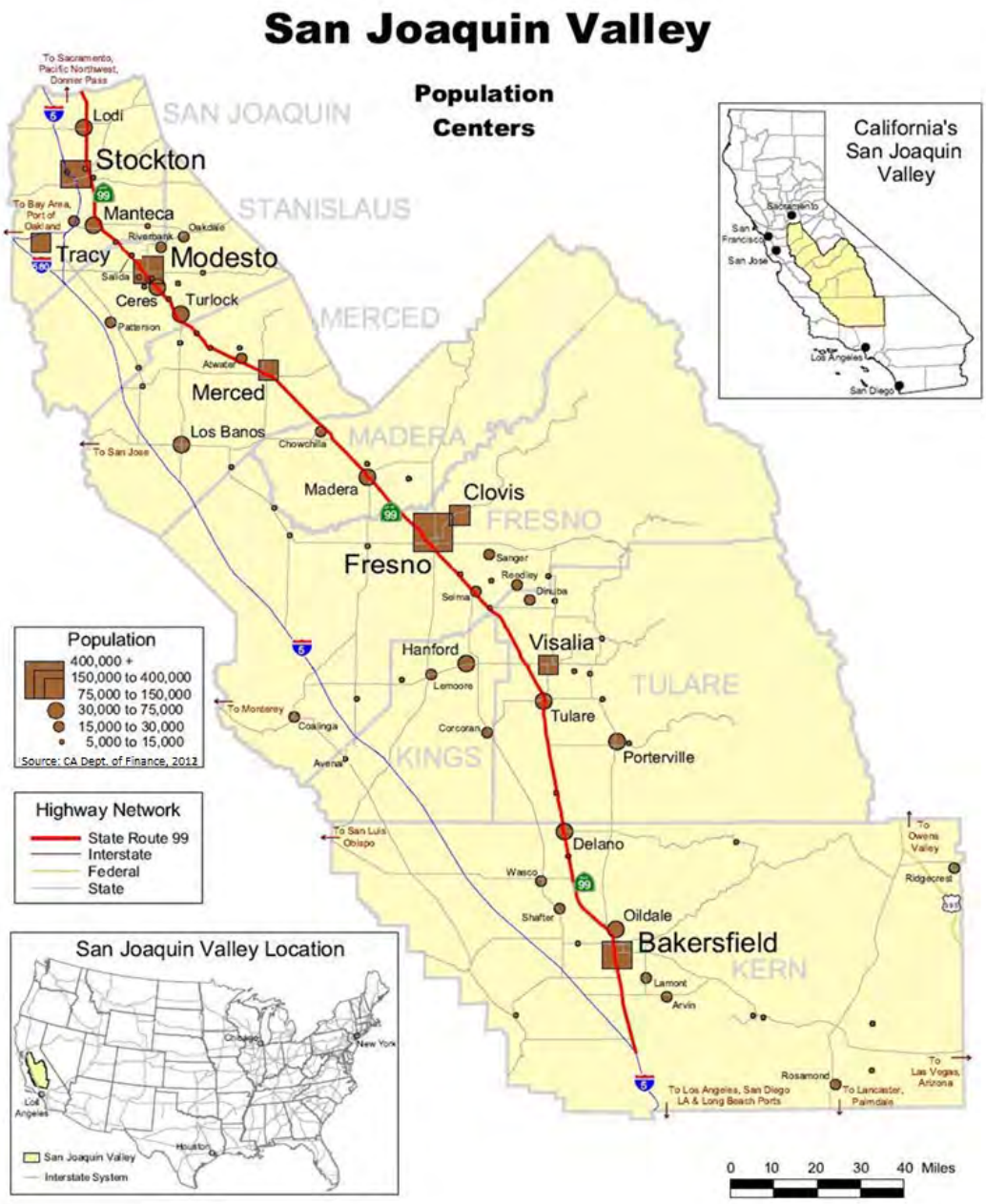
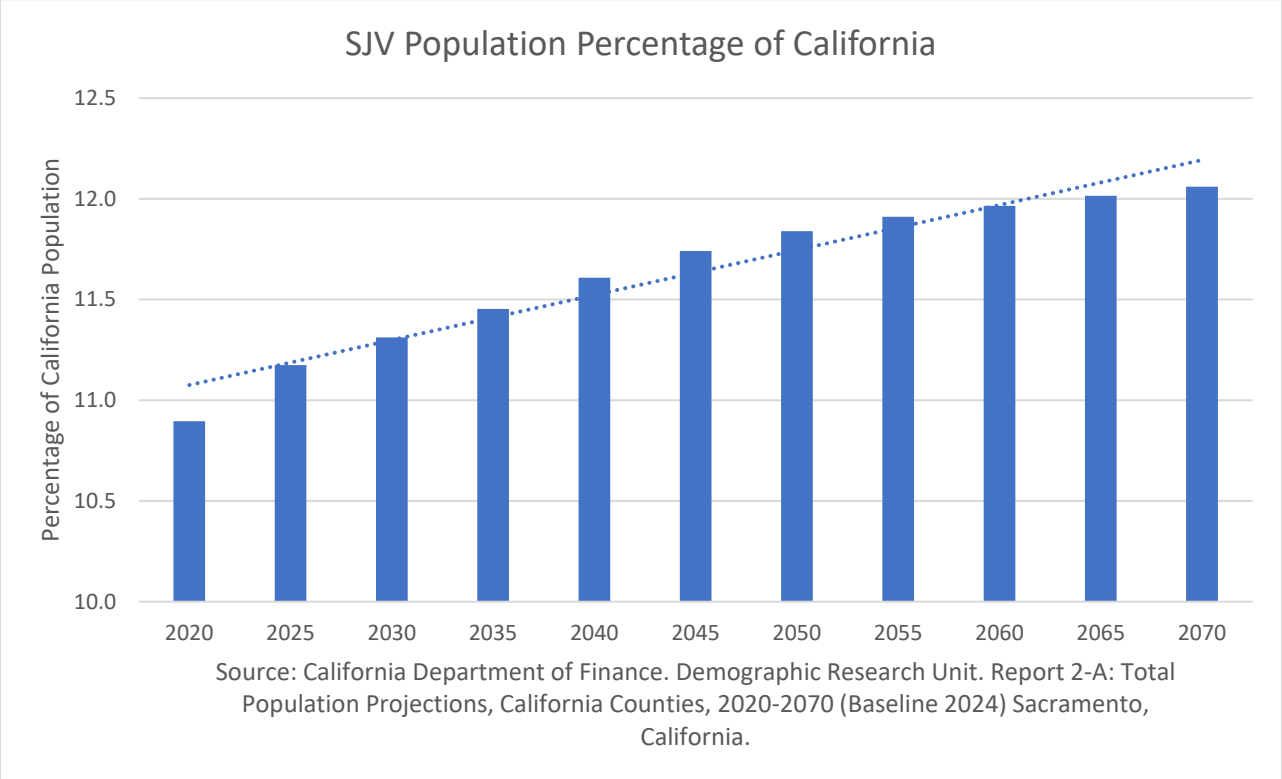


Figure 6 - 3: San Joaquin Valley Total Population Projections, California Department of Finance

	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070
Fresno County	1,007,099	1,027,337	1,040,540	1,056,039	1,070,345	1,080,179	1,082,708	1,075,804	1,060,905	1,040,827	1,016,151
Kern County	905,446	915,130	932,908	953,684	973,703	989,104	996,688	995,786	988,038	976,071	960,154
Kings County	152,408	153,897	157,102	156,651	154,076	149,311	142,401	133,510	122,983	111,444	99,024
Madera County	156,290	162,383	166,806	169,120	170,812	171,911	172,147	172,020	171,850	171,404	171,550
Merced County	281,206	292,448	300,479	309,351	319,674	329,887	338,013	343,647	347,608	351,208	354,900
San Joaquin County	779,717	803,086	835,773	886,170	937,725	986,917	1,030,808	1,069,645	1,104,909	1,138,501	1,172,384
Stanislaus County	553,102	552,985	558,563	566,643	576,148	585,339	592,048	595,422	595,679	594,960	595,331
Tulare County	472,440	484,220	493,219	495,938	495,243	489,344	478,030	462,031	443,030	422,140	398,839
San Joaquin Valley Total	4,307,708	4,391,486	4,485,390	4,593,596	4,697,726	4,781,992	4,832,843	4,847,865	4,835,002	4,806,555	4,768,333
California	39,535,726	39,299,708	39,651,187	40,105,580	40,468,122	40,729,125	40,819,078	40,701,927	40,410,637	40,004,477	39,537,598
SJV Population Percentage of California	10.9	11.2	11.3	11.5	11.6	11.7	11.8	11.9	12.0	12.0	12.1

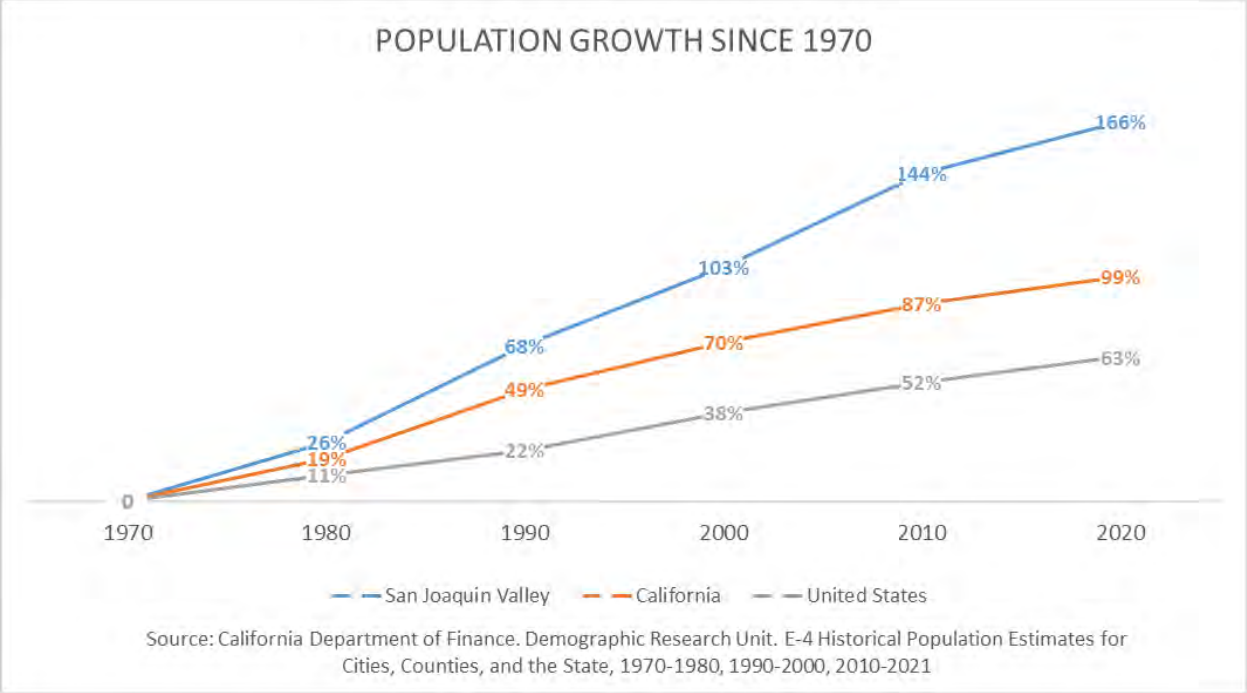
Source: California Department of Finance. Demographic Research Unit.
Report P-2A: Total Population Projections, California Counties, 2020-2070 (Baseline 2024) Sacramento, California. October 2025

Figure 6 - 4:San Joaquin Valley Projected Population Growth as a Statewide Percentage



Source: California Department of Finance. Demographic Research Unit. Report 2-A: Total Population Projections, California Counties, 2020-2070 (Baseline 2024) Sacramento, California.

Figure 6 - 5: San Joaquin Valley Population Growth Relative to State and Federal Population Growth



Future population growth is also expected to be sustained and significant. Both ends of the SJV are under growth pressure from the neighboring metropolitan areas of Los Angeles and the San Francisco Bay Area, in addition to the natural growth rate. Population in the eight SJV counties is projected to reach just over 4.7 million by 2070, using growth projections from the California State Department of Finance (DOF) *[**Figure 6-3**]*. ***Figure 6.5*** demonstrates Valleywide population growth relative to California and the U.S. as a whole.

ECONOMY

The San Joaquin Valley is famous for agricultural production. All eight counties rank within the top 12 of California's 58 counties *[**Figure 6-7**]*. In addition, if the SJV were a state, it would be the top agricultural producing state in the country. The SJV produced $39.9 billion in agricultural products in 2023. This amount is more than double the rest of California's agricultural production and just short of the next highest producing state, Iowa *[**Figure 6-8**]*.

Figure 6 - 6: Agriculture Production Value and Ranks of San Joaquin Valley Counties, 2019

Agriculture Production Value and Ranks of San Joaquin Valley Counties, 2023		
County	**Rank in California**	**Gross Value of Agricultre Production ($1,000s)**
Kern	1	$8,626,533
Fresno	2	$8,589,054
Tulare	3	$7,866,730
Merced	5	$4,223,546
Stanislaus	6	$3,351,480
San Joaquin	7	$3,218,497
Kings	9	$2,155,882
Madera	12	$1,859,366
San Joaquin Valley Total		$39,891,088
California Total		$59,443,765
Source: California Agricultural Statistics Review 2023-2024, California Department of Food & Agriculture		

Figure 6 - 7: California Gross Value of Agriculture Production

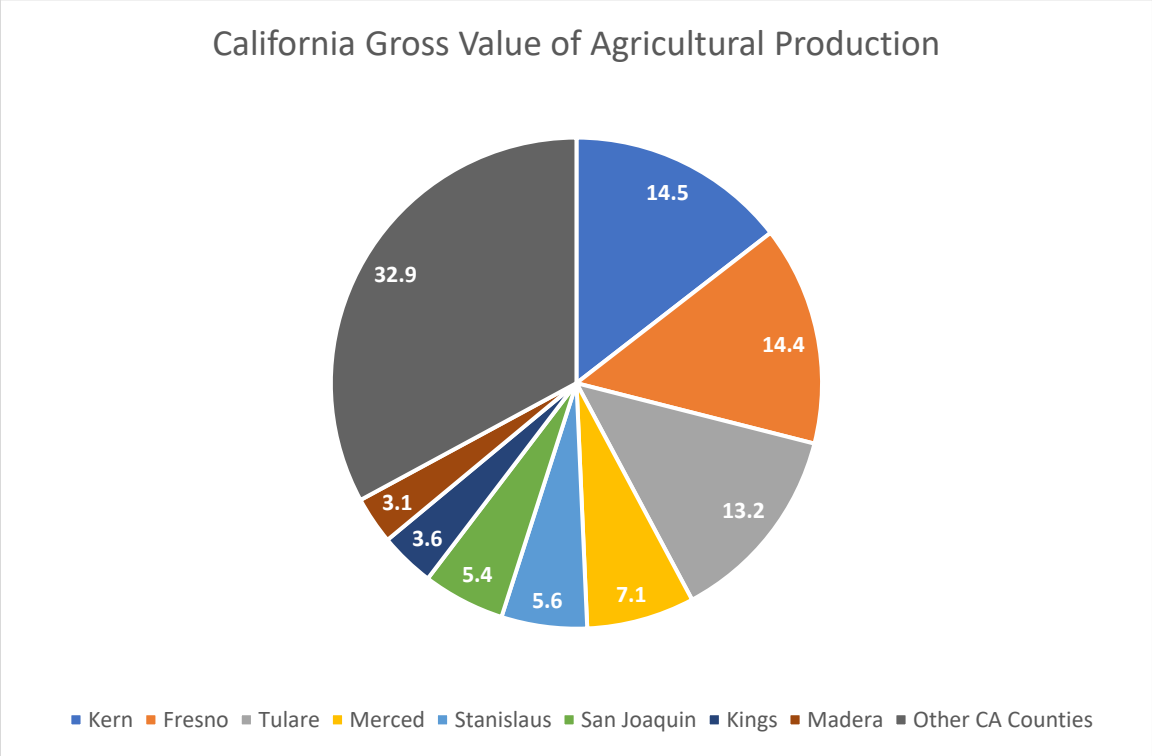
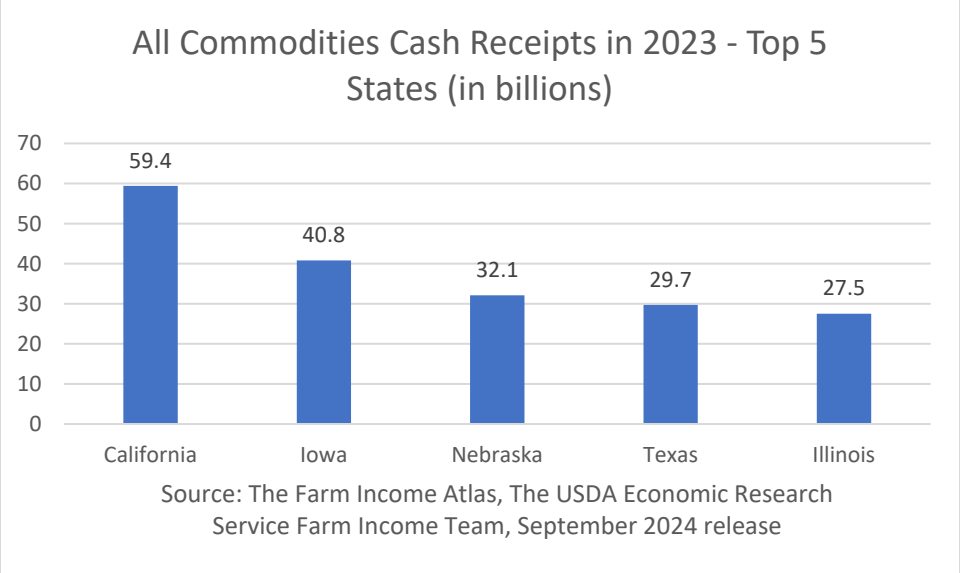


Figure 6 - 8: All Commodities Cash Receipts in 2023 of Leading States in the U.S.



Agriculture accounts for 12% of the Valley's jobs *[**Figure 6-9**]*. In comparison, only 2% of the state and nation's jobs are in agriculture *[**Figure 6-10**]*. Other major employment sectors in the Valley are education, health and social services (21.9%) and retail trade (10.9%).

Figure 6 - 9: San Joaquin Valley Employment by Industry

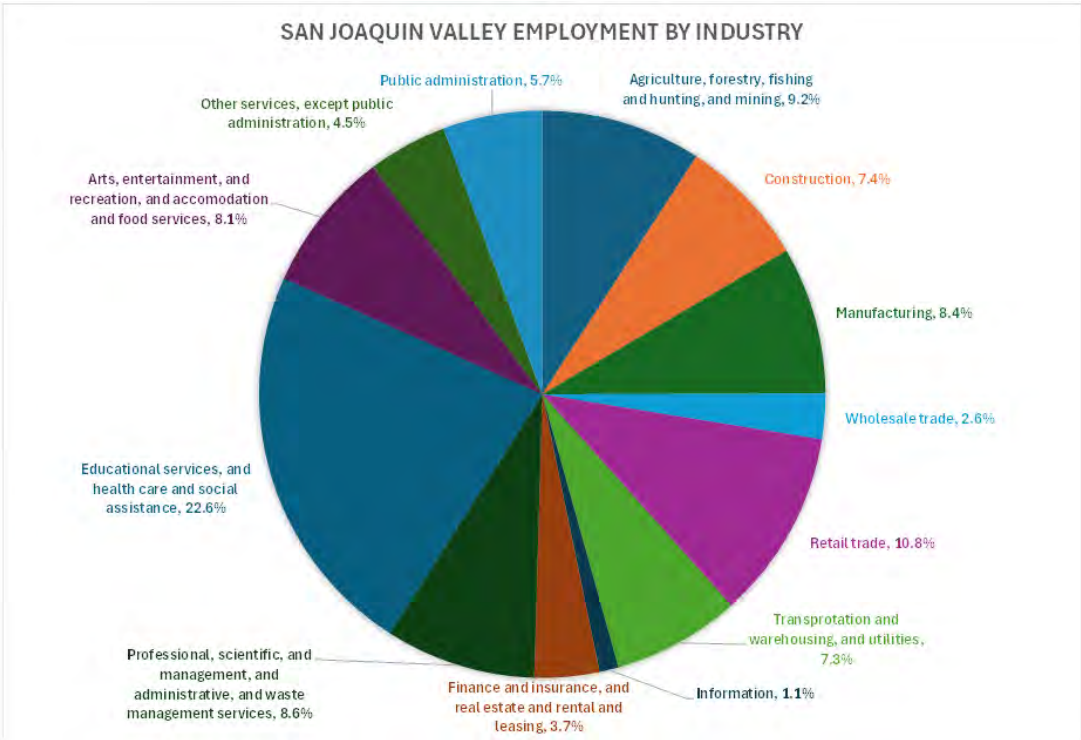


Figure 6 - 10: Employment by Industry, Comparing San Joaquin Valley with CA and the U.S.

Employment by industry, comparing San Joaquin Valley with California and the United States, 2023						
	San Joaquin Valley		California		United States	
	Estimate	Percent	Estimate	Percent	Estimate	Percent
Agriculture, forestry, fishing and hunting, and mining	164,134	9.2%	380,609	2.0%	2,552,148	1.6%
Construction	132,282	7.4%	1,253,773	6.7%	11,064,175	6.9%
Manufacturing	150,433	8.4%	1,665,814	8.9%	15,912,421	10.0%
Wholesale trade	46,509	2.6%	462,324	2.5%	3,678,210	2.3%
Retail trade	193,790	10.8%	1,893,259	10.1%	17,368,629	10.9%
Transprotation and warehousing, and utilities	130,790	7.3%	1,122,018	6.0%	9,373,191	5.9%
Information	19,437	1.1%	546,304	2.9%	2,998,298	1.9%
Finance and insurance, and real estate and rental and leasing	66,371	3.7%	1,066,811	5.7%	10,673,893	6.7%
Professional, scientific, and management, and administrative, and waste management services	153,784	8.6%	2,677,526	14.3%	19,763,960	12.4%
Educational services, and health care and social assistance	405,663	22.6%	4,062,424	21.7%	37,381,621	23.4%
Arts, entertainment, and recreation, and accomodation and food services	145,309	8.1%	1,781,368	9.5%	14,010,750	8.8%
Other services, except public administration	80,856	4.5%	904,454	4.8%	7,514,289	4.7%
Public administration	101,705	5.7%	883,539	4.7%	7,516,950	4.7%
Civilian Employed Population 16 years and over	1,791,063		18,700,223		159,808,535	
Source: Table DP03, 2024 American Community Survey 5-Year Estimates						

ECONOMICALLY DISTRESSED AREA

Educational levels for SJV residents lag behind those of California and the United States. Only 18.2% of persons 25 years of age and older have a bachelor's degree or higher, compared to 36.5% and 35% for the state and nation, respectively *[**Figure 6-11**].* The rate of those in the Valley who have an associate degree, or some college credits is slightly higher than the state or nation, however.

With the Valley's mix of employment types, high unemployment, and low educational attainment levels, the Valley suffers from a low median household income. As shown on ***Figure 6-12*** below, while the Valley's median household income of $73,258 has made progress towards the national median of $78,538, it is far below the state's median of $96,334.

Figure 6 - 11: Education Attainment San Joaquin Valley Population 25 Years of Age and Older

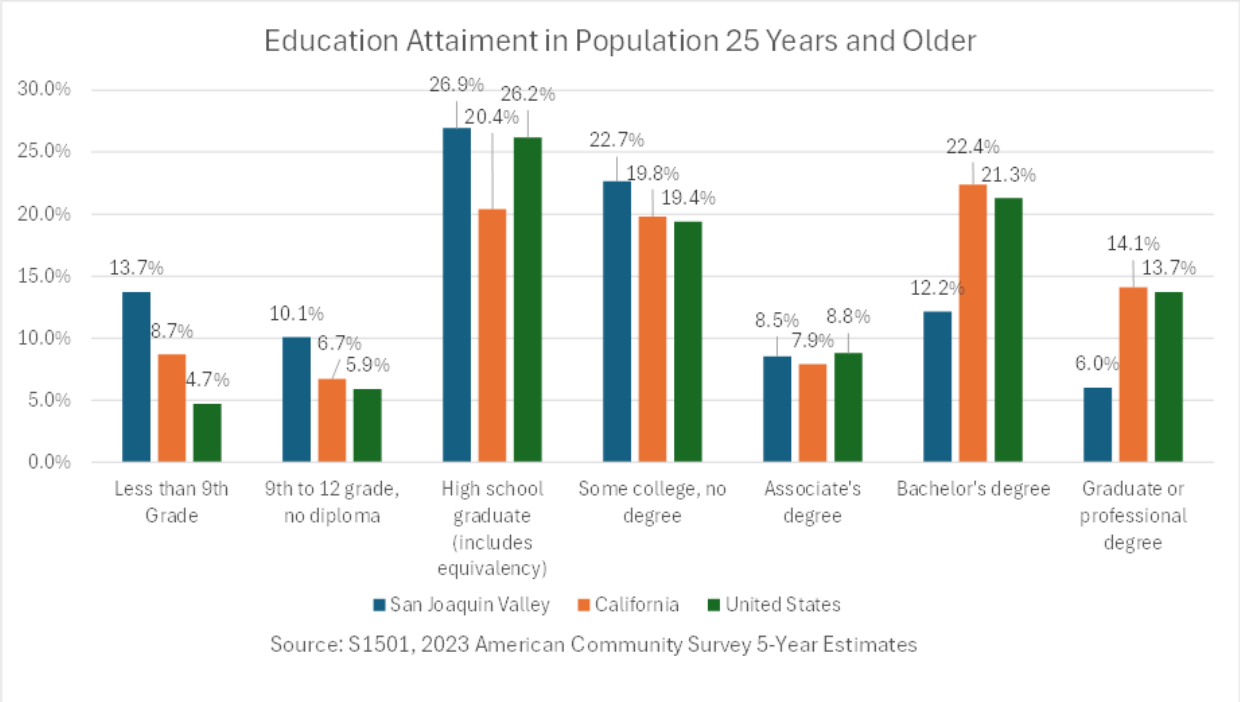
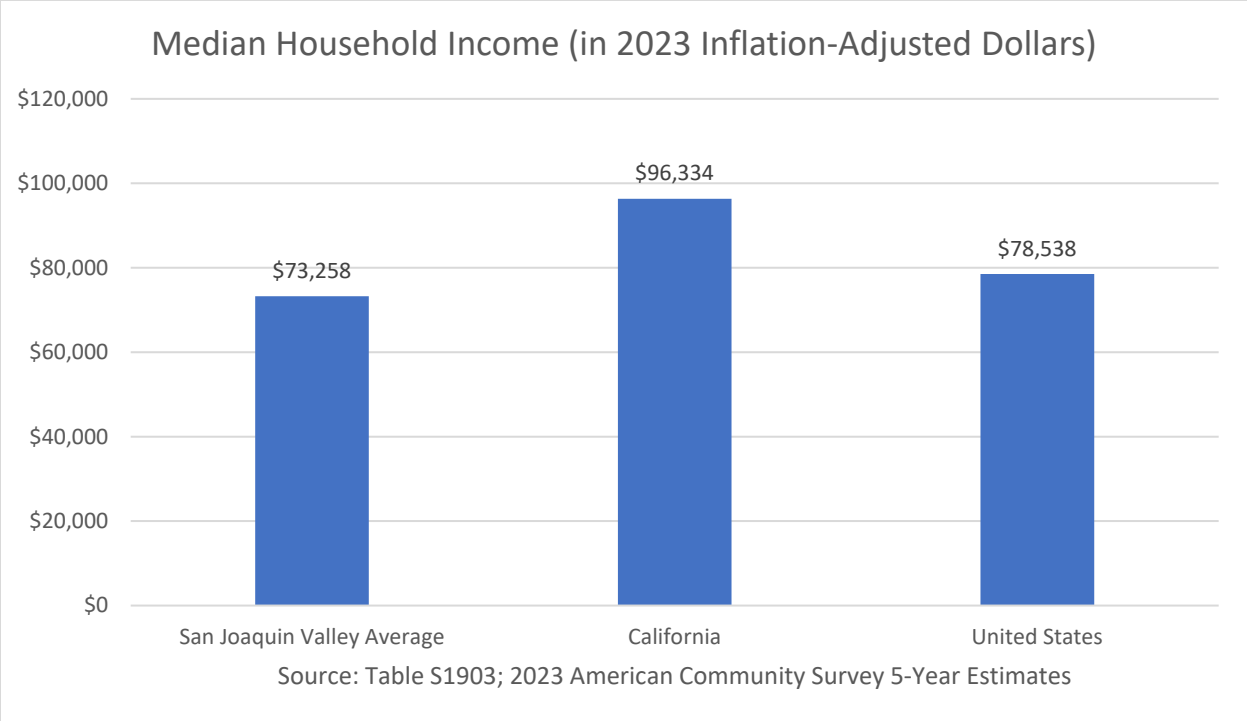


Figure 6 - 12: Median Household Income



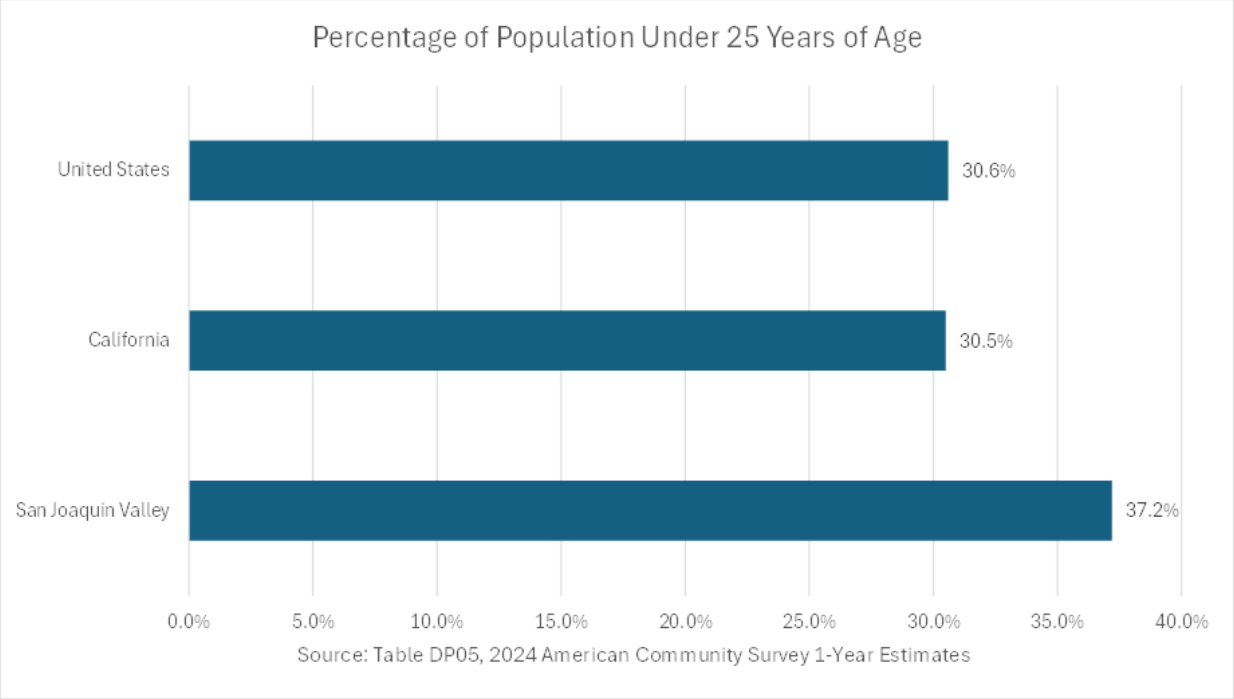
The economic plight of the San Joaquin Valley is starting to be recognized at a national level. The Congressional Research Service (CRS) completed a study in 2005 (California's San Joaquin Valley: A Region in Transition) comparing the economic conditions of the San Joaquin Valley to the Central Appalachian region, another severely economically distressed region. The Central Appalachian region (primarily eastern KY and parts of WV, TN and VA) is the most economically distressed sub-region within the Appalachian Regional Commission (ARC). ARC was created by Congress in 1965 in response to the persistent socioeconomic challenges in the Appalachian region. Economic conditions in the Valley were shown to be comparable to Central Appalachia and lagging far behind the state of California as a whole and the United States. For example, poverty rates in the Valley are similar to the poorest region of the Appalachians and are actually trending worse than the Central Appalachian region.

While being one of the most economically challenged regions in the country, the Valley has traditionally received far less federal assistance than other regions in the United States. The CRS study also showed that the Valley is lagging behind the Appalachian region, California and the United States in per capita federal expenditures.

DEMOGRAPHICS

The Valley has a younger population than California as a whole and the United States. In 2024, 37.2% of Valley residents were under the age of 25 compared to 30.5% for California and 30.6% for the United States *[**Figure 6-13**]*.

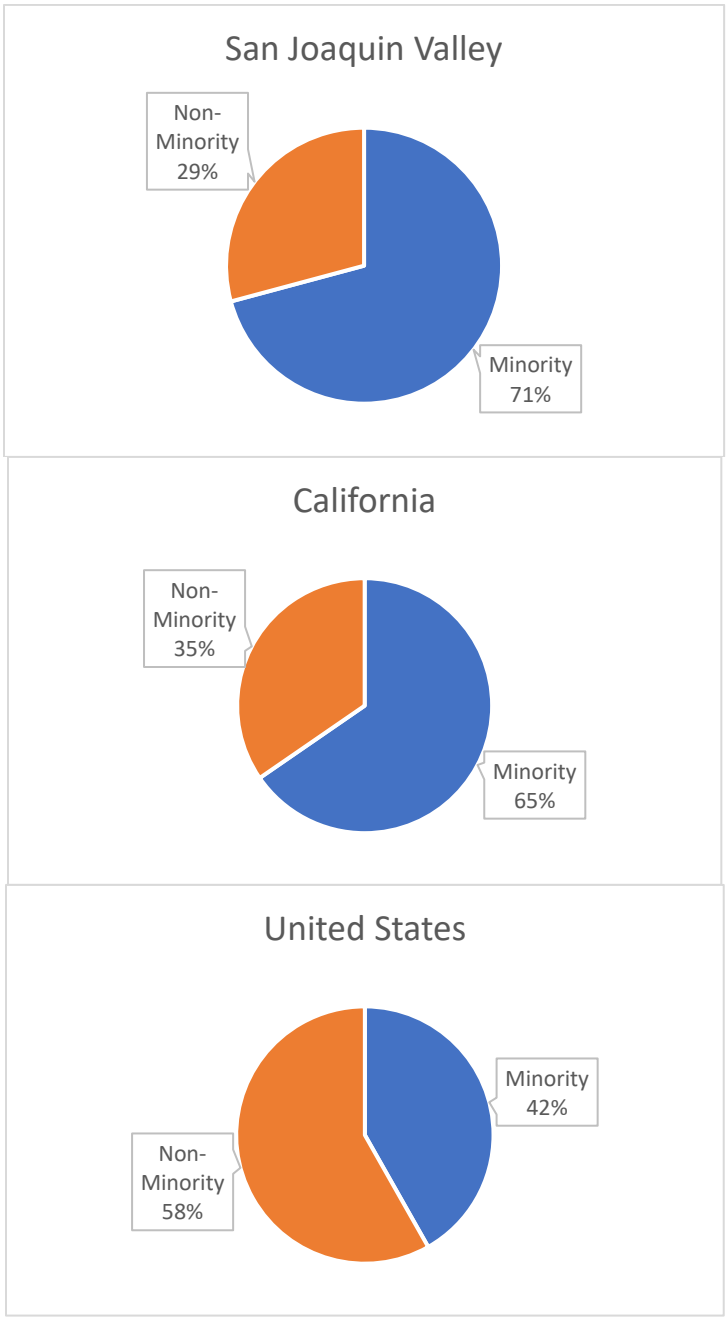
Figure 6 - 13: Percentage of Population Under 25 Years of Age



The residents of the Valley are more ethnically diverse than those of California and the United States. According to the 2023 American Community Survey, 70.8% of the Valley's inhabitants are minority (non-white), compared to 65.4% and 41.8% for the state and nation *[**Figure 6-14**]*.

Figure 6-14: Percentage of Minority Population

Source: DP05, 2023 American Community Surveys 5-Year Estimates



2. VALLEY SUCCESS' IN PARTNERING AND PLANNING

The Valley's success' in partnering and planning has resulted in large improvements for the SJV's residents. This section provides detailed insight into valleywide coordinated efforts. It is broken down into the three subsections listed below.

- Air Quality
- Sustainable Community Strategies
- Valley-Wide RTP/SCS Coordination Efforts

AIR QUALITY

Background

The San Joaquin Valley is one of the largest and most challenging air quality nonattainment areas in the United States. The SJV nonattainment area includes eight counties from San Joaquin County to Kern County on the Western border of the Sierra Nevada range. These counties represent a diverse mixture of urban and rural characteristics yet are combined in a single nonattainment area that violates federal health standards for ozone and particulate matter. Air quality monitoring stations continue to indicate that the San Joaquin Valley is among the worst polluted regions in the country. Since the eight counties are combined into a single nonattainment area, there is a coordinated approach for compliance with the federal Clean Air Act. That coordinated approach is essential in meeting the San Joaquin Valley's goal to provide clean air to all residents.

Coordination

On-going coordination with federal, state, and local partners has been, is, and will continue to be critical to the meeting the goal of providing clean air to all San Joaquin Valley residents. As one of the few multi-jurisdictional planning areas in the country, the individual decisions and actions of each of the San Joaquin Valley Regional Planning Agencies (RPAs) have the potential to affect the entire the SJV. This coordination process is critical to documenting compliance with the Federal Clean Air Act, as well as enabling the expenditures that build and maintain transportation infrastructure; investments which provide valuable jobs to San Joaquin Valley residents.

Transportation Conformity

The primary goal of the transportation conformity process is to assure compliance with transportation conformity regulations with respect to the requirements for Regional Transportation Plans (RTPs), Federal Transportation Improvement Programs (FTIPs),

amendments, compliance with the California Environmental Quality Act (CEQA), implementation of applicable transportation control measures (TCMs), and applicable State Implementation Plans (SIPs). In addition, FHWA has determined that the SJV RPA planning processes substantially meet the federal planning requirements.

Continued examples of the San Joaquin Valley RPA coordinated efforts with respect to transportation conformity include the following:

- Monitoring and testing of transportation model updates
- Continued documentation of latest planning assumptions and compliance with the transportation conformity rule and corresponding guidance documents
- Drafting of valley-wide procedures for RPA staff use, with detailed instructions from the execution of EMFAC to post-processing of emissions results consistent with applicable SIPS
- Preparation of boilerplate documentation, including draft public notices and adoption resolutions, as well as draft response to public comments

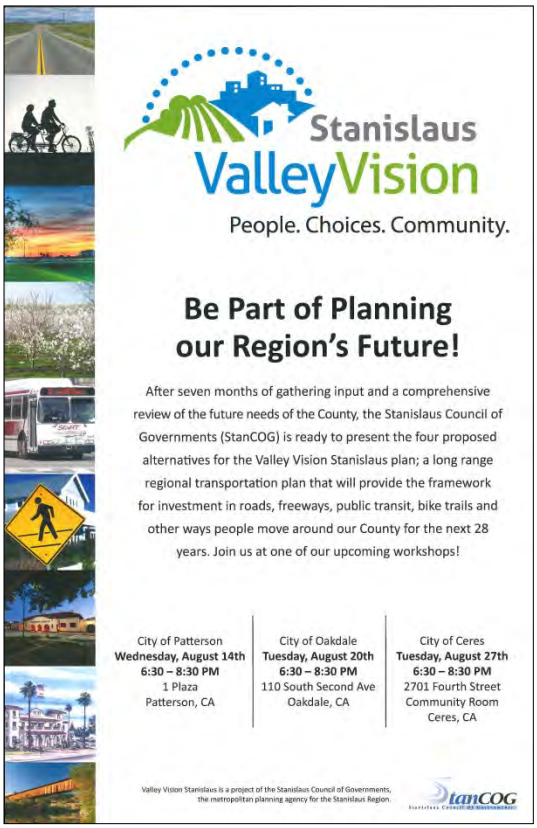
SUSTAINABLE COMMUNITIES STRATEGIES

California's Sustainable Communities and Climate Protection Act of 2008 (Sustainable Communities Act, SB 375, Chapter 728, Statutes of 2008) supports the State's climate action goals to reduce greenhouse gas (GHG) emissions through coordinated transportation and land use planning with the goal of more sustainable communities. Under the Sustainable Communities Act, the California Air Resources Board (ARB) sets regional targets for GHG emissions reductions from passenger vehicle use. In 2010, the ARB established these targets in the San Joaquin Valley as GHG reductions of 5% by 2020 and 10% by 2035. The ARB is currently in the process of setting the second round of targets for the regions. Under Senate Bill 375, each Metropolitan Planning Organization (MPO) in the State is required to develop a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan (RTP) to demonstrate that, if implemented, the SCS will attain or exceed the greenhouse emission reduction targets. If the targets cannot be met, then an Alternative Planning Strategy (APS) needs to be developed. The SCS outlines the plan for integrating the transportation network and related strategies with an overall land use pattern that accounts for projected growth, housing needs, changing demographics, and forecasted transportation needs among all modes of travel.

For the San Joaquin Valley, each MPO is scheduled to approve their SCS as an element of their Regional Transportation (RTP/SCS) in 2026. Referred to as the RTP/SCS, each Valley COG has developed an investment strategy that outlines their region's transportation future through 2042. Each RTP/SCS in the Valley goes in-depth into the projects, policies, and strategies that will achieve compliance with state laws while delivering a financially constrained plan matching forecasted revenues with transportation demands. Some achievements of the collective RTP/SCS include:

- Provision of transportation and travel choices
- Improving safety, mobility, efficiency of the transportation system
- Maximizing economic competitiveness/economic vitality
- Facilitating goods movement
- Building healthy and active communities
- Improving the environment
- Providing a range of housing choices

Figure 6 - 15: Valley Vision



VALLEY WIDE COORDINATION ON RTP/SCS EFFORTS

Valley Visions

While SB 375 mandated individual development of the RTP/SCS, the eight MPOs in the San Joaquin Valley have had a history of collaboration in this process to share information, best practices, and foster consistent approaches to RTP/SCS development. The eight COGs participated in a joint grant proposal to the California Strategic Growth Council for Proposition 84 funding. The grant was funded and launched as "Valley Visions" in the 2014 RTP/SCS process

Valley Visions was implemented as a series of planning efforts underway throughout the San Joaquin Valley. It took a big picture look at how the Central Valley grows over time in a way that uses resources efficiently, protects existing communities, conserves farmland and open space, and supports the Central Valley economy, ultimately reducing future greenhouse gas emissions. The Valley Visions logo was provided to each COG to use and customize to their region if they wanted.

One of the tasks identified in the successful grant proposal was enhancement of the eight COG's individual public outreach efforts with a valleywide campaign. The project scope for this

task included templates/written materials for customization, a media campaign to engage residents and publicize outreach efforts (social media, newspapers, radio and/or TV), and to assist with the development of SB 375 required workshops and hearings.

Of particular note was an informational video on the SCS process provided in three languages: English, Spanish, and Hmong and the media campaign that was active during the months of August, September, and October 2013. The videos were made available on YouTube, with links on the Valley Visions web page (www.valley-visions.org).

Valley Visions is yet another example showcasing the successes in valleywide collaboration. The eight counties of the San Joaquin Valley coordinated some aspects of these planning efforts and maximized resources, while each area's Metropolitan Planning Organization (MPO) developed a separate plan. This effort helped the Valley COGs brand a consistent message about sustainability.

3. GOODS MOVEMENT

In the Statewide Goods Movement Action Plan, Caltrans designated the Valley as one of the State's four major international trade corridors. The eight-county region is at the center of California's modern logistics system, moving a diverse mix of goods ranging from raw agricultural products to consumer goods. The Valley's critical role in the nation's food supply requires a goods movement system that is not only effective and reliable, but also responsive to global market demands.

While growth projections for the San Joaquin Valley, along with much of California, have trended downward in recent years, the demand on the goods movement system remains high. Continued pressure on costs and profits is leading shippers and receivers to continue to seek transportation efficiency gains. Within the SJV, that goal translates to continual fine-tuning of logistics chains, distribution locations, and transportation practices. Due to its central location, relatively inexpensive land, labor force, and multimodal transportation system, the SJV has emerged as a major hub for distribution for international trade. The SJV is also well positioned for the return of overseas manufacturing, offering proximity to western markets and relatively better water availability for processing compared to Southern California.

Many of the agricultural products that the San Joaquin Valley produces are exported through California's rail, marine and airport systems as well as using the highway and roadway systems to move commodities from farm—to processor/packer—to market. While Interstate 5 and State Route 99 are the two, primary north/south transportation arteries, SR 99 is the transportation backbone of the San Joaquin Valley and is served by many significant east-west corridors such as SR 58, SR 120, SR 180, I-580 to 205, SR 152, SR 198, and SR 46. The SJV is also served by the Port of Stockton, the inland terminus for Marine 580.

The San Joaquin Valley, as a region, needs to effectively plan for efficient goods movement and successfully partner with the private sector, state and federal

Figure 6 - 16: General Electric LNG Locomotive



Figure 6 – 17: Electric Hybrid Semi-Truck Technology

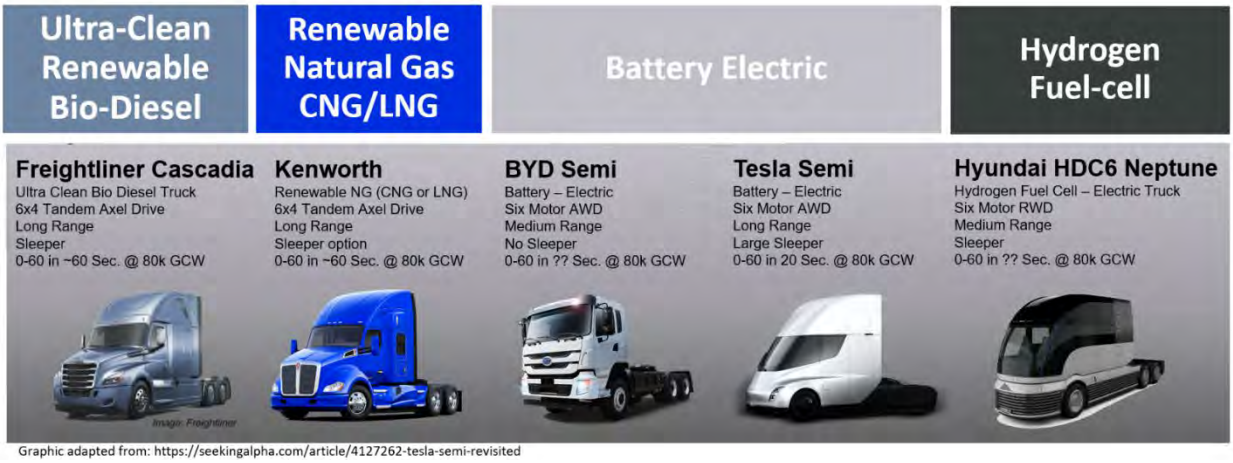


Figure 6 – 18: Federal Alt. Fuel Corridors



agencies to make necessary investments. Without coordinated planning and investment, the region risks worsening highway congestion and deterioration, diminished access to markets and economic opportunities, land use conflicts between logistics-oriented business and growing communities, and poor air quality due to diesel emissions. Emphasis on system-wide efficiency, alternative fuel technology and a comprehensive goods movement system have become key elements of competitive funding. It is anticipated these trends will continue to shape transportation policy and that future funding may emulate the approach of the state's Trade and Congested Corridor Programs funded through Senate Bill 1.

Figure 6 - 19: Emerging Clearer Medium/Long-Haul Semi-Truck Fleet Technology



Graphic adapted from: https://seekingalpha.com/article/4127262-tesla-semi-revisited

EMERGING TECHNOLOGIES/SYSTEMS

In addition to new clean trucking technologies, ***Figure 6-20*** illustrates battery-powered, autonomous-rail vehicle technology. This emerging technology promises to be an energy-efficient, zero-emission solution developed by a Southern California start-up, Parallel Systems, initially intended to serve short-haul rail routes less than 500 miles. The firm has a pilot project in Georgia expected to begin commercial operations in 2026 with the parent company to the San Joaquin Valley Railroad (SJVR), hauling containers on existing rail and SJVR is interested in expanding the pilot to the Valley. The technology uses safe, wireless charging buried beneath the tracks between the railroad ties, and the vehicles can stop in one-tenth the distance of a normal train.

The San Joaquin Valley will continue to coordinate with Caltrans, CARB, and SJVAPCD to explore the possibility of developing a zero-emissions freight corridor along SR 99/I-5 or the parallel railroad corridors that connects SJV distribution and shipping with the Ports of L.A./Long Beach, Oakland and all points East**.** ***Figure 6-21*** illustrates potential rail corridors connecting a conceptual network of inland rail ports in the Valley to the seaports. In recent years, the success of Blue Diamond Almond Company shipping by rail from the Sacramento area to the ports of L.A./Long Beach has resulted in diverting hundreds of trucks per year to rail. A $50M

CalSTA grant to the Castle Logistics Center near Merced has opened up a new intermodal ramp near Merced and has seen their usage triple. Wonderful Company in Shafter near Bakersfield is constructing a $100M rail yard expansion to be served by BNSF with pricing that is competitive with trucking. Scheduled to begin operations in 2026 includes a container truck depot similar to one in Lathrop near Stockton that enables container trucks to perform "street-turns," allowing them to be shipped both directions full reducing shipping costs by as much as 40% while eliminating deadheading trips. These early projects demonstrate the viability of similar projects throughout the Valley. Combining these projects with emerging technologies such as blockchain container shipping/tracking and autonomous vehicle technology can lead to a more efficient use of resources, possibly enabling more "street turns" for trucks and rail freight, there by significantly reducing emissions.[1] The Kern Area Regional Goods Movement Operations Study includes a proposal to use I-5 as an autonomous truck testing corridor for California.

Note that the emission savings in ***Figure 6-21*** are based on the older diesel truck standards and may not be as beneficial for combating Ozone and Particulate matter according to a draft CARB study.[2] However, rail remains 10 times more energy efficient and less carbon emitting than trucking, while providing a significant benefit to roadway maintenance and safety. It is also important to note that the California High Speed Rail when implemented would free up capacity on the BNSF mainline for freight currently being used by Amtrak.

[1] Hapag-Lloyd, Blockchain in Shipping, 2023, ttps://www.hapag-lloyd.com/en/online-business/digital-insights-dock/insights/2023/11/blockchain-in-shipping.html?msockid=397c2d0772ff63c215923b75734e6216#benefits-blockchain

[2] CARB, Draft Truck vs. Train Emission Analysis, 2020, https://ww2.arb.ca.gov/resources/fact-sheets/draft-truck-vs-train-emissions-analysis

Figure 6 - 20: Parallel Systems Electric Intermodal Rail Technology

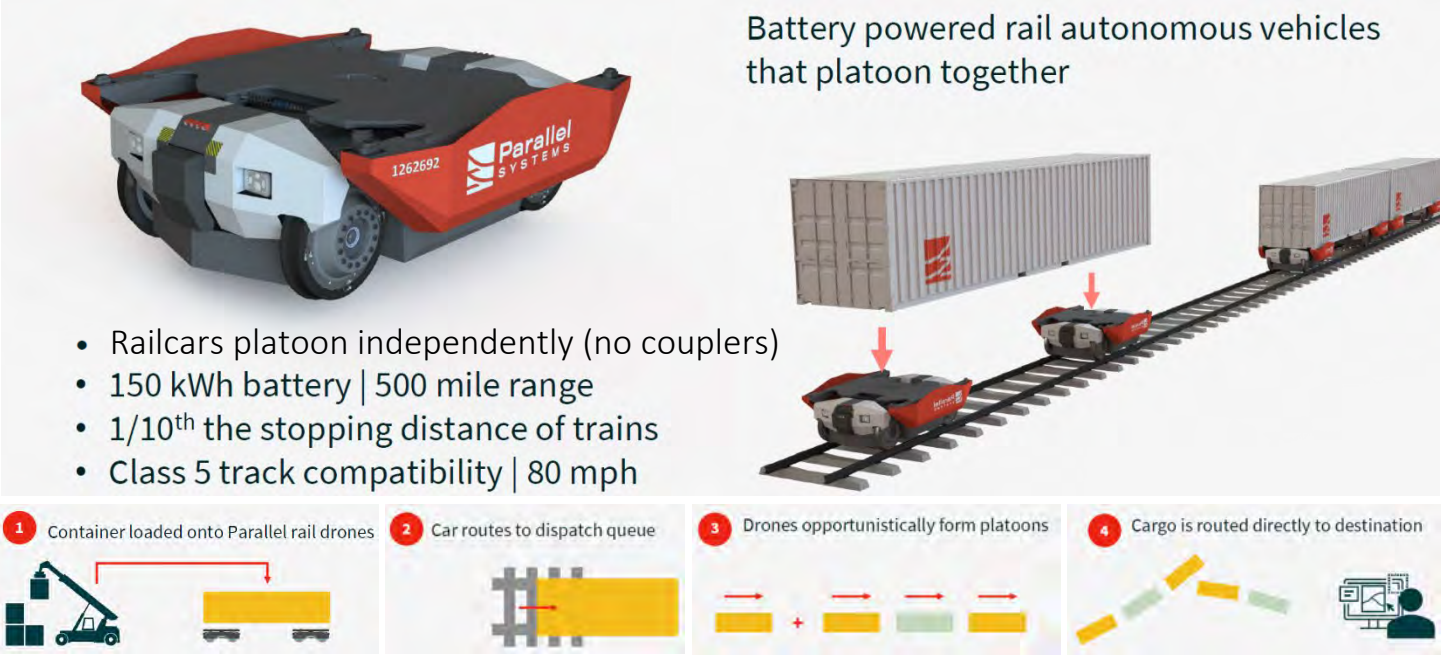
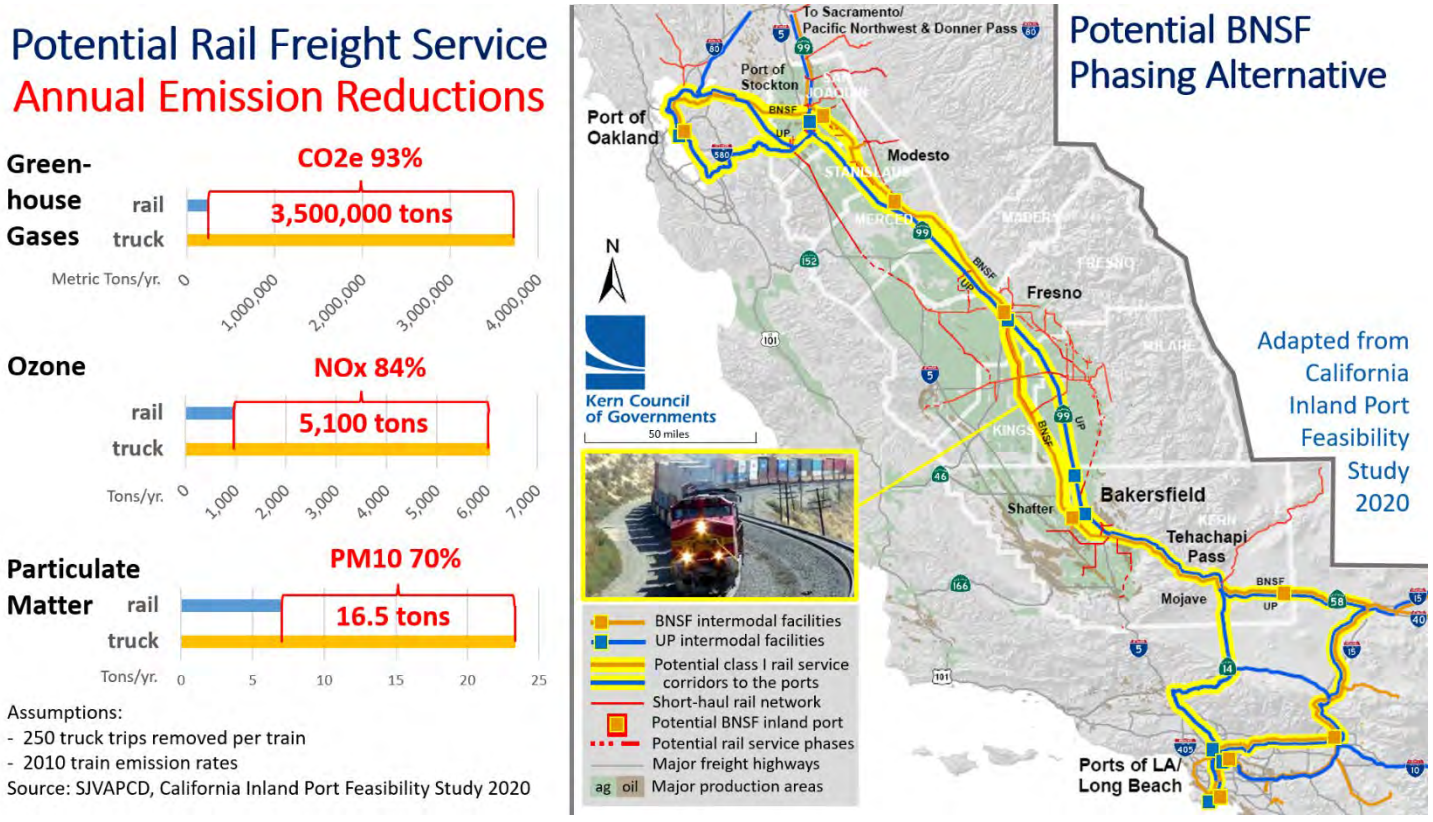


Figure 6 - 21: Potential Benefits of a California Inland Port Network for Rail Freight Shipments



BACKGROUND/ GOODS MOVEMENT STUDIES

Since 2007 the SJV region has coordinated on development of Goods Movement plans, and identified freight flows for the region, including development of the San Joaquin Valley Truck Model tool and scenario testing. Since that time, a number of goods movement studies have been completed that build on the previous work efforts and further refined the criteria and decision-making process while identifying vital goods movement networks for the multi-county region.

Previous and ongoing goods movement studies for the Valley:

- Valley Transport Resiliency Advancement for Neighborhoods Sustainable Freight Movement (V-TRANSFRM) – underway (2027)
- TradePort California Site Selection Feasibility Study (2026)
- Kern Area Regional Goods Movement Operations (KARGO) Sustainability Study – Phases 1-3 (2021,2023,2026)
- California Inland Port Study – Phase 2 (2023)
- I-5 Freight Zero Emissions Route Operations (ZERO) Sustainability Study (2022)
- California Inland Port Feasibility Analysis – Phase 1 (2020)
- San Joaquin Valley I-5/SR99 Goods Movement Corridor Study (2017)
- San Joaquin Valley Goods Movement Sustainable Implementation Plan (2017)
- San Joaquin Valley Interregional Goods Movement Plan (2013)
- Updated State Route 99 Business Plan (2013)
- SR 223, 166, 119, 46 and 65 Truck Origin and Destination Studies (2011)
- East Side Business Plan (Short Haul Rail), Tulare County (2010)
- SR 58 Origin and Destination Truck Study (2009)
- Interstate 5 and State Route 99 Origin and Destination Study (2009)
- Draft San Joaquin Valley Regional Goods Movement Action Plan (2008)
- San Joaquin Valley Regional Goods Movement Action Plan (2007)
- California Interregional Intermodal System (CIRIS) Implementation Plan (2006)

Some of the recent goods movement studies are summarized below.

Valley Transport Resiliency Advancement for Neighborhoods Sustainable Freight Movement (V-TRANSFRM) (2027)

In a study led by Tulare County Association of Governments (TCAG) in partnership with the eight San Joaquin Valley COGs, V-TRANSFRM is a study that provides updated truck route maps for each region, identification of climate resiliency needs for these routes as well as 30% conceptual design and cost estimation. In 2026 Kern completed the third phase of the Kern Area Regional Goods Movement Operations (KARGO) study which the V-TRANSFRM study was based on.

TradePort California Site Selection Feasibility Study (2026)

The recent study Identified two optimal sites in Fresno County, and involves input from the ports of Oakland, Stockton, Long Beach, and the Air District. The study proposes sequential development of inland ports throughout the San Joquin Valley.

California Inland Port Feasibility Analysis (2020)

In a study led by the San Joaquin Valley Air Pollution Control District, a logistics consultant looked at the market for rail service between a system of inland ports and the ports in L.A./Long Beach and Oakland. The service envisioned a container unit train(s) that would travel the 500-mile route between the two seaports, make one or more stops in the San Joaquin Valley *[Figure 6-21].* The study showed enough freight to support 2 to 10 trains per week with 250 containers per train, with the highest number of trains traveling between the North Valley and the L.A./Long Beach Ports. The study also showed a potential market for transporting containers between the South Valley to the Port of Oakland, creating the potential for hauling containers in both directions in a service that travels between both seaports.

Key Findings of the Market and Operating Cost Analysis:

- The current shipping market is quite robust, larger than most in the industry realized
- There are relatively balanced volumes for inbound and outbound cargos
- The northern portion of the Market Shed is very large
- The Preliminary Business Model suggests that a California inland port rail system can be feasible; but it is important to note that this is dependent on a range of critical factors and assumptions
- A significant number of issues need to be addressed for the project to advance and this needs to be reviewed in the context of a Developed Business Model
- The project requires close collaboration with the railroad companies and close coordination with the State of California
- The Inland Port would produce significant public policy benefits: 1) increased economic competitiveness, especially in the Central Valley region, 2) significantly reduced greenhouse gas air emissions, and 3) reductions in congestion and wear and tear of roadways
- The Inland Port will require public policy leadership from State government, air quality districts, counties and cities and seaports

- In the end, the Inland Port project would have a range of rather substantial economic and environmental impacts for markets and populations throughout the State.

By taking a certain portion of trucks off the road from this region, significant emissions reductions can be realized. Based upon the analysis done for this study, NOx emissions would be reduced by up to 83% while greenhouse gas emissions would be reduced by up to 93%. Moving large quantities of freight via rail provides significant benefits to the air quality of the region, as shown by the emissions reduction analysis section of this report. Additionally, by taking some of these trucks off the road, congestion on key transportation corridors such as I-5, 99 and 101 would be reduced, thereby improving the flow of traffic and the safety of the roadways in these regions *[**Figure 6-21**]*.

Connector Needs and Strategies

Performance metric data collected for select connectors revealed multiple needs that could improve safety and efficiency on connectors throughout the region. Examples include:

- Improved signage for both passenger and commercial vehicle traffic.
- Safety analysis and improvement.
- Signal coordination on truck routes.
- Pavement quality improvements.
- Exploring design standards for heavy truck routes and connectors.

Truck Parking Recommendations

After reviewing previous reports and discussing the issue with public agencies, truck stop operators and truck drivers, several factors were identified that contribute to the truck parking problem in the San Joaquin Valley. The following recommendations to improve conditions should be considered:

- Planning and Funding
    - Improve data collection and analysis to have a better understanding of short-term and long-term parking demand.
    - Work with law enforcement to educate and train them about improved use of safe and available parking spaces.
    - Update plans and investment programs to include truck parking solutions, both for facilities and technology for truck parking information services.
    - MPOs should consider ways to incentivize land use decisions to facilitate private-sector expansion of existing facilities or opening of new ones.
    - Surplus public properties can be converted to truck stops.
    - Funding provided by FAST could be used to construct or expand truck parking facilities and deploy tools for commercial motor vehicle drivers to find safe, available places to park and rest.

- Demand Control
  - Policies that incentivize off-peak deliveries can reduce demand for long-term parking spaces.
  - Truck circulation is a problem in some older parking facilities that are not designed for larger trucks.
  - Shippers/receivers often demand that drivers leave the facility immediately after delivery.

Recommended Next Steps

The SJV Sustainable Implementation Plan has identified a system of truck corridors and connectors and recommendations for how to proceed with improvements on these roadways to address identified needs. In order to move forward with these recommendations, implementation actions should be taken in four key areas:

1. Taking steps to secure funding for near-term opportunities;
2. Conduct additional local analysis to prioritize corridor improvements, including truck parking;
3. Establish a process for regular input on connectors, priority corridors and truck routes; and
4. Work with Caltrans to adapt the statewide freight model for Valley applications.

Figure 6-22: SJV Freight Clusters



San Joaquin Valley I-5/SR99 Goods Movement Corridor Study (2017)

Interstate 5 (I-5) and State Route 99 (SR 99) play critical and unique roles as the major goods movement facilities in the San Joaquin Valley. At present, 92 percent of goods in the SJV are carried by truck, and this is not expected to change in the near future. I-5 and SR 99 carry the highest volumes of trucks in the SJV and in some locations, among the highest volumes in the state. This is a reflection of the traditional north-south orientation of freight flows in the SJV,

associated with the through routing of trucks to connect the major coastal urban areas to the north and south of the SJV, the north-south orientation of the Valley's major urban centers, and the need to access major east-west interstate connections north and south of the San Joaquin Valley itself.

I-5 is the route that is favored for long-haul movements. It carries higher levels for through traffic and there has traditionally been less development along this route. However, new developments in warehousing and distribution centers and manufacturing are taking advantage of access to I-5. Increasing traffic that is being generated within the San Joaquin Valley uses I-5 for national connections. SR 99 runs through each of the urban areas in the SJV and includes truck traffic distributing goods to/from these areas. It also provides connections to east-west routes that support the farm-to-market traffic and connections between farms and food processing that characterize the agricultural supply chain. It is the backbone of the intra-Valley goods movement and a major route for commuters who share the road with trucks in the urban centers.

A major effort and focus of this study involved identifying major truck generators in the San Joaquin Valley. This study identified seventeen major freight clusters responsible for a large percentage of truck trips within the SJV and to and from other regions in California *[Figure 6-22].* Each of these clusters consists of some combination of intermodal facilities, distribution centers, and/or large manufacturing firms. The clusters are distributed throughout the San Joaquin Valley, with four located in San Joaquin County, two in Stanislaus County, one each in Merced and Madera counties, one in Fresno County, one in Kings County, three in Tulare County, and four in Kern County.

The San Joaquin Valley I-5/SR99 Goods Movement Corridor Study is divided into seven tasks, of which the Final Report incorporates Tasks 1, 2, 3, 4, and 7. Tasks 5 and 6 covered coordination in support of the other tasks. The Tasks covered in the Final Report are:

- Establish the need for streamlining goods movement.
- Name specific "pain points" and priorities for mitigation.
- Identify mitigating projects and programs.
- Identify mitigating projects and programs.
- Evaluate the feasibility of implementing projects and programs.
- Analyze potential for technical demonstration of specified technology.

GOODS MOVEMENT PROJECTS

The three key basis for selection of the projects are as follows: 1) they are located on I-5 or SR 99 corridors and would improve economic efficiency and productivity, alleviate mobility and safety related goods movement issues, as well as support the growth of agricultural and industrial land uses; 2) they are located on connectors between I-5 and SR 99 corridors and would meaningfully increase network redundancy and alleviate congestion on the SR 99 corridor, along which a majority of freight clusters are located; and/or 3) they are located on

key ingress/egress routes of the San Joaquin Valley region and would likely enhance its economic opportunities of handling trade and logistics for the ports and large populations in the Bay Area and Southern California.

Information collected for the projects includes: 1) location and route, 2) project ID, 3) project title and description, 4) project type, 5) project cost, 6) timeline for implementation, and 7) source of project information. The following provides information about projects planned along I-5 and SR 99, as well as along some major east/west or north/south connectors between I-5 and SR 99 that may alleviate SR 99 congestion.

The projects with an implementation timeline of 0-5 years in each San Joaquin Valley County, including local updates since the 2017 Goods Movement Corridor Study, are as follows:

Fresno

- California High-Speed Rail Project-SR 99 Re-Alignment
- Mountain View and SR 99 Overcrossing: Widen Overcrossing and Improve Ramps
- NB SR 99 Herndon Off Ramp: Signalize & Widen Ramp
- Widen I-5 between Kings County and Merced County lines
- Widen SR 99 from 6 to 8 lanes from Central Ave to Bullard Ave.

Kern

- SR46: I-5 to Lost Hills Disadvantaged Community Safety Improvements/Gap Closure - Phase 4
- SR58, 46, 99, 14, 395, I-5 Federal Clean Transportation EV Charging/Alt. Fuel Corridors
- SR58 Centennial Corridor Gap Connector—Out of Direction Travel/VMT Reduction Project
- SR58 Tehachapi Grade Safety Improvements, Truck Climbing/Passing Lanes; HSR Realignment
- SR58 Safety Conversion of Expressway Segments to Freeway at SR 223 & California City Blvd
- Intermodal Rail Inland Port “Last-Mile” Connector Improvements (SR99, 43, 7th Standard Rd)
- Metropolitan Bakersfield Railroad Separation-of-Grade Safety Program

Madera

- SR99: North Madera 6 Lane (Avenue 17 to 21)
- SR99: Reconstruct SR 99 and SR 233/Avenue 26 Interchange
- SR99: South Madera 6 Lane (Avenue 7 to 12)

Merced

- Highway 99: Livingston Widening Northbound
- Highway 99: Livingston Widening Southbound
- Widen SR 152 between SR 99 and US 101 (in Merced County)

San Joaquin

- I-5 at Louise Avenue Interchange
- I-5 at Roth Road Interchange
- Widen I-5 between SR 120 and I-205
- Widen I-5 from 1 mile north of SR 12 to SR 120
- Widen SR 99 from French Camp Rd to Mariposa Rd 6 to 8 lanes, with new interchange
- SR 99 at Austin Road Interchange
- SR 99 at Eight Mile Road Interchange
- SR 99 at Gateway Boulevard Interchange
- SR 99 at Main Street/UPRR Interchange (Ripon)
- SR 99 at Morada Interchange
- SR 99 at Raymus Expressway Interchange
- SR 99 at Turner Road Interchange Operational Improvements
- Widen SR 12 between I-5 and SR 99
- Widen SR 120 between I-5 and SR 99, with new interchange at SR 99

Stanislaus

- SR 99 Interchange Ramp and Auxiliary Lane Improvements
- SR 99 & Hammett Rd
- SR 99 & Briggsmore Interchange
- SR 99 Reconstruct Interchange at Fulkerth Road
- SR 99 Reconstruct to 8-lane Interchange - Phase II
- I-5 to Rogers Road: Interchange Improvements and Widen Sperry Ave
- Widen SR 99 from 6 to 8 lanes in Stanislaus County
- Widen SR 132 connecting SR 99 and I-580

Tulare

- State Route 99/Betty Drive Interchange

Kings County did not have any projects with an implementation timeline of 0-5 years.

Strategic Goals, Objectives, I-5/SR 99 Strategic Program

The study identified seven strategic goals with related objectives for the SJV region based on various state and regional transportation planning documents.

Strategic Goals, Objectives

- Improve Economic Competitiveness:
  - Vitalize/Revitalize commercial vehicle corridors.
  - Increase transportation choices for freight uses.
  - Improve access to key economic centers.
  - Reduce the cost of exporting products from the region, thereby increasing demand for those products and related processing/manufacturing jobs.
- Preserve Infrastructure:

  - Conduct preventative maintenance and rehabilitation on freight transportation system.
  - Maximize utilization of available supply for freight uses.
  - Manage freight demand within existing supply.
  - Preserve land for future freight uses.
- Improve Mobility and Travel Time Reliability:
  - Integrate multiple modes for freight uses.
  - Minimize congestion and increase operational efficiency for freight uses.
  - Increase network redundancy for freight uses.
- Improve Safety and Security:
  - Minimize crashes and damages for freight uses.
  - Improve operations on freight transportation system.
  - Improve incident management and network resiliency on freight transportation system.
  - Stay informed about the current level of threat to security on freight transportation system.
- Improve Environment:
  - Stay informed about the current commercial vehicle environmental laws and regulations and improve their enforcement.
  - Conserve energy and natural resources for freight uses.
  - Minimize commercial vehicle emissions.
  - Improve development and implementation of mitigation measures for freight investments.
  - Improving environmental justice for freight investments.
- Use Innovative Technology and Practices:
  - Develop commercial vehicle alternate fuel technology and fueling infrastructure.
  - Develop new commercial vehicle to commercial vehicle communications technology applications.
  - Develop new commercial vehicle operator information systems.
  - Develop institutional arrangements and business relationships to optimize freight transportation system usage and costs.
- Plan and Collaborate to Fund Investments:
  - Develop freight projects list, timeline for implementation and public funding gap information.
  - Conduct studies to evaluate benefits of key freight transportation system investments.
  - Coordinate with other public agencies and private sector for freight project or service development and associated land use planning.

CONCLUSIONS/THE FUTURE OF GOODS MOVEMENT IN THE SAN JOAQUIN VALLEY

The most recent statewide, regional, and local transportation plans were used to compile a master list of goods movement related projects and programs on I-5 and SR 99 corridors in the San Joaquin Valley region. These included projects on I-5 and SR 99, key connectors between the two corridors and key ingress/egress routes of the region that connect to I-80 via Sacramento Valley, San Francisco Bay Area, Central Coast, Southern California and I-40/I-15 corridors via Tehachapi Pass.

County level analysis of truck volume and peak period travel speed data on I-5 and SR 99 showed critical mobility and reliability issues on segments and critical freight access interchanges. County level analysis of truck involved crash severity data on I-5 and SR 99 showed critical safety and reliability issues on segments and critical freight access interchanges.

The literature review on ITS solutions for truck parking showed options for real-time parking detection technologies, compared their physical and operational capabilities, and summarized past tested public-private-partnership opportunities for truck parking.

The California Inland Ports Feasibility Analysis has identified a potential business case for container rail service between the state's major seaports and the San Joaquin Valley with as many as 10 trains per week between the Northern San Joaquin Valley to the Ports of L.A. at 30 percent market saturation. The ability to divert truck trips to rail improves GHG emissions, reduces wear and tear on the highways, improves highway safety, and delays the need for interregional goods movement related highway capacity improvements. Fresno COG is leading phase 2 of the California Inland Port Study being funded by Caltrans. One of the recommendations of the Phase 1 study was the need to form a statewide inland port authority with representatives from the seaports, the inland port interests, affected state agencies, shippers, receivers, and the railroads.

Through the cooperative efforts of the San Joaquin Valley eight-county coalition and the goods movement planning efforts, the SJV is seriously looking at all the existing conditions, growth implications and environmental impacts on our communities to develop a strategic and comprehensive understanding and strategies for implementing an efficient goods movement system.

Throughout the goods movement planning process, public and private stakeholders have met and discussed the criteria and metrics for evaluating projects to enhance the socioeconomic status of the San Joaquin Valley via improvements in our transportation systems, especially the status of disadvantaged communities. During the planning process the regional planning agencies worked with regional freight stakeholders from throughout the SJV to understand the issues, challenges, bottlenecks, and opportunities of the Valley's multi-modal goods movement system, including a three-tiered stakeholder outreach process to public, private, and other freight system stakeholders.

The supply chain and logistics trends of key industries, their current needs, and how they will impact goods movement in the future based on travel modeling, as well as creating simplified supply chain diagrams to illustrate the transportation system needs of industries should be expanded.

The goods movement planning processes provide the eight-county region with data-driven, multimodal project lists that reflect the combined goods movement vision of the entire of the region.

4. VALLEY WIDE PLANNING EFFORTS

SAN JOAQUIN VALLEY REGIONAL POLICY COUNCIL

The eight valley Regional Transportation Planning Agencies have a long history of successfully coordinating and collaborating to address issues of regional significance in the San Joaquin Valley. This approach was formalized with the voluntary creation of the San Joaquin Valley Regional Policy Council (Regional Policy Council). This Council was established in 2006 to discuss and build regional consensus on issues of SJV importance. In 2009 the San Joaquin Valley Air Pollution Control District was added as a member, and in 2021 the San Joaquin Joint Powers Authority was added, resulting in ten member agencies. The Council consists of two elected officials and one alternate appointed from each of the eight regional planning agencies' governing boards in the San Joaquin Valley. This body provides a forum for our Valley to communicate and coordinate easily and effectively on issues that impact the region such as:

- Intercity Passenger Rail
- State Route 99
- Goods Movement
- Short Haul Rail
- Air Quality/Transportation Planning
- Valleywide Model Improvement Plan
- AB 32, SB 375 Implementation
- Regional Energy Planning
- Regional Transportation Plans
- Annual Policy Conference
- Accessory Dwelling Unites
- Regional Early Action Planning (REAP) Program

In addition, the Regional Policy Council also fosters and supports the development of relationships between the San Joaquin Valley and the California Transportation Commission, the California Air Resources Board, the California Partnership for the San Joaquin Valley, Caltrans, Federal Highway Administration, and other state and federal agencies.

VALLEY VOICE

Valley Voice is a valley-wide advocacy program which consists of annual trips to Washington, D.C. and Sacramento.

The goals of the Valley Voice program are to:

- Communicate the Valley's legislative priorities.
- Obtain more state and federal funding for regional priorities.
- Advocate for legislation or changes to existing legislation that will benefit the valley.

The Valley Voice delegation is comprised of representatives from the San Joaquin Valley Regional Policy Council. Each year, the RTPAs develop state and federal legislative platforms that are reviewed and approved by the Regional Policy Council. The Washington, DC trip is typically scheduled in September, and the Sacramento trip is typically scheduled for February/March.

VALLEY VOICE SACRAMENTO 2025 – ISSUES

Pragmatically Address Air Quality, Equity, and Mobility Goals Through Operational Improvements

- Support stable, equitable, and environmentally conscious state funding of alternatives to petroleum fuel sources to expand infrastructure and incentives for conversion to electric vehicles to reduce greenhouse gas emissions.
- Prioritize feasible implementation strategies for State and regional climate goals to improve air quality and mobility.
- Extend the Cap-and-Trade Program beyond 2030.
- Pursue Innovative Solutions to Address Climate and Mobility Goals.
- Monitor activities on conversations regarding the jobs-housing imbalance and the impact on vehicle miles traveled.
- Monitor the implementation of SB 743, AB 285, and discussion on amending SB 375 and protect the ability to continue addressing congestion**.**

Leveraging State Funding to Address Safety, Goods Movement, and Mobility

- Aggressively pursue funds through the State Budget, California Transportation Commission (CTC) allocation process or any other state sources to address safety, congestion management, and goods movement.
- Advocate for a successor source to the gas tax to ensure stability and predictability of funding.
- Ensure that CSIS allows investments to enhance safety and goods movement on state highway system.

Access Transit Funding

- Support potential changes to the Transportation Development Act that will assist local public transportation systems with funding eligibility.

- Stabilize and increase transit funding levels.
- Protect and augment existing programs to encourage mode-shift.

Enhance Passenger Rail Infrastructure and Service

- Provide enhanced passenger rail service connecting the San Joaquin Valley to the Bay Area and Southern California.
- Maintain and increase funding for commuter and intercity passenger rail.

VALLEY VOICE WASHINGTON DC 2025– ISSUES

State Route 99

State Route 99 – due to its central location in California – is a major goods movement state highway connecting southern and northern California through the major cities of the San Joaquin Valley. SR 99 is on the National Primary Freight Network and has high truck volumes. Lack of capacity for SR 99 results in congestion, fatal accidents, and poor air quality.
The Valley Voice delegation encourages Congress and the Administration to support robust federal investments for this critical corridor.

Reauthorization Policy Principles

Valley Voice supports prioritize the distribution of federal funds to the local level, specifically to Metropolitan Planning Organizations (MPOs). We encourage lawmakers to direct dollars through key formula programs rather than discretionary or competitive programs. Formula programs provide reliable and predictable resources to the Valley on an annual basis – and these dollars are more accessible to smaller agencies that struggle with the capacity to apply for competitive or discretionary programs. Understanding that Congress considers legislation to succeed the Infrastructure Investment and Jobs Act (IIJA), the Policy Council asks lawmakers to prioritize the distribution of federal funds to the local level, we urge members of our congressional delegation to advance the following policy priorities and secure additional federal resources for our local needs:

- Addressing Demand for Investment in Bridges and Rural Goods Movement
- Robust investments in emissions reduction such as the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant (STBG) Program.
- Address air quality challenges in the region, with eligibility for more efficient, innovative vehicles and equipment, as well as clean air technologies.
- Legislative and regulatory solutions that seek to further streamline project permitting efforts and reduce administrative burdens and project delays associated with National Environmental Policy Act (NEPA) reviews.

Support Pending Federal Grant Applications

The Valley Voice delegation encourages Congress and the Administration's support for the following projects seeking federal grant assistance through programs administered by the U.S. Department of Transportation:

- I-205 Managed Lanes---Highway Infrastructure Programs
- SR 43/7th Standard Rd Roundabout Last-Mile Truck-Rail Access Safety Project --- Highway Infrastructure Programs
- Modesto & Empire Terminal Railroad Positive Train Control Installation---Consolidated Rail Infrastructure and Safety Improvements

U.S. Department of Housing and Urban Development

- *Kern County: Centennial Corridor SB 99 to WB 58 Connector*
- *Tulare County: Riggin Avenue Widening and Streetscaping*

VALLEYWIDE WORKING GROUPS

Valley Legislative Affairs Committee (VLAC)

A regional policy and advocacy group that brings together representatives from the eight San Joaquin Valley regional planning agencies (metropolitan planning organizations and councils of governments).

Its main purpose is to:

- Coordinate on **federal and state legislative issues** that affect the San Joaquin Valley.
- Advocate for **funding, transportation, air quality, water, and other regional priorities**.
- Provide a unified voice for the Valley to strengthen legislative impact in Sacramento and Washington, D.C.
- Monitor and recommend **legislation, policy changes, and regulatory actions**.

VLAC typically reports to the **San Joaquin Valley Regional Policy Council**, which is made up of elected officials from each of the Valley's COGs.

Travel Modelers Group

The **Travel Modelers Group (TMG)** in the San Joaquin Valley is a **technical working group** made up of travel demand modelers and planners from the eight Valley Metropolitan Planning Organizations (MPOs) / Councils of Governments.

Purpose

- Provide a **forum for coordination and consistency** in travel demand modeling across the San Joaquin Valley.
- Ensure modeling practices align with **federal and state requirements** (e.g., for air quality conformity, SB 375, and long-range transportation plans).

- Share **data, tools, and methodologies** to maintain consistency in regional and Valleywide planning efforts.
- Support interagency consultation with **Caltrans, CARB, FHWA, FTA, and ARB** when modeling inputs or assumptions affect air quality or transportation conformity.
- Advise the **Model Improvement Program (MIP)** for the Valley, including updates to the Valleywide travel demand model platform.

Membership

- Technical staff from each of the eight Valley MPOs/COGs.
- Caltrans District and Headquarters staff.
- Other partners (e.g., consultants, ARB staff) participate as needed.

Reporting

- Provides technical recommendations to the **San Joaquin Valley Regional Planning Agencies' Directors Committee**.
- Plays a key role in supporting Valleywide efforts such as the **Sustainable Communities Strategies (SCS)**, **Regional Transportation Plans (RTPs)**, and **air quality conformity analyses**.

SJV Swap Meet Programmers Group

- The purpose of the group is for Valley MPOs/COGs to exchange information on programming needs, funding swaps, and project delivery strategies. The group is essentially a staff-level coordination meeting to keep project funding flexible across the Valley. The group convenes once a month.

Valley Wide House Committee

- The Valley Wide Housing and Land Use Committee is one of many collaborative forums for San Joaquin Valley MPO staff to discuss and navigate similar challenge. The purpose is to exchange the development of technical land use tools for scenario development for the Sustainable Communities Strategy and the Regional Housing Needs Assessment consistency, updates to Regional Early Action Planning, housing policy and land use legislation as imposed by the State and Federal government.

Rail, Transit, and Transit-Oriented Development Working Group

- With the purpose of developing, promoting, and helping implement a vision for passenger rail, transit, and land use around public transportation in the San Joaquin Valley, the Rail, Transit, and Transit-Oriented Development (TOD) Working Group was formed in 2023 and is led by the San Joaquin Joint Powers Authority (SJJPA) staff. Each of the eight San Joaquin Valley Regional Transportation Planning Authorities have

assigned at least one senior staff member to this Working Group, and meetings are typically held bi-monthly. Recent activities of the Rail, Transit, and TOD Working Group have included the development of maps and a one-pager for use at the SJV Policy Conference and on lobbying trips to Sacramento and DC, as well as the development of a letter to US DOT Secretary Sean Duffy on the importance of keeping federal grants on the California High-Speed Rail project. The Working Group has also been in discussions with SJV Policy Council members on the upcoming extension of the Cap-and-Trade, now called Cap-and-Invest program, in order to secure long-term funding for the high-speed rail project as well as continued funding for the Transit and Intercity Rail Capital Program (TIRCP) which has been an important source of capital funding for transit and rail projects throughout the Valley. Key activities and accomplishments of the Rail, Transit, and TOD Working Group include:

- Valleywide and County-Level Vision Documents in Partnership with The California High-Speed Rail Authority
- San Joaquin Valley Network Integration and Transit-Oriented Development Action Plan (Plan)
- Valley Voice Support for Sacramento and DC Lobby Days
- San Joaquin Valley Passenger Rail, Transit, and Land Use Planning Studies led by Partner Agencies

TRANSPORTATION PLANNING EFFORTS AND STUDIES

Transportation planning agencies in the San Joaquin Valley have led the way on efforts to bring innovative transportation planning concepts and projects to the residents of the San Joaquin Valley. These efforts are especially aimed at improving mobility in rural and disadvantaged communities. Some examples of the planning efforts in the San Joaquin Valley include:

Valley Wide Efforts

Valley Transport Resiliency Advancement for Neighborhoods Sustainable Freight Movement (V-TRNSFRM)

The aim of the V-TRNSFRM study is to help us assess climate change vulnerabilities and identify solutions that will strengthen the resilience of transportation infrastructure in the San Joaquin Valley. The study will analyze the vulnerabilities of I-5, SR-99, and their key connectors, including parallel routes that support freight movement and regional connectivity, identifying infrastructure deficiencies and prioritizing climate adaptation strategies. This valley-wide effort is being managed by TCAG.

Fresno Council of Governments

Fresno County Mobility Hub Feasibility Study

Sponsored by FCOG and its local transit agencies, including Fresno Area Express, Clovis Transit, and Fresno County Regional Transit Agency, the study is looking to find feasible locations for the placement of mobility hubs. A mobility hub is a central spot where people can access at least two types of transportation alternatives other than driving alone. Mobility hubs are designed to help people get around without needing a car and can include distinctive amenities depending on the needs of people in the area. They could include things like bus routes, on-demand shuttle stops, bike lanes and bike parking areas, rideshares like Uber or Lyft, sidewalks, and electric car charging stations. Additional amenities can include coffee shops, daycare facilities, and convenience stores.

San Joaquin Council of Governments

Stockton Mobility Collective

The Stockton Mobility Collective project improved transportation options to help residents travel to jobs, schools, health care, grocery stores and other key destinations vital to everyday life. The project launched Stockton's first nonprofit electric bike sharing and carsharing programs, enhanced the Vamos app with new features, and piloted new programs for workforce development and mobility incentives to help pay for transportation costs for qualifying residents. The project grant was completed in December 2024, though several programs will continue to operate and expand into 2025 and beyond.

Tulare County Association of Governments

Equity-Based Zero Emission Regional Transportation Study (EB-ZERTS)

This effort is currently underway and aims to expand opportunities for electric vehicle (EV) charging and alternative fuel stations, enhancing both local and interregional mobility as well as the movement of goods within Tulare County. More specifically, the study is looking for ways to: better accommodate existing alternative fuel users; improve access and effectiveness for increasing future alternative fuel usage; and increase funding opportunities for TCAG and its member agencies to equitably expand the EV and Alternative Fuel networks throughout the Tulare County region.

Merced County Association of Governments

Merced Regional Multimodal Access Plan (MRMAP)

The MRMAP aims to improve access to the future Merced Integrated Intermodal Rail Station through a comprehensive approach that includes creating illustrative materials, identifying key trip generators in the county, and recommending effective multimodal transportation investments. By focusing on the needs and priorities of local communities, the plan emphasizes economic growth, equity, air quality, and access, with a strong commitment to enhancing biking, walking, and transit infrastructure to access the future High Speed Rail station in downtown Merced.

Madera County Transportation Commission

Zero-Emission Vehicle Readiness and Implementation Plan

In 2023, MCTC prepared the Zero-Emission Vehicle Readiness and Implementation Plan. The plan assesses the existing zero emission vehicle infrastructure environment, recommends infrastructure improvements and investments, identifies implementation strategies and policies to promote ZEV infrastructure adoption in the short- and long-term, identifies key community challenges and barriers to advancement, and provides stakeholders with tools to procure, site and install various ZEV infrastructure. This plan primarily addresses conventional ZEVs including battery electric vehicles (BEVs) and fuel cell electric vehicles (FCEVs).

5. VALLEY SUCCESS IN IMPLEMENTATION

PASSENGER RAIL IN THE SAN JOAQUIN VALLEY

Figure 6 - 23: Amtrak San Joaquins Route



Passenger rail service has been an area of extensive activity for the San Joaquin Valley with two existing services currently operating and the first segment of the California High-Speed Rail System under construction, which began in Fresno in 2015. The two existing passenger rail services include the Amtrak Gold Runner (formerly the San Joaquins) route that runs the length of the San Joaquin Valley and the Altamont Corridor Express (ACE) that connects the northern San Joaquin Valley with the San Francisco Bay Area.

The Amtrak Gold Runner route provides service from the San Francisco Bay Area and Sacramento through the SJV to Bakersfield. The Gold Runner runs multiple times daily between the San Francisco Bay Area (or Sacramento) and Bakersfield, where Amtrak Thruway buses connect to Southern California destinations. Other stops along the way include Stockton, Modesto, Merced, Martinez, and Fresno. Thruway bus connections to San Francisco are made at Emeryville.

Figure 6 – 24: Altamont Corridor Express (ACE) Route



The Altamont Corridor Express (ACE) is a commuter rail service that connects Stockton to San Jose. The ACE service is named for the Altamont Pass, through which it runs. The 86- mile (138 km) route includes ten stops, with travel time of about 2 hours and 12 minutes end-to-end. ACE runs four round trips daily with annual ridership of 1.5 million passengers. ACE trains depart Stockton in the morning with return departures from San Jose in the afternoon. ACE service has ten stations through San Joaquin, Alameda, and Santa Clara County with bus connections to other transit including Bay Area Rapid Transit (BART) in Pleasanton.

After breaking ground in 2015, construction of the California High-Speed Rail is well underway in the San Joaquin Valley. The California High-Speed Rail System will be the first 200+ mph high-speed rail system in the nation. The California High-Speed Rail Authority ("Authority") is proposing an Initial Operating Section (IOS) from Merced to Bakersfield. The Merced to Fresno Project Section is part of the first phase of the high-speed rail system. The Authority plans to begin operations of service in 2032, at which time Merced will become the southern terminus

for Gold Runner Amtrak rail service. This project section is approximately 171-miles and generally parallels the BNSF Railway tracks, Union Pacific Railroad (UPRR) tracks and State Route 99 between Merced and Bakersfield with stations in downtown Merced, Madera, Fresno, Hanford and Bakersfield. The system will eventually extend to San Francisco, Sacramento and San Diego, totaling 800 miles with up to 24 stations. In addition, the Authority is working with regional partners to implement a statewide rail modernization plan that will invest billions of dollars in local and regional rail lines to meet the state's 21st century transportation needs.

San Joaquin Joint Powers Authority

A short-term goal for the service outlined in the 2021 SJJPA Business Plan is to increase to nine daily round trips and double trips from Stockton to Sacramento from two to four daily trips. With the passage of Assembly Bill (AB) 1779 in August 2012, regional government agencies were authorized to form the San Joaquin Joint Powers Authority (SJJPA) to take over the administration and management of the existing Amtrak Gold Runner Rail Service from the state. The SJJPA was established in March 2013 and is comprised of ten Member Agencies that make up the SJJPA Board including: Alameda County, Contra Costa Transportation Authority, Fresno Council of Governments, Kings County Association of Governments, Madera County Transportation Commission, Merced County Association of Governments, Sacramento Regional Transit, San Joaquin Regional Rail Commission, Stanislaus Council of Governments and Tulare County Association of Governments. An Interagency Transfer Agreement between the SJJPA and the State was signed on June 29, 2015. Under the provisions of AB 1779, the state will continue to provide the funding necessary for service operations, administration and marketing. Furthermore, Caltrans Division of Rail will remain responsible for the development of the Statewide Rail Plan and the coordination and integration between the three state-supported intercity passenger rail services.

The primary role of SJJPA is the day-to-day management of the Gold Runner Amtrak System. The SJJPA will be responsible for managing the High-Speed Rail IOS for the Merced to Bakersfield Segment. Recent activities of the SJJPA have included focusing on short-term service improvements, pre of the High-Speed Rail Authority (HSRA) in the implementation of high-speed rail through the Central Valley and the San Joaquin Valley Joint Powers Authority (SJPPA) in support of enhanced Gold Runner Amtrak service. These activities have involved:

- Supporting Amtrak service expansion to 9 daily round trips in the San Joaquin Valley
- Expanding through-way bus services with a variety of transit services providers
- Advancing renewable diesel engine initiative for commuter rail emission reduction
- Relocation of the Madera Amtrak Station
- Reducing overall run times between Bakersfield and Norther California destinations
- Launching Merced to San Jose Thruway Bus Route Pilot Program
- Strategic Integration with High-Speed Rail service
- Merced Intermodal Track Connector (MITC) Project
- Stockton Diamond Grade Separation Project

Looking Forward

Figure 6 – 26: ACEforward Proposed Service



Senate Bill 132 was adopted in April 2017, assigning $400 million for the purpose of extending the Altamont Corridor Express into Ceres and Merced by the year 2027. Senate Bill 132 aligns with the San Joaquin Regional Rail Commission (SJRRC) Valley Rail Ceres-Merced Extensions planning effort, which supports both the enhancement of exiting ACE service between Stockton and San Jose as well as extend ACE service to Manteca, Modesto, Turlock and Merced. The San Joaquin Valley transportation partners will also continue to work with the California HSRA to support the implementation of high-speed rail within the SJV as the initial operating phases are complete and services are initiated.
The Valley Rail Sacramento Extension Project would expand Amtrak Gold Runner and Altamont Corridor Express (ACE) passenger rail services to the greater Sacramento area through the construction of six new rail stations and track improvements along the Union Pacific Railroad (UPRR) Sacramento Subdivision train tracks. The Project includes the potential implementation of two new roundtrips of Gold Runner service operating on the Sacramento, Fresno, and BNSF Stockton Subdivisions, as well as an extension of existing ACE service to the proposed Natomas Station. The Project also includes service from the proposed Natomas Station to the Ceres ACE Station included in the ACE Extension Lathrop to Ceres/Merced project. The six new stations would be constructed in the following locations: Lodi, south Sacramento (to be named the "North Elk Grove" station), City College, Midtown Sacramento, Old North Sacramento, and Natomas/Sacramento Airport (with a shuttle connection to and from the Sacramento International Airport).

Other planned passenger rail services in the San Joaquin Valley include Valley Link, Cross Valley Corridor (CVC), and Fresno Regional Rail. Valley Link is a 42-mile passenger rail service over the Altamont Pass, providing a new, zero-emission transit alternative to congested Interstate 580. The 22-mile initial operating phase, which could break ground as early as 2025, will provide all-day, bi-directional service between the Dublin/Pleasanton BART Station in the San Francisco Bay Area and a new Valley Link station in Mountain House in San Joaquin County. Service will ultimately extend to the North Lathrop Transfer Station, where it will connect with ACE service. The planned Cross Valley Corridor (CVC) passenger rail service will utilize an existing freight rail corridor from Huron to Porterville, roughly paralleling state routes 198 and 65. Destinations along the corridor include Naval Air Station (NAS) Lemoore, Hanford, the HSR Kings/Tulare Station, Visalia, and Porterville, with additional transit connections to Corcoran, Tulare, Dinuba, and Woodlake. Initially, the CVC will be served by expanded and improved express buses connecting key markets along the corridor to the Kings/Tulare HSR Station. Planning will be

initiated for a new passenger rail service that utilizes existing freight rail corridors in Fresno County between Firebaugh, San Joaquin, Dinuba, Kingsburg, and Fresno. Regional service would connect with the Fresno HSR Station and to future light rail service being planned for downtown Fresno.

Longer-distance Thruway buses will continue to bring San Joaquin Valley travelers to destinations throughout California. At the Bakersfield HSR Station, these buses will meet every HSR round-trip for connections to major travel markets in Southern California, as well as Las Vegas. Local transit and on-demand services will also link to HSR, Valley Rail, Valley Link, Cross Valley Corridor, and Fresno Regional Rail, allowing car-free travel to destinations within and outside San Joaquin Valley.

PROPOSITION 1B AND SENATE BILL 1

The State Route 99 Business Plan has focused mainly on major facility improvements that would typically be funded through the State Transportation Improvement Program (STIP) or similar federally funded programs. The Business Plan establishes a strategic approach to achieving the functional goals for the corridor predicated on the Interregional Transportation Strategic Plan, Transportation Concept Reports, Corridor System Management Plans, and Regional Transportation Plans. The most significant obstacle to improving State Route 99 has been insufficient funding. Neither the STIP nor the SHOPP have had funding levels adequate to maintain—much less improve—State Route 99.

California's Proposition 1B Transportation Bond Measure of 2006 contained nearly $20 billion in funding for transportation projects. Of that, approximately $1 billion was set aside for State Route 99. In March 2025, the California Transportation Commission (CTC) reported that a total of 26 projects received $992 million of Proposition 1B funds. Some projects were constructed in stages, resulting in a total of 34 construction contracts being administered. Of these, 30 contracts have been completed, and there four remain active with $40.9 million in Proposition 1B funds.

Proposition 1B By the Numbers	
Statewide	$20b
SR 99	$1b
SR 99 Projects Funded	34
SR 99 Projects Completed	30
SR 99 Projects Still Active	4

Even with the substantial investments, Proposition 1B made a small dent in the nearly $6 billion in immediate needs identified in Caltrans' 2020 State Route 99 Business Plan. Far greater funding is needed to bring the "Main Street" and the primary goods movement corridor of the San Joaquin Valley up to a full six lanes from Bakersfield to Sacramento. Widening to at least six lanes has been a long-term goal of the Valley and is necessary to accommodate the forecasted growth and avoid major congestion problems along the State Route 99 corridor in the future.

In anticipation of the expiration of Proposition 1B, Senate Bill 1 the "Road Repair and

Accountability Act of 2017" (SB 1) was signed into law in 2017. The SB 1 package augmented the SHOPP and the STIP funds and contained statewide grants. While the SHOPP was most greatly reinforced by SB 1, the impact to the STIP was not as significant. SB 1's impact to the funding controlled by regions in the STIP was mostly to remove the dramatic ups and downs created by the "Fuel Tax Swap." Before SB 1, the CTC famously cut and delayed $1.5 billion in STIP projects due to lack of funding, including State Route 99 projects identified in the Business Plan. With the passage of SB 1, the volatility of the STIP has stabilized.

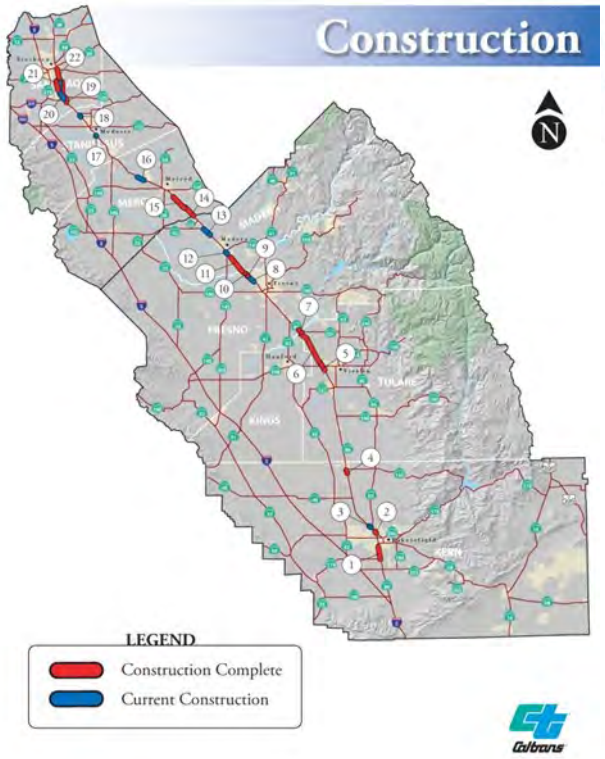
Grant programming in the SB 1 package includes the Trade Corridor Enhancement Program (TCEP) that distributes approximately $400 million annually for projects related to transportation infrastructure vital to California's trade and freight economy. Some $99 million in projects on State Route 99 have been successful at securing TCEP funding in cycles 1-4.

SB 1 TCEP By the Numbers

Statewide per Year	$400m
SR 99 Funding (Cycles 1-4, 2018-2024)	$99m

SB 1 is forecasted to add $54 billion in funding over 10 years to the state's transportation budget. Caltrans will receive half of SB 1 revenue: $26 billion. The other half will go to local roads, transit agencies, and an expansion of the state's network of pedestrian and bicycle routes. Over 10 years, SB 1 will allocate $15 billion to improve the condition of the state highway system, with an additional $4 billion to fix or replace bridges and culverts. The revenue from SB 1 gives Caltrans a massive boost in addressing safety projects, deficiencies, and deferred maintenance.

Figure 6 – 27: State Route 99 Business Plan



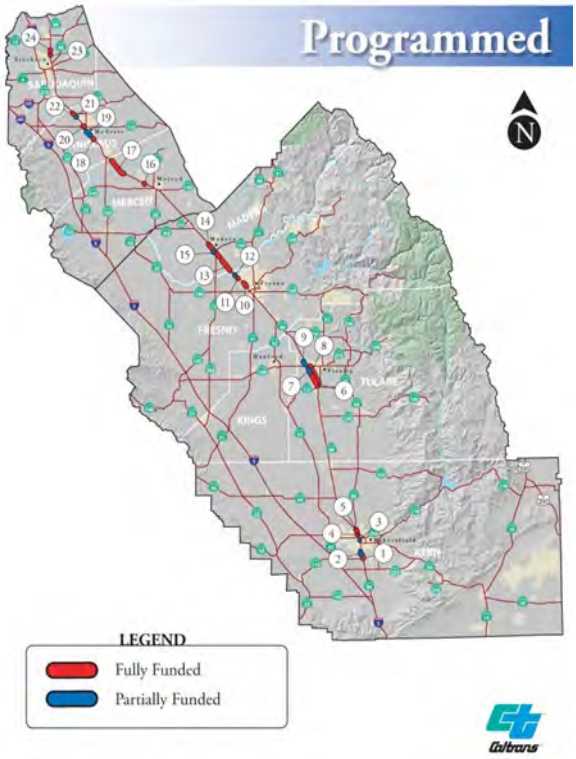




Figure 3.6
Status of Priority Category 2 Candidate Projects:
Major Capacity Increasing Improvements
(Capital Costs Greater than $8 million)

In 2013, Caltrans and the 8 Valley MPOs completed the second update to the 99 Business Plan. Here are the highlights:

- $1Billion funded by Proposition 1B
- Construction/Complete - 20 Projects - $1.3 Billion funded
- Programed/Partially Funded - 24 Projects - $1.4 Billion funded
- Candidates Remaining - 19 Major Projects - $3.5 Billion unfunded
- New Emphasis on operational improvements including: carpool facilities / ramp metering, reduced truck congestion , 511 Travel Info System, CalVans public vanpool service, privately subsidized express bus service saving 1.4M VMT/yr, new park & ride lots.

SR 99 COMPREHENSIVE MULTIMODAL CORRIDOR PLAN (CMCP)

The California Department of Transportation (Caltrans) and its partner agencies have developed a Comprehensive Multimodal Corridor Plan (CMCP) for the State Route (SR) 99 Corridor, from Interstate 5 (I-5) in southern Kern County to United States (US) Highway 50 (US 50) in the heart of Sacramento. SR 99 was formerly part of US Route 99 and was a main north-south route between Mexico, the US, and Canada on the West Coast until the construction of I-5. SR 99 and the parallel rail corridors are the backbone of the San Joaquin Valley, providing major and primary access to northern and southern California and linking major cities including Sacramento, Stockton, Modesto, Merced, Madera, Fresno, Visalia, and Bakersfield, and many other cities and communities in between. The SR 99 CMCP was crafted in partnership with local and regional agencies and partners as well as through engagement with the public. This document builds upon statewide, regional, and local efforts, along with the coordinated efforts of Caltrans Districts 3, 6, and 10, to create a comprehensive strategy that sets a foundation to enhance multimodal connectivity and accessibility for the communities of the SR 99 corridor.

The SR 99 CMCP built on and update the prior vision of past efforts, including the SR 99 Business Plan, while identifying a range of multimodal opportunities for improving and enhancing the SR 99 corridor and will align with statewide plans such as the California Transportation Agency's Climate Action Plan for Transportation Infrastructure (CAPTI), the California Transportation Plan (CTP) 2050, and Caltrans System Investment Strategy (CSIS).

The objective of the SR 99 CMCP is to develop a shared vision and implementation plan for the SR 99 corridor that aligns with state goals and policies while meeting the needs of agency partners, stakeholders, and the traveling public. The CMCP addresses needs while analyzing impacts on all modes of transportation based on future land use growth along the SR 99 corridor.

The goals for the SR 99 CMCP are drawn from local, regional, and statewide planning documents, as well as Caltrans' vision, mission, core values, and goals, to address the complex needs of the corridor and its residents, workers, and visitors. The goals call for a balanced multimodal transportation system that improves safety, air quality, and affordability while supporting the communities of the southern Sacramento and San Joaquin Valleys.

SR 99 CMCP Study Goals



The Draft SR 99 CMCP was released for public review on August 22, 2025, with comments due on September 5, 2025. The CMCP was approved in late October 2025.

2022-2025 SAN JOAQUIN VALLEY BLUEPRINT AWARDS

In 2006, the eight RTPAs joined together to develop a coordinated vision known as the San Joaquin Valley Regional Blueprint, guiding development throughout the SJV to the year 2050. In an effort to recognize plans, policies, and projects that are "Blueprint friendly," as well as the people who guide those projects, the RTPAs formed an awards program across a number of categories. Each year, these awards are presented as part of the San Joaquin Valley Regional Policy Conference. Below are examples of awards from the past few years.

2022

- Residential Development Project – Sequoia Commons, Self-Help Enterprises
- Transportation Enhancement Project – The "Q", City of Fresno FAX Rapid Transit
- Planning Project – City of Kerman's 2040 General Pan & EIR
- Darrel Hildebrand Blueprint Leadership Award – Ted Smalley, Executive Director, City of Modesto
- Outstanding Local Elected Official – Jenny Kenoyer, City Council Member, City of Modesto

2023

- Residential Development Project (excellence) – Victory Gardens, Stockton. SJ Housing Authority
- (merit) – Sugar Pine Village, Madera. Self Help Enterprises
- Commercial Development – Merced County Castle Development, Merced County
- Transportation Enhancement Project – Griggs Neighborhood Improvement Project, Dinuba

- Planning Project – Accessory Dwelling Unit Program, Kerman
- Darrel Hildebrand Blueprint Award – Benjamin Kimball, Deputy Director, TCAG
- Outstanding Locally Elected Official – Supervisor Robert Poythress, Madera County

2024

- Residential Development Project (Award of Excellence) – Grand View Village Apartments, Visionary Home Builders of California
- Residential Development Project (Award of Merit) – Merced Preapproved ADU, Duplex and Triplex Program, City of Merced, Planning Department
- Commercial Development (Award of Excellence) – Kerman Animal Shelter, City of Kerman
- Downtown Revitalization Project (Award of Excellence) – The Lofts at Fort Visalia, Self-Help Enterprises
- Transportation Enhancement Project (Award of Excellence) – Modesto Transit Center, City of Modesto
- Transportation Enhancement Project (Award of Merit) – Caltrans Walk Assessment Program, Caltrans District 6 Office of Multimodal Transportation Planning
- Planning Project (Award of Excellence) – Water Supply Study for the San Joaquin Valley REAP Program, Rincon Consultants
- Planning Project (Award of Merit) – Mendota Safe Routes to School Master Plan, City of Mendota
- Darrel Hildebrand Blueprint Leadership Award – Tony Boren, Executive Director, Fresno Council of Governments
- Jenny Kenoyer Outstanding Local Official – Vito Chiesa, Supervisor, Stanislaus County
- Jenny Kenoyer Outstanding Local Official – Cherylee Wegman, Mayor, City of Wasco

2025

- Residential Development (Award of Excellence) – Crossroads Village, Fresno County, Paul Halajian Architects
- Commercial Development (Award of Excellence) – Mercantile Row Shopping Center Revitalization, City of Dinuba
- Mixed Use Development (Award of Excellence) – Los Arroyos Housing Project & Farmersville Transit Center, City of Farmersville
- Downtown Revitalization (Award of Excellence) – City of Merced Downtown Revitalization Initiative, City of Merced
- Transportation Enhancement (Award of Excellence) – Farmersville Transit Center, City of Farmersville
- Planning Project/Program Category (Award of Excellence) – The Villages at Almond Grove Specific Plan, City of Madera

- Planning Project/Program Category (Award of Merit) – Small Lot Planning Study for the San Joaquin Valley, SJV Regional Early Action Program (REAP) and Fresno Council of Governments
- Residential Development (Award of Merit) – Sonoma Square, San Joaquin County, Delta Community Developers Corporation
- Commercial Development (Award of Merit) – Whitesbridge Horizontal Mixed-Use Project, City of Kerman
- Historic Revitalization (Award of Excellence) – State Route 99 Plainsburg-Arboleda Columbian Mammoth Silhouettes, Caltrans District 10
- Downtown Revitalization (Award of Merit) – J Street and Seventh Street Parking Lot Rehabilitation Proj3ect, City of Los Banos
- Transportation Enhancement (Award of Merit) – Alta/Kamm Roundabout, City of Dinuba
- Planning Project/Program Category (Award of Excellence) – South of Tule River (SoTu) District Master Plan, City of Porterville
- Darrel Hildebrand Blueprint Leadership Award – Patricia Taylor, Executive Director, Madera County Transportation Commission (MCTC)
- Jenny Kenoyer Outstanding Local Elected Official – Daron McDaniel, Supervisor, Merced County

HOUSING

As part of the San Joaquin Valley's regional housing coordination, the eight regional planning agencies have built on the collaboration initiated through REAP 1.0.

Under REAP 1.0, Valley planners met monthly to coordinate on major work areas, including:

- RHNA (Regional Housing Needs Assessments): developing an improved methodology for the distribution of the sixth-cycle RHNA and supporting housing element implementation.
- Suballocations to jurisdictions: providing grants to accelerate housing production in alignment with state priorities for housing, transportation, equity, and climate goals.
- Valleywide efforts: conducting a comprehensive housing report, regional planning and coordination, program implementation, technical assistance, and other activities, along with administering the REAP application, agreements, consultants, outreach, and program management duties.

Building on this foundation, the Valleywide Housing Committee was established following the conclusion of REAP 1.0 meetings. This committee provides an ongoing forum for planners from all eight agencies to share best practices, track emerging housing and land use policies, and coordinate on shared housing challenges and opportunities.

This Valleywide coordination is especially important for the RTP/SCS process, as it strengthens the integration of housing and transportation planning. Regular collaboration ensures that

regional housing strategies are better aligned with long-range transportation investments, supports compliance with state housing and climate mandates, and fosters a consistent, coordinated approach to planning for growth across jurisdictions throughout the Valley.

TRANSIT INITIATIVES

Ridesharing has been a game-changer for mobility in the State of California and the San Joaquin Valley. Commercial ridesharing services like Uber and Lyft were introduced in the San Joaquin Valley in 2015. Since then, their popularity has skyrocketed. However, not everyone can afford the sometimes-exorbitant costs associated with these commercial based services. As an alternative, transit agencies began offering ridesharing or micro transit services which have proven to be more affordable and convenient for rural and disadvantaged community residents in the Valley. In addition to micro transit, car sharing and mobile ticketing and fare payments system services found in the San Joaquin Valley are discussed.

Miocar

Miocar is a car sharing service that is currently available in Stockton, and in parts of Tulare County and Kern County. It is a membership-based program that is available to anyone 21 years of age and over with a valid driving license and relatively clean driving record. It also requires the driver to have a valid credit or debit card. Miocar offers a fleet of zero emission electric vehicles for personal use. Riders can reserve their vehicle in advance via the Miocar mobile app or website. Costs start at $4 per hour or $35 per day.

Vamos-EZHub

Vamos-EZHub is a cashless mobile ticketing and fare payment system, available in the Vamos Mobility App. The app makes using public transit safer and easier to access and pay for throughout San Joaquin County region. Riders can use the Vamos Mobility app to plan their journeys and purchase tickets for any of the seven participating transit systems. Riders using services provided by San Joaquin RTD, Manteca Transit, Tracer, eTrans, GrapeLine and City of Ripon can use EZHub to purchase tickets via the Vamos Mobility app wherever, whenever and ride across all seven transit networks. This will cover the regional bus and rail transit services throughout San Joaquin County and local bus transit service in the cities of Stockton, Lodi, Manteca, Ripon, Tracy, and Escalon.

Visalia CONNECT

Launched in June 2025, Visalia CONNECT is a new on-demand Micro Transit service provided by Visalia Transit. Riders are able to request a ride anywhere within the service zone for just $5 per trip, per person. Operating hours are the same as Visalia Transit's fixed-route service. The city has reported extremely positive response to the service, surpassing all expectations.

APPENDIX G

CIP Expenditure Plan by Sub Areas

APPENDIX G

VERSION 3

9/4/2026

2026 Regional Transportation Plan

Countywide Transportation Expenditure Plan

TABLE 5-1 - 2026-49 Priority Transportation Projects - Constrained Capital Improvement Program (CIP)

TABLE 5.2 - Beyond 2049 - Next-In-Line Projects (Unconstrained Program of Projects) (Continued)

KERN REGIONAL TRANSPORTATION PLAN (RTP) SUBAREA SUMMARY

Kern Council of Governments

COUNTYWIDE TRANSPORTATION EXPENDITURE PLAN - Next 20+ Years Existing Tranportation Revenue + Potential New Revenue: California's Public Utilities Code Section 180206(a) states, "A county transportation expenditure plan shall be prepared for the expenditure of the revenues expected to be derived from the tax imposed pursuant to this chapter, together with other federal, state, and local funds expected to be available for transportation improvements..."		**Transportation Revenue Programs (existing + potential new)**					
		Early Expenditures					
		Fix-It-First, Keep-It-Local / Cost-Efficient street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Transportation Control Measures (TCMs)	**Advanced Tech, Safe, Clean Transportation** safer; healthy; efficient; air quality; pedestrian; bicycle; senior/disabled and advanced tech transit; transportation	**Ready-To-Go, Regional Projects** first 1-15 years of the plan - Includes major roadway and other major projects funded in the RTP ready or nearing readiness	**Early Expenditure Total** Fix-It-First, Advanced Tech, Ready-To-Go; all funding sources	**Next-In-Line, Regional Projects** reinvests anticipated cost savings as projects are environmentally cleared, designed and made ready; unfunded projects identified in the	**Total Expendatures All Programs** all funded and unfunded projects
	notes	**Annual Over 20 Year Period ($ estimates x 1,000)**					
Revenue	LOCAL funds available from existing sources	1	$262,450	$7,055	$80,470	$349,975	$0	$349,975
	STATE funds available from existing sources	1	$84,855	$30,150	$49,250	$164,255	$0	$164,255
	FEDERAL funds available from existing sources	1	$13,600	$22,980	$31,504	$68,084	$0	$68,084
	TOTAL funds available from existing sources	1	$360,905	$60,185	$161,224	$582,314	$0	$582,314
	Potential new revenue	1	**$34,920**	**$65,160**	**$34,920**	**$135,928**	**$0**	**$135,928**
		1	25.7%	47.9%	26.4%	100.0%		
	50% increase in leveraged new state and federal matching funds	2	$0	$32,580	$17,460	$50,040	$0	$50,040
	13% cost savings from inflation (building 5 years sooner)	3	$0	$15,116	$518,238	$533,354	$0	$533,354
	New revenue leverages 50% more funds		$0	$47,696	$535,698	$583,394	$0	$583,394
	Total existing and potential new revenue sources		**$395,825**	**$173,041**	**$731,842**	**$1,301,636**	**$0**	**$1,301,636**
			30.4%	13.3%	56.2%	100.0%		
Expenditures	**Needed to improve road conditions and lower maintenance cost (80+ PCI in 20 years)**	4	-$124,398	$0	$0	-$124,398	$0	-$124,398
	15% cost savings from pavement technology (higher up-front cost/cheaper longterm)	4	-$1,393	$0	$0	-$1,393	$0	-$1,393
	Efficiency adjusted cost with new pavement technology savings (recycled, rubberized...)	4	-$125,791	$0	$0	-$125,791	$0	-$125,791
	Needed for wideings, signalization and other transportation control measures	1	-$270,034	$0	$0	-$270,034	$0	-$270,034
	Year of Expenditure (YOE) Cost with potential new revenue (5 years sooner)		-$591,589	-$296,191	-$3,751,994	-$4,639,773	-$18,303,427	-$22,943,200
	Apply cost savings/match to Next-In-Line Projects		$0	$0	$0	$0	**$583,394**	**$583,394**
	Remaining unfunded projects		$0	$0	$0	$0	-$17,720,033	-$22,359,806
	Leveraged cost savings + new revenue + existing sources		**$395,825**	**$188,157**	**$1,250,080**	**$1,834,990**	**$583,394**	**$1,885,030**
Benefits	**expenditures (x 38,638/billion $)**	-	21,300	23,700	5,300	50,300	328,400	378,700
	Total jobs generated by all transportation expenditures over 20 years (avg. 5 yrs./job)	5	4,260	4,740	1,060	10,060	65,680	75,740
	New jobs generated by new revenue expenditures over 20 years (avg. 5 yrs./job)	5	5,400	12,400	5,400	23,200	90,200	103,400
	New non transportation sector jobs from expend. over 20 years (Induced jobs=34%)	5	1,500	1,600	400	3,500	22,600	26,100
	Potential jobs saved (6%) from good road maintenance over 20 years	6	21,150					
	Total state/federal funds leveraged (20 yrs.)	2	$11,667,880					
	Road maint. cost increase avoided (20 yrs.)	4	$4,776,584					
	Increased Annual County Production (GDP) created by induced jobs	5	$6,338,907					
	Annual new local government sales tax revenue for public safety, libraries, etc. (based on GDP)	7	$50,711					
	8% - 22% annual savings in vehicle maintenance & fuel costs (x 1.88 veh./hhold)	8	$517 to $1423					
	Average annual cost of 1/2 cent retail sales tax per household	9	**$269**					

[1] Kern COG Regional Transportation Plan/Capital Improvement Program

[2] Conservative estimate, other regions leveraged a 50% match with Self Help measure

[3] Assumes a conservative 3% per year inflation rate. The construciton cost index has gone up 6-7% annually over the past 30 years

[4] Funding needed to bring pavement condition index (PCI) back up to 80+ from the current 63 PCI average for the County. Does not include rehabilitation to bring back up to 85 PCI. Avoided costs based on funding roads at current levels for next 20 years.

[5] Assumes 38,638 jobs per billion dollars spent on transportation projects - FHWA Highways Administration. Induced GDP=induced jobs x Kern median income ($48,574) http://ops.fhwa.dot.gov/freight/freight_analysis/highway_ops/hiway_ops2.htm

[6] Based on a 2014 Oregon Study that forecasts a 6% loss in Gross Domestic Product if roads are allowed to deteriorate further. Assumes similar affect on employment.

[7] Sales tax revenue based on increased GDP from induced jobs x 8% sales tax. Consevativly it does not account incaome and property tax receipts.

[8] Transportation Research Bureu NCHRP 720, Estimating the Effects of Pavement Condition on Vehicle Operating Costs, http://www.trb.org/Main/Blurbs/166904.aspx

TABLE 5-1 - 2026-49 Priority Transportation Projects - Constrained Capital Improvement Program (CIP)

2026-49 Priority Transportation Projects - Program Summary

Countywide Program Category	YOE Cost ($)**	Potential Savings ($)**	Potential New Funding ($)**
Fix-It-First, Keep-It-Local / Cost-Efficient--Roadway Safety, Maintenance, Operations	**4,961,900,000**	**789,900,000**	**698,400,000**
Advanced Tech, Safe, Clean Transportation--Transportation Control Measures (TCM)	**6,680,000,000**	**289,900,000**	**1,303,200,000**
Transit, Passenger Rail, Low-Zero Emissions Infrastructure, Intellegent Transportation Systems (ITS)	5,175,000,000	102,400,000	654,000,000
Operational Improvements - High Occupancy Vehicles (HOV) / Managed (M) Lanes, Ramp Meters (RM)	738,000,000	90,600,000	
Bicycle and Pedestrian Complete Streets Improvements and Maintenance	767,000,000	96,900,000	649,200,000
Priority Regional Projects	**2,510,200,000**	**224,900,000**	**698,400,000**
Freight Rail*	257,600,000	21,600,000	698,400,000
2026-2029 Major Roadway Improvements	772,000,000	-	
2030-2049 Major Roadway Improvements	1,480,600,000	203,300,000	
Grand Total* **	**14,152,100,000**	**1,304,700,000**	**2,700,000,000**

* Freight rail is mostly private sector funded but is included here due to the positive effect increased rail freight can have on roadway maintenance costs and air emissions.

** Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed allows delivery of projects an average of 5 years early resulting in an inflation savings, and helps prioritize preventative maintenance, lowering roadway maintenance cost by est. 47%. If potential new funding sources do NOT materialize, savings may not be fully realized and projects will be delayed in the next RTP update. Revenue local governments passed general sales tax increases a forecasts are required to take into account historic trends. The two previous 4-year cycles assumed additional funding, and the funding did materialize. In 2018, the state raised the gas tax under SB1, and in 2022. Potential new funding sources could include an increase in the federal gas tax, a state increase on electric vehicles, or other local funding efforts. Note also that additional funding can be used to leverage or match other funding sources, increasing the amount of funding available to deliver projects earlier. The CIP assumes a balanced distrubiton of new funds, actual distribution is dependant on the ultimate source of the new funding and will be reflected in future updates to the 4-year RTP cycle. For more info on potential funding sources, see RTP Chapter 6.

*** Table excludes unconstrained "Next-In-Line" Projects found in Table 5.2. These projects are not currently funded but could be advanced if new funding becomes available.

TABLE 5.2 - Beyond 2049 - Next-In-Line Projects (Unconstrained Program of Projects)

Beyond 2049 - Summary of Next-In-Line Projects*

Program Category	YOE Cost ($)**	Maint./Inflation Savings ($)**
Fix-It-First, Keep-It-Local / Cost-Efficient--Roadway Safety, Maintenance, Operations	698,400,000	328,200,000
Advanced Tech, Safe, Clean Transportation--Transportation Control Measures (TCM)****	39,244,800,000	6,250,700,000
Active Transportation***	0	0
Rail Freight	1,709,100,000	264,700,000
Major Roadway Improvements	10,313,650,000	1,642,600,000
Grand Total****	51,965,950,000	8,486,200,000

* Next-In-Line (unconstrained) projects have no funding identified yet. However, if early expenditure projects in Table 5.1 are delivered early and under budget, these projects would be the next in line for funding.

** Year of expenditure (YOE) 1) Assumes 3% annl. inflation, assumed extra funding allows delivery of projects 5 yrs. early resulting in inflation savings, 2) Prioritize preventative maint., lowers cost by est. 47%.

*** Active Transportation (bike & pedestrian) projects identified in the Kern COG Active Transportation Plan are fully funded and listed in table 5.1.

**** Next-In-Line (unconstrained) projects include unfunded high speed rail segments in Kern totalling an estimated $30 Billion. Any potential new local funding sources/savings shall not be used for this project.

ARVIN-LAMONT SUBAREA

Regional Transportation Plan (RTP) 20+ Year Expenditure Program Summary By Major Expendature Categories with Forecast of Existing and Potential New Funding Sources	YOE Cost ($)**	Maintenance / Inflation Savings ($)**	Percent of expenditures county-wide
Fix-It-First, Keep-It-Local / Cost-Efficient--Roadway Safety, Maintenance, Operations	366,746,000	172,372,000	
Advanced Tech, Safe, Clean Transportation--Transportation Control Measures (TCM)	179,982,600	21,871,300	
Priority Regional Projects	903,400,000	110,400,000	
Early Expenditures Subtotal	**1,450,128,600**	**304,643,300**	**10.2%**
Next-In-Line Projects Benefitting Subarea****	43,801,550,000	6,985,300,000	
Grand Total of All Projects Benefiting Subarea	**45,251,678,600**	**7,289,943,300**	**68.4%**
		Share of County Population:	4.1%

**Year of expenditure (YOE) 1) Assumes 3% annl. inflation, assumed extra funding allows delivery of projects 5 yrs. early resulting in inflation savings, 2) Prioritize preventative maint., lowers cost by est. 47%.

***Active Transportation (bike & pedestrian) projects identified in the Kern COG Active Transportation Plan are fully funded and listed in table 5.1.

****Next-In-Line (unconstrained) projects include unfunded high speed rail segments in Kern totalling an estimated $30 Billion. Any potential new local funding sources/savings shall not be used for this project. Next-In-Line (unconstrained) projects have no funding identified yet. However, if early expenditure projects in Table 5.1 are delivered early and under budget, these projects would be the next in line for funding.

Fix-It-First, Keep-It-Local / Cost-Efficient--Roadway Safety, Maintenance, Operations

Roadway Safety, Maintenance and Operations

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maintenance / Inflation Savings ($)**	RTP Project ID
2	Arvin - potential new funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	29,963,000	14,083,000	KER26RTP001
2	Arvin - existing funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	118,433,000	55,664,000	KER26RTP001
2	County Areas - potential new funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	27,499,000	12,925,000	KER26RTP001
2	County Areas - existing funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	108,694,000	51,086,000	KER26RTP001
2	State Highways - existing funds	Various Locations	State Highway Operations and Protection Program (SHOPP)	82,157,000	38,614,000	KER26RTP001
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**366,746,000**	**172,372,000**	

ARVIN-LAMONT SUBAREA (Continued)

Advanced Tech, Safe, Clean Transportation--Transportation Control Measures (TCM)

Transit, Passenger Rail, Low-Zero Emissions Infrastructure, Intellegent Transportation Systems (ITS)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	
1,2,3,4,5,6,7,8,9	Countywide	Vanpooling	Vanpooling, Park & Ride Lots	8,200,000	1,100,000	KER26RTP005	
1,5	Bakersfield	SR 99 HOV/M Lanes, RM	I-change at White Ln - HOV RM	4,500,000	618,300	KER08RTP105	2036
1,5,8	Bakersfield	SR 99 HOV/M Lanes, RM	I-change at Panama Ln - HOV RM	4,500,000	618,300	KER08RTP105	2036
1,5,8	Bakersfield	SR 99 HOV/M Lanes, RM	I-change at SR 119 - HOV RM	4,500,000	618,300	KER08RTP105	2036
1,5	Bakersfield	SR 58 HOV/M Lanes, RM	I-change at Oak St - HOV RM	4,500,000	618,300	KER08RTP103	2036
1,5	Bakersfield	SR 58 HOV/M Lanes, RM	I-change at H-Chester Av - HOV RM	4,500,000	618,300	KER08RTP103	2023
1,5	Bakersfield	SR 58 HOV/M Lanes, RM	I-change at Union Av - HOV RM	4,500,000	618,300	KER08RTP103	2023
1,5	Bakersfield	SR 58 HOV/M Lanes, RM	I-change at Cottonwood Rd - HOV RM	4,500,000	618,300	KER08RTP103	2036
1,5	Bakersfield	SR 58 HOV/M Lanes, RM	I-change at Mt Vernon Av - HOV RM	4,500,000	618,300	KER08RTP103	2036
1,5	Bakersfield	SR 58 HOV/M Lanes, RM	I-change at Oswell St - HOV RM	4,500,000	618,300	KER08RTP103	2036
1,5	Bakersfield	SR 58 HOV/M Lanes, RM	I-change at Fairfax Rd - HOV RM	4,500,000	618,300	KER08RTP103	2036
1,5	Bakersfield	SR 58 HOV/M Lanes, RM	I-change at Weedpatch Hwy - HOV RM	4,500,000	618,300	KER08RTP103	2036
1,2,3,4,5,6,7,8,9	Countywide	Bus Service	Regional Transit Service - Kern Transit / outlying communities	13,020,000	-	KER26RTP007	
1,2,3,4,5,6,7,8,9	Countywide	Intellegent Transportation. Sys.(ITS)	ITS related improvements / upgrades - Traffic Ops, etc.	140,000	-	KER26RTP014	
1,2,3,4,5,6,7,8,9	Countywide	Aviation	Capital, Maintenance and Operational Improvements	1,970,000	-	KER26RTP015	
1,2,3,4,5,6,7,8,9	Countywide	Various Locations	Other TCMs,--Alternative fuel/zero emission infrastructure, Promotion of alt. modes, alt. commuting, etc.	3,780,000	500,000	KER26RTP025	
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**76,610,000**	**8,401,300**		

ARVIN-LAMONT SUBAREA (Continued)

Bicycle and Pedestrian Complete Streets Improvements and Maintenance

Bikeway Facilities

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start
1	Arvin	class I shared use path	North City Path (Bear Mtn Bl to Varsity Av) .5 mi.	506,500	69,600	KER26RTP029	
1	Arvin	class II bike ln	A St (Olson Wy to 5th Av) 1.1 mi.	111,400	15,300	KER26RTP004	
1	Arvin	class II bike ln	Haven Dr (Comanche Dr to Tejon Hwy) 1. mi.	101,300	13,900	KER26RTP004	
1	Arvin	class II bike ln	Mark St (Comanche Dr to Walnut Dr) .2 mi.	20,300	2,800	KER26RTP004	
1	Arvin	class II bike ln	Meyer St (Hwy 223 to Sycamore Rd) 1. mi.	101,300	13,900	KER26RTP004	
1	Arvin	class II bike ln	N Comanche St (Bear Mountain Rd to Varsity Av) .5 mi.	50,600	7,000	KER26RTP004	
1	Arvin	class II bike ln	Olsen St (A St to Meyer St) .5 mi.	50,600	7,000	KER26RTP004	
1	Arvin	class II bike ln	Sycamore Rd (Towerline Rd to Tejon Hwy) 1. mi.	101,300	13,900	KER26RTP004	
1	Arvin	class II bike ln	Tejon Hwy (Hwy 223 to Burkett Bl) 2.5 mi.	253,200	34,800	KER26RTP004	
1	Arvin	class II bike ln	Varsity Av (Campus Dr to Tejon Hwy) 1. mi.	101,300	13,900	KER26RTP004	
1	Arvin	class II bike ln	Walnut Dr (W Sycamore Rd to Alderete Dr) 1.2 mi.	121,600	16,700	KER26RTP004	
1	Arvin	class II bike ln	Comanche Dr (Mark St to Sycamore Rd) 1. mi.	90,000	-	KER2xRTP000	2023
1	Arvin	class II bike ln	Sycamore Rd (Comanche Dr to Tejon Hwy) 1. mi.	90,000	-	KER2xRTP000	2023
1	Arvin	class II bike ln	Sycamore Rd (Comanche to Rancho Dr) .5 mi.	45,000	-	KER2xRTP000	2023
1	Arvin	class II bike ln	Varsity Av (Comanche Dr to Campus St) .7 mi.	63,000	-	KER2xRTP000	2023
1	Arvin	class II buffered bike ln	Franklin St (Walnut Dr to S Derby St) .8 mi.	144,000	-	KER2xRTP000	2023
1	Arvin	class III bike bl	5th Av (N Hill St to N A St) .1 mi.	5,600	800	KER26RTP004	
1	Arvin	class III bike bl	Campus Dr (Sunset Bl to Richardson/Varsity Rd) .5 mi.	28,100	3,900	KER26RTP004	
1	Arvin	class III bike bl	Grapevine Dr (Campus Dr to N Hill St) .1 mi.	5,600	800	KER26RTP004	
1	Arvin	class III bike bl	Meyer St (El Camino Real to Sycamore Rd) .5 mi.	28,100	3,900	KER26RTP004	
1	Arvin	class III bike bl	N Hill St (Grapevine Dr to 5th Av) .1 mi.	5,600	800	KER26RTP004	
1	Arvin	complete streets	Campus Dr (Grapevine Dr to Varsity Rd) .5 mi.	4,600	-	KER2xRTP000	2023
1	Arvin/Caltrans	class II bike ln, Caltrans shldr	SR 223 (Malovich Rd to Tejon Hwy) .5 mi.	50,600	7,000	KER26RTP004	
1	Arvin/Caltrans	class II bike ln, Caltrans shldr	SR 223/E Bear Mtn Bl (Comanche to Union) 12.6 mi	1,134,000	-	KER2xRTP000	1013
1	Arvin/Caltrans	class IV cycle track, Caltrans shldr	SR 223/Bear Mtn Bl (Tejon Hwy to Comanche Dr) 1 mi	340,900	46,800	KER26RTP108	
1,5	Bakersfield/County	class I shared use path	Arvin-Edison Canal (Cen Brnch Canal to Mt Vernon Av) - 1.3 n	1,316,800	180,900	KER26RTP055	
1,5	Bakersfield/County	class I shared use path	Arvin-Edison Canal (S Oswell St to Marion Av) - 1.5 mi.	1,519,400	208,800	KER26RTP056	
1,5	Bakersfield/County	class II bike ln	Comanche Dr (E Panama Ln to Varsity Av) 5.5 mi.	495,000	-	KER2xRTP000	2023
1,5	Bakersfield/County	class II bike ln	Day Av (N Chester Av to Manor St) 0.5 mi.	45,000	-	KER2xRTP000	2023
1.5	Bakersfield/County	class II bike ln	E Panama Ln (MLK Bl/Cottonwood Rd to S Comanche Dr) 8.1	820,500	112,700	KER26RTP004	
1.5	Bakersfield/County	class II bike ln	Edison Hwy (Fairfax Av to S Comanche Dr) 4.8 mi.	432,000	-	KER2xRTP000	2023
1,5	Bakersfield/County	class II bike ln	Edison Hwy (Washington St to Fairfax Av) 3 mi.	303,900	41,800	KER26RTP004	
1,5	Bakersfield/County	class II bike ln	Edison Rd (Breckenridge Rd to Edison Hwy) .8 mi.	81,000	11,100	KER26RTP004	
1,5	Bakersfield/County	class II bike ln	Hermosa Rd (Fairfax Rd to Comanche Dr) 5. mi.	506,500	69,600	KER26RTP004	
1.5	Bakersfield/County	class II bike ln	MLK Bl/Cottonwood Rd (E Panama Ln to Panama Rd) 2 mi.	180,000	-	KER2xRTP000	2023
1,5	Bakersfield/County	class II bike ln	Mountain View Rd (Fairfax Rd to Comanche Dr) 5. mi.	506,500	69,600	KER26RTP004	
1.5	Bakersfield/County	class II bike ln	Muller Rd (S Owell St to Weedpatch Hwy) 2 mi.	202,600	27,800	KER26RTP004	
1,5	Bakersfield/County	class II bike ln	Muller Rd (Comanche Dr to Oswell St) 6. mi.	607,800	83,500	KER26RTP004	
1,5	Bakersfield/County	class II bike ln	Muller Rd (Weedpatch Hwy to S Comanche Dr) 4 mi.	405,200	55,700	KER26RTP004	
1,5	Bakersfield/County	class II bike ln	Panama Rd (Buena Vista Rd to S Oswell St) 9.1 mi.	921,800	126,600	KER26RTP004	

1,5	Bakersfield/County	class II bike ln	Panama Rd (S Oswell St to Weedpatch Hwy) 3.0 mi.	270,000	-	KER2xRTP000	2023
1,5	Bakersfield/County	class II bike ln	Union Av (Panama Rd to Bear Mountain Bl) 4 mi.	405,200	55,700	KER26RTP004	
1,5	Bakersfield/County	class II bike ln	Edison Hwy (Mt Vernon Av to Comanche Dr) 7.8 mi.	702,000	-	KER2xRTP000	2023
1,5	Bakersfield/County	class II buffered bike ln	S Union Av (Panama Rd to Bear Mountain Bl) 4. mi.	810,400	111,300	KER26RTP004	
1,5	County/Lamont	class II bike ln	Buena Vista Bl (S Union Av to S Comanche Dr) 9.1 mi.	921,800	126,600	KER26RTP004	
1	County/Lamont	class II bike ln	Hall Rd (SR 184 to Habecker Rd) .5 mi.	50,600	7,000	KER26RTP004	
1,5	County/Lamont	class II bike ln	Panama Rd (Habecker Rd to S Comanche Dr) 3.5 mi.	354,500	48,700	KER26RTP004	
1,5	County/Lamont	class II bike ln	Panama Rd (Weedpatch Hwy to Habecker Rd) .5 mi.	50,600	7,000	KER26RTP004	
1,5	County/Lamont	class II bike ln	Sunset Bl (Weedpatch Hwy to Vineland Rd) 1. mi.	101,300	13,900	KER26RTP004	
1,5	County/Lamont	class II bike ln	Vineland Rd (Pioneer Dr to SR 223) 11. mi.	1,114,300	153,100	KER26RTP004	
1,5	County/Lamont	class II bike ln	Comanche Dr (Panama Ln to Muller Rd) 7.5 mi.	675,000	-	KER2xRTP000	2023
1,5	County/Lamont	class II bike ln	DiGiorgio Rd (Vineland Rd to Comanche Dr) 3. mi.	270,000	-	KER2xRTP000	2023
1,5	County/Lamont	class II bike ln, Caltrans shldr	SR 184 Weedpatch Hwy (SR 58 to Panama Rd) 6 mi.	540,000	-	KER2xRTP000	2021
1,5	County/Lamont	class II buffered bike ln	Di Giorgio Rd (Pierce Dr to S Vineland Rd) 1.8 mi.	364,700	50,100	KER26RTP004	
1,5	County/Lamont	class III bike bl	Edison Rd (Edison Hwy to SR 223) 9.7 mi.	545,900	75,000	KER26RTP004	
1,5	County/Lamont	class III bike bl	Habecker Rd (Panama Rd to Di Giorgio Rd) 1. mi.	56,300	7,700	KER26RTP004	
1,5	County/Lamont	class III bike bl	Hall Rd (Main St to Habecker Rd) .4 mi.	22,500	3,100	KER26RTP004	
1,5	County/Lamont	class III bike bl	Myrtle Av (Di Giorgio Rd to Panama Rd) 1. mi.	56,300	7,700	KER26RTP004	
1,5	County/Lamont	class III bike bl	Segrue Rd (San Emidio St to Habecker Rd) .9 mi.	50,600	7,000	KER26RTP004	
1	County/Lamont/Caltrans	class II bike ln, Caltrans shldr	SR 184/Weedpatch Hwy/Main St (Di Giorgio Rd to E Bear Mou	303,900	41,800	KER26RTP004	
1	County/Lamont/Caltrans	Bikeway Study	SR 184/Main St (Panama Rd to Di Giorgio Rd) 1 mi.	150,000	-	KER2xRTP000	
1	County/West Arvin/Caltrans	class II bike ln, Caltrans shldr	SR 223/E Bear Mountain Bl (S Comanche Dr to Weedpatch H	415,300	57,100	KER26RTP004	
1,2,3,4,5,6,	**Countywide**	**Various locations**	**Construct Class I, II or III Bike Path; striping; signage**	**100,000**	**13,700**	KER26RTP004	
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**20,229,700**	**2,047,400**		

ARVIN-LAMONT SUBAREA (Continued)

Bicycle and Pedestrian Complete Streets Improvements and Maintenance

Pedestrian Facilities

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	nflation Savings ($)**	RTP Project ID	Start
1	Arvin	Complete Streets	Comanche Dr (Varsity Av to Franklin St) 1.5 mi.	971,400	133,500	KER26RTP025	
1	Arvin	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc.	11,040,700	1,516,900	KER26RTP025	
1	Arvin	Corridor Improvement	A St (Simpson St to Franklin St) .9 mi.	264,200	36,300	KER26RTP025	
1	Arvin	Corridor Improvement	El Camino Real (S Comanche Rd to Tejon Hwy) 1. mi.	97,100	13,300	KER26RTP025	
1	Arvin	Corridor Improvement	Franklin St (Walnut Dr to Tejon Hwy) .8 mi.	235,000	32,300	KER26RTP025	
1	Arvin	Corridor Improvement	Haven Dr (Comanche Dr to Varsity Av) 1. mi.	96,500	13,300	KER26RTP025	
1	Arvin	Corridor Improvement	Meyer St (Ellen Wy to El Camino Real) .2 mi.	21,600	3,000	KER26RTP025	
1	Arvin	Corridor Improvement	Meyer St (Varsity Av to Hwy 223) .5 mi.	47,400	6,500	KER26RTP025	
1	Arvin	Corridor Improvement	N Hill St (Varsity Av to Hwy 223) .5 mi.	47,500	6,500	KER26RTP025	
1	Arvin	Corridor Improvement	Sycamore Rd (Comanche Dr to Tejon Hwy) 1. mi.	97,500	13,400	KER26RTP025	
1	Arvin	Corridor Improvement	Varsity Av (Comanche Dr to Carmel St) .7 mi.	215,000	29,500	KER26RTP025	
1	Arvin	Corridor Improvement	Walnut Dr (W Sycamore Rd to Alderete Dr) 1.2 mi.	254,000	34,900	KER26RTP025	
1	Arvin	High-Visibility Crosswalk	Franklin St (Meyer St)	12,600	1,700	KER26RTP025	
1	Arvin	High-Visibility Crosswalk	Hood St (Butte Av)	12,600	1,700	KER26RTP025	
1	Arvin	High-Visibility Crosswalk	Hood St (Meyer St)	12,600	1,700	KER26RTP025	
1	Arvin	High-Visibility Crosswalk	Meyer St (Hanson Ln)	3,200	400	KER26RTP025	
1	Arvin	High-Visibility Crosswalk	Varsity Av shared-use path (Campus Dr)	3,200	400	KER26RTP025	
1	Arvin	Sidewalk Improvement	Meyer St (Ellen Wy to Hwy 223) 1.3 mi.	269,900	37,100	KER26RTP025	
1	Arvin	Sidewalk Improvement	Tejon Hwy (Hwy 223 to Sycamore Rd) 1. mi.	214,000	29,400	KER26RTP025	
1	Arvin/Caltrans	Corridor Improvement	SR 223 Bear Mountain Blvd (Comanche Dr to Derby St) 1. mi.	96,700	13,300	KER26RTP025	
5	Bakersfield	Corridor Improvement	Fairfax Rd (Brundage Ln to Muller Rd) 1.9 mi.	579,000	79,500	KER26RTP025	
5	Bakersfield/Caltrans	Corridor Improvement	Weedpatch Hwy (Brundage Ln to E Bear Mountain Blvd) 10. m	3,109,900	427,300	KER26RTP025	
5	Bakersfield/County	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc.	51,621,000	7,092,300	KER26RTP025	
5	Bakersfield/County	Corridor Improvement	E Fairview Rd (Hughes Ln to Farrel Dr) 2.2 mi.	207,700	28,500	KER26RTP025	
5	Bakersfield/County	Sidewalk Improvement	Di Giorgio Rd (Fairfax Rd to Main St) 1. mi.	213,400	29,300	KER26RTP025	
5	Bakersfield/County	Sidewalk Improvement	Di Giorgio Rd (Pierce Drive to Weedpatch Highway) .7 mi.	160,400	22,000	KER26RTP025	
5	Bakersfield/County	Sidewalk Improvement	Mtn View Rd (RR xing to Sherman Rd) .8 mi.	164,000	22,500	KER26RTP025	
5	Bakersfield/County	Sidewalk Improvement	Panama Rd (Gilbert St to Habecker Rd) .7 mi.	150,000	20,600	KER26RTP025	
5	Bakersfield/County	Sidewalk Improvement	Panama Rd (Habecker Rd to Main St) .5 mi.	110,800	15,200	KER26RTP025	
1	County/Lamont	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc.	2,459,300	337,900	KER26RTP025	
1	County/Lamont	Corridor Imp. lights	Santa Ana St (Hall Rd to Wharton Av) .4 mi.	132,800	18,200	KER26RTP025	
1	County/Lamont	Corridor Imp. lights	Santa Barbara St (Hall Rd to Wharton Av) .4 mi.	134,000	18,400	KER26RTP025	
1	County/Lamont	Corridor Imp. lights	Santa Clara St (Hall Rd to Wharton Av) .4 mi.	136,700	18,800	KER26RTP025	
1	County/Lamont	Corridor Improvement	Hall Rd (San Emidio St to Habecker Rd) .5 mi.	159,000	21,800	KER26RTP025	
1	County/Lamont	Corridor Improvement	Myrtle Av (Panama Ln to Wharton Av) .9 mi.	291,100	40,000	KER26RTP025	

1	County/Lamont	Corridor Improvement	Panama Rd (Wible Rd to Main St) 7. mi.	2,178,900	299,400	KER26RTP025
1	County/Lamont	Corridor Improvement	San Diego St (Burgundy Av to Wharton Av) .7 mi.	213,400	29,300	KER26RTP025
1	County/Lamont	High-Visibility Crosswalk	Wharton Av (Main St)	12,600	1,700	KER26RTP025
1	County/Lamont	Sidewalk Improvement	Bertal St (CA-184 to Carnation Ave) 0.3 mi.	51,700	7,100	KER26RTP025
1	County/Lamont	Sidewalk Improvement	Bonita Rd (Main St to Habecker Rd) .5 mi.	109,600	15,100	KER26RTP025
1	County/Lamont	Sidewalk Improvement	Buena Vista Blvd (May Street to Buena Vista Blvd Mobile Park	157,000	21,600	KER26RTP025
1	County/Lamont	Sidewalk Improvement	Burger Way (San Diego St to San Fernando St) 0.1 mi.	29,900	4,100	KER26RTP025
1	County/Lamont	Sidewalk Improvement	Carnation Ave (Mc Kee Road to Panama Road) .5 mi.	107,400	14,800	KER26RTP025
1	County/Lamont	Sidewalk Improvement	Carnation Ave (Panama Rd to Collison St) 0.3 mi.	742,800	102,100	KER26RTP025
1	County/Lamont	Sidewalk Improvement	Collision St (Main St to Carnation Av) .2 mi.	53,500	7,400	KER26RTP025
1	County/Lamont	Sidewalk Improvement	Collison St (CA-184 to Carnation Ave) 0.3 mi.	53,500	7,400	KER26RTP025
1	County/Lamont	Sidewalk Improvement	Delight Ave (San Emideo St to San Diego St) 0.2 mi.	45,200	6,200	KER26RTP025
1	County/Lamont	Sidewalk Improvement	Di Giorgio Rd (Fairfax Rd to Main St) 1. mi.	213,400	29,300	KER26RTP025
1	County/Lamont	Sidewalk Improvement	Di Giorgio Rd (Pierce Drive to Weedpatch Highway) .7 mi.	160,400	22,000	KER26RTP025
1	County/Lamont	Sidewalk Improvement	Dunnsmere St (San Diego Street to Weedpatch Highway) .2 m	51,300	7,000	KER26RTP025
1	County/Lamont	Sidewalk Improvement	Emperor Ave (Howard to San Diego St) 0.1 mi.	26,000	3,600	KER26RTP025
1	County/Lamont	Sidewalk Improvement	Field St (Di Giorgio Rd to Tri Duncan Avenue) .5 mi.	107,600	14,800	KER26RTP025
1	County/Lamont	Sidewalk Improvement	Gilbert St (Emperor Ave to Panama Rd) 0.1 mi.	27,700	3,800	KER26RTP025
1	County/Lamont	Sidewalk Improvement	Habecker Rd (Panama Rd to Segrue Rd) .7 mi.	160,300	22,000	KER26RTP025
1	County/Lamont	Sidewalk Improvement	Hall Rd (San Diego St to Main St) .3 mi.	53,900	7,400	KER26RTP025
1	County/Lamont	Sidewalk Improvement	Howard St (Emperor Ave to Panama Rd) 0.1 mi.	27,700	3,800	KER26RTP025
1	County/Lamont	Sidewalk Improvement	Lana St (CA-184 to Carnation Ave) 0.3 mi.	54,100	7,400	KER26RTP025
1	County/Lamont	Sidewalk Improvement	Man O War St (Whirlaway St to Main St) .3 mi.	66,900	9,200	KER26RTP025
1	County/Lamont	Sidewalk Improvement	McKee Rd (Main St to Carnation Av) .3 mi.	55,400	7,600	KER26RTP025
1	County/Lamont	Sidewalk Improvement	Montal St (CA-184 to Carnation Ave) 0.3 mi.	54,800	7,500	KER26RTP025
1	County/Lamont	Sidewalk Improvement	Mtn View Rd (RR xing to Sherman Rd) .8 mi.	164,000	22,500	KER26RTP025
1	County/Lamont	Sidewalk Improvement	Panama Rd (Gilbert Street to Habecker Rd) .7 mi.	150,000	20,600	KER26RTP025
1	County/Lamont	Sidewalk Improvement	Panama Rd (Habecker Rd to Main St) .5 mi.	110,800	15,200	KER26RTP025
1	County/Lamont	Sidewalk Improvement	Reynolds St (Whirlaway St to Main St) .3 mi.	63,300	8,700	KER26RTP025
1	County/Lamont	Sidewalk Improvement	Ribier Ave (San Emideo St to End of street) 0.1 mi.	29,900	4,100	KER26RTP025
1	County/Lamont	Sidewalk Improvement	San Diego St (Delight Ave to Burgundy Ave) 0.2 mi.	213,400	29,300	KER26RTP025
1	County/Lamont	Sidewalk Improvement	San Emidio St (Delight Ave to End of street) 0.2 mi.	60,800	8,400	KER26RTP025
1	County/Lamont	Sidewalk Improvement	San Fernando St (Delight Ave to Mataro Ct) 0.2 mi.	37,300	5,100	KER26RTP025
1	County/Lamont	Sidewalk Improvement	San Gorgonio (Panama Rd to Delight Ave) 203 ft. mi.	10,900	1,500	KER26RTP025
1	County/Lamont	Sidewalk Improvement	Segrue Rd (San Emidio St to Habecker Rd) 1. mi.	204,100	28,000	KER26RTP025
1	County/Lamont	Sidewalk Improvement	Wharton Av (San Emidio St to Myrtle Av) .7 mi.	148,800	20,400	KER26RTP025
1	County/Lamont	Sidewalk/Corridor Imp.	Hall Rd (San Emidio to Habecker Rd) 1. mi.	159,000	21,800	KER26RTP025
1	County/Lamont	Sidewalk/Corridor Imp.	Hope Ln (Tatum St to Habecker Rd) .1 mi.	21,000	2,900	KER26RTP025
1	County/Lamont	Sidewalk/Corridor Imp.	Tatum St (Hope Ln to Hall Rd) .09 mi.	21,400	2,900	KER26RTP025
1	County/Lamont	Sidewalk/Corridor Imp.	Wilson (Hope Ln to end of street) .04 mi.	23,400	3,200	KER26RTP025
1	County/Lamont/Caltrans	Corridor Improvement	San Diego St (Burgundy Av-Wharton Av) .5 mi.	158,100	21,700	KER26RTP025

1	County/Lamont/Caltrans	Corridor Improvement	SR 184 Weedpatch Hwy (Brundage Ln to E Bear Mtn Bl) 10. n	3,109,900	427,300	KER26RTP025	
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**83,142,900**	**11,422,600**		

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

ARVIN-LAMONT SUBAREA (Continued)

Priority Regional Projects

Freight Rail***

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
1,2,3,5,6,7,8,9	County/Tehachapi	Freight Rail	Double-track sections (Bakersfield to Mojave) - Phase 2	101,300,000	13,900,000	KER26RTP086	
1,5,6,8	Shafter/Bakersfield	Freight Rail	Intermodal Rail Facility - Phase 3	100,000,000	-	KER26RTP087	2026
1,2,3,4,5,6,7,8,9	Countywide	Freight Rail	Private Sector Rail Network Improvments, supporting rail freight movement	2,300,000	300,000	KER26RTP089	
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**203,600,000**	**14,200,000**	**Sub-total**	

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

***Freight rail projects are usually privately funded however some competetive government grant funding is available.

ARVIN-LAMONT SUBAREA (Continued)

Priority Regional Projects

Major Roadway Improvements

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
1,5,6,7,8,9	Bakersfield	Centennial Corridor	At Rte 99 & 58 – operational improvements	84,000,000	-	KER22RTP003	2026
1,5,9	County	Route 184	At Union Pacific Railroad - new grade separation	29,700,000	-	KER08RTP108	2026
1,5,6,7,8,9	County	Centennial Corridor	Stockdale Hwy (SR 43 to Heath Rd) safety widening, traffic flow impvmts.	66,400,000	-	KER22RTP005	2026
1,2,3,4,5,6,7,8,9	County/Keene	Route 58	W of Tehachapi to General Beale Rd - new truck climbing lanes	140,000,000	-	KER22RTP006	2026
1,5,6,8	Shafter	Cherry Av	Intermodal Rail Freight Hub Connector Improvements - Phase I - Shafter Greenpass (KARGO 13.9)	111,100,000	-	KER23RTP001	2027
1,5,6	Shafter	Merced Av	Intermodal Rail Freight Hub Connector Improvements - Phase I - Shafter Greenpass (KARGO 13.7)	111,100,000	-	KER23RTP001	2027
1,5	County/Bakersfield	Route 184	Morning Dr to Rt 178 - safety widening, traffic flow improvements	5,600,000	800,000	KER08RTP101	2032
1,5	County/Bakersfield	Route 184	Rt 58 to 178 via Morning Dr - safety widening, traffic flow improvements	101,300,000	13,900,000	KER08RTP045	2036
1,2,5,6,9	County/Bakersfield	Route 99	Beardsley Canal to N of 7th Standard Rd - safety widening, traffic flow improvements	102,200,000	14,000,000	KER08RTP138	2036
1,5	County/Lamont-Fuller Acres	Route 184	Panama Rd to Rt 58 - safety widening, traffic flow improvements	11,800,000	1,600,000	KER08RTP100	2036
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**699,800,000**	**96,200,000**	**Sub-total**	

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

ARVIN-LAMONT SUBAREA (Continued)

Fix-It-First, Keep-It-Local / Cost-Efficient--Roadway Safety, Maintenance, Operations

Next-In-Line - Local Streets and Roads (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maintenance Savings ($)**	RTP Project ID
1,2,3,4,5,6,7,8,9	Region	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	28,700,000	13,500,000	KER26RTP001
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**28,700,000**	**13,500,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

ARVIN-LAMONT SUBAREA (Continued)

Advanced Tech, Safe, Clean Transportation--Transportation Control Measures (TCM)

Next-In-Line - Transit, Passenger Rail, Aviation (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
1,5	Arvin, Lamont, SE Bakersfield	Commuter Rail	Metro/Southeast Corridor (2012 Commuter Rail Study)	162,400,000	25,900,000	KER26RTP108
1,2,3,4,5,6,7,8,9	Kern County, Bakersfield, Tehachapi	High Speed Rail	Northwest of Bakersfield to Palmdale connecting to Palmdale Metrolink Station	30,000,000,000	4,778,100,000	KER26RTP113
1,2,4,5,6,8,9	County, Bksfld	Meadows Field (BFL)	Capital Improvements	54,600,000	8,700,000	KER26RTP121
1,2,4,5,6,8,9	County, Bksfld	Meadows Field (BFL)	Meadows Field Air Freight Terminal	75,020,000	11,900,000	KER26RTP122
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**39,244,800,000**	**6,250,700,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

ARVIN-LAMONT SUBAREA (Continued)

Next-In-Line - Active Transportation (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
1,2,3,4,5,6,7,8,9	all	The intent of this plan is to fully fund bike and pedestrian projects as identified in the most recent active transportation plan. For a complete listing of projects see Table 5.1.				
			Sub-total	**$0**	**$0**	**Sub-total**

ARVIN-LAMONT SUBAREA (Continued)

Next-In-Line - Freight rail (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
1,2	Arvin, Tejon	shorthaul rail	SJVR/UP - Arvin-Tejon Rail Spur Extension (2013 SJV IGMP, KARGO Study)	264,000,000	42,000,000	KER27RTP143
1,5,6	Bakersfield	Intermodal hub	Shafter Inland Port Phase 4 (2013 SJV IGMP)	100,000,000	15,900,000	KER27RTP131
1,5,6,9	County	UPRR	UP Tehachapi Pass Additions Seg 1 (KARGO 2.71-3)	104,000,000	16,600,000	KER27RTP145
1,5,6,9	County	UPRR	UP Tehachapi Pass Improvements (KARGO 2.8)	16,400,000	2,600,000	KER27RTP146
1,2	County/Grapevine	Intermodal hub	Tejon Commerece Center Intermodal Rail Terminal (KARGO Study 1.3)	75,000,000	11,900,000	KER27RTP134
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**559,400,000**	**89,000,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

ARVIN-LAMONT SUBAREA (Continued)

Next-In-Line - Major Roadway Improvements (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
1,9	Arvin	Route 223	East Arvin city limits to Rt 58 - safety widening	64,700,000	10,300,000	KER08RTP049
1,4,5	Bakersfield	Eastern Urban Corridor	Rt 58 to Morning Drive - construct new facility	200,000,000	31,900,000	KER08RTP078
1,4,5,9	Bakersfield	Route 58	Comanche Dr - construct UPRR grade sep/upgrade interchang	54,000,000	8,600,000	KER08RTP037
1,5,8,9	Bakersfield	Route 58	New 58 from I-5 to Heath Rd at Stockdale Hwy - construct new	500,000,000	79,600,000	KER08RTP114
1,5,8,9	Bakersfield	Southern Urban Corridor	I-5 to Rt 58 - new facility	610,000,000	97,200,000	KER08RTP074
1,4,5	Cnty/Bkfd	Comanche Drive	Comanche Dr @ UPRR - construct grade separation	59,000,000	9,400,000	KER08RTP123
1,2,8	County	Copus Rd	Copus Rd Safety Realignment (KARGO 1.4)	19,150,000	3,100,000	KER26RTP168
1,2,8	County	Future Route 166	Arvin Greenpass Corr. Copus/David Rd; I-5 to Wheeler Rdge I	104,000,000	16,600,000	KER26RTP167
1,2,8	County	Future Route 166	Realign SR 166 to Copus Rd via Old River Rd (KARGO 1.5)	45,000,000	7,200,000	KER26RTP169
1,5	County	Future Route 184	S Lamont Greenpass - Edison Rd, 223 to S Arvin Greenpass (	115,000,000	18,300,000	KER26RTP164
1,5	County	Future Route 184	S Lamont Greenpass - Edison Rd, 223 to S Arvin Greenpass (	12,150,000	1,900,000	KER26RTP165
1,2,5,6,8	County	Interstate 5	Grapevine southbound weigh station relocation (KARGO 4.1)	100,000,000	15,900,000	KER18RTP004
1,2,5,8	County	Interstate 5	Southbound truck weigh station new location - Tejon Pass	66,600,000	10,600,000	KER26RTP150
1,5,6,7,8,9	County	Route 58	Route 223 new interchange (KARGO 2.3)	244,000,000	38,900,000	KER26RTP155
1,5,6,7,8,9	County	Route 58	Cultural Biological Interpretive Visitors Center (KARGO 2.4)	17,550,000	2,800,000	KER26RTP156
1,2,5	County	Wheeler Ridge Rd	I-5 to Rt 223 -safety widening	129,400,000	20,600,000	KER08RTP061
1,5	County / Arvin	Future Route 223	Arvin Greenpass Corridor incl. pre-diagonal Herring Rd phase	257,000,000	40,900,000	KER26RTP166
1,5	County / Lamont	Future Route 184	Lamont Greenpass - Edison Rd, 58 to 223 (KARGO 5.1)	164,000,000	26,100,000	KER26RTP160
1,5	County/Bkfd	Mt Vernon Av	Bakersfield Greenpass, Mt Vernon Av Safety Rehab (KARGO	81,500,000	13,000,000	KER26RTP161
1,5	County/Bkfd	Mt Vernon Av	Bakersfield Greenpass, Mt Vernon Av extension (KARGO 5.3)	67,100,000	10,700,000	KER26RTP162
1,5,8,9	County/Bkfd	Route 58	I-5/Rt 58 Stockdale Hwy I-change improvements (KARGO 10.2	9,650,000	1,500,000	KER26RTP152
1,5,8,9	County/Bkfd	Route 58	SR 58 Stockdale Hwy Safety Passing Lanes (KARGO 10.3)	66,500,000	10,600,000	KER26RTP153
1,5	County/Bkfd	White Ln	Bakersfield Greenpass, White Ln Safety Rehab, extension (KA	22,300,000	3,600,000	KER26RTP163
1,2,5,8	County/Grapevine	Interstate 5	Grapevine interchange - construct new interchange / relocate t	76,000,000	12,100,000	KER18RTP004
1,2	County/Grapevine	Interstate 5	Laval Road - interchange improvements	4,000,000	600,000	KER18RTP005
1,5,9	County/Keene	Route 58	Near Hart Flat/Keene - expand commiercial truck weigh statior	22,250,000	3,500,000	KER08RTP034
1,2,5,6,8	County/Lebec	Interstate 5	Grapevine to Lebec - truck passing lanes - habitat crossings (H	257,800,000	41,100,000	KER08RTP027
1,5,6,7,8,9	County/Tehachapi	Route 58	W of Teh. to Gen Beale Rd - truck climb/safety passing lanes seg 1 (KARGO 2.1)	230,000,000	36,600,000	KER08RTP035
1,5,6,7,8,9	County/Tehachapi	Route 58	W of Teh. to Gen Beale Rd - truck climb/safety passing lanes seg 3 (KARGO 2.2)	301,000,000	47,900,000	KER26RTP154
1,5	Near Arvin	Route 223	Rt 99 to Rt 184 - safety widening	69,000,000	11,000,000	KER08RTP048
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**3,968,650,000**	**632,100,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

FRAZIER PARK SUBAREA

Regional Transportation Plan (RTP) 20+ Year Expenditure Program Summary By Major Expendature Categories with Forecast of Existing and Potential New Funding Sources	YOE Cost ($)**	Maintenance / Inflation Savings ($)**	Percent of expenditures county-wide
Fix-It-First, Keep-It-Local / Cost-Efficient--Roadway Safety, Maintenance, Operations	132,000,000	62,040,000	
Advanced Tech, Safe, Clean Transportation--Transportation Control Measures (TCM)	169,366,900	22,153,900	
Priority Regional Projects	399,800,000	35,600,000	
Early Expenditures Subtotal	**701,166,900**	**119,793,900**	**5.0%**
Next-In-Line Projects****	31,167,020,000	5,180,800,000	
Grand Total of All Projects Benefiting Subarea	**31,868,186,900**	**5,300,593,900**	**48.2%**
		Share of County Population:	0.9%

**Year of expenditure (YOE) 1) Assumes 3% annl. inflation, assumed extra funding allows delivery of projects 5 yrs. early resulting in inflation savings, 2) Prioritize preventative maint., lowers cost by est. 47%.

***Active Transportation (bike & pedestrian) projects identified in the Kern COG Active Transportation Plan are fully funded and listed in table 5.1.

****Next-In-Line (unconstrained) projects include unfunded high speed rail segments in Kern totalling an estimated $30 Billion. Any potential new local funding sources/savings shall not be used for this project. Next-In-Line (unconstrained) projects have no funding identified yet. However, if early expenditure projects in Table 5.1 are delivered early and under budget, these projects would be the next in line for funding.

Fix-It-First, Keep-It-Local / Cost-Efficient--Roadway Safety, Maintenance, Operations

Roadway Safety, Maintenance and Operations

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maintenance / Inflation Savings ($)**	RTP Project ID
2	County Areas - potential new funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	12,222,000	5,744,000	KER26RTP001
2	County Areas - existing funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	48,308,000	22,705,000	KER26RTP001
2	State Highways - existing funds	Various Locations	State Highway Operations and Protection Program (SHOPP)	71,470,000	33,591,000	KER26RTP001
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**132,000,000**	**62,040,000**	**Sub-total**

FRAZIER PARK SUBAREA (Continued)

Advanced Tech, Safe, Clean Transportation--Transportation Control Measures (TCM)

Transit, Passenger Rail, Low-Zero Emissions Infrastructure, Intellegent Transportation Systems (ITS)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	
1,2,3,4,5,6,7,8,9	Countywide	Vanpooling	Vanpooling, Park & Ride Lots	1,700,000	200,000	KER26RTP005	
1,2,5,6,9	Bakersfield	SR 204 HOV/M Lanes	Airport Dr-178-HSR access/HOV/bus/safety/flow imp	84,400,000	11,600,000	KER08RTP082	2036
1,2,5,6,9	Bakersfield	SR 204 HOV/M Lanes	F St - HSR station access imps, i-change, bus/HOV	69,400,000	9,500,000	KER08RTP081	2030
2,5,6	Bakersfield/County	Bus Service - Metro Bakersfield	Operations and Maintenance (incl. fare box, TDA, fed.)	5,230,000		KER26RTP011	
1,2,3,4,5,6,7,8,9	Countywide	Bus Service	Operations and Maintenance (incl. fare box, TDA, fed.)	2,769,000		KER26RTP018	0
1,2,3,4,5,6,7,8,9	Countywide	Intellegent Transportation. Sys.(ITS)	ITS related improvements / upgrades - Traffic Ops, etc.	2,800,000	400,000	KER26RTP019	
1,2,3,4,5,6,7,8,9	Countywide	Aviation	Capital, Maintenance and Operational Improvements	420,000	100,000	KER26RTP019	

1,2,3,4,5,6,7,8,9	Countywide	Various Locations	Other TCMs,--Alternative fuel/zero emission infrastructure, Promotion of alt. modes, alt. commuting, etc.	800,000	100,000	KER26RTP020
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**167,519,000**	**21,900,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

***The largest portion of the Passenger Rail Program is funded through the CA High Speed Rail Authority (CHSRA) and like aviation and freight rail is included for information purposes only and beyond COG funding authority.

$3.0B in HSR funding has been identified (fiscally constrained) for construction in the Kern region. An estimated $20 billion is unfunded for the ramaining segements in the Kern Region and can be found in Table 5.2. Continued

delays in funding for the HSR project negate the possiblity of any inflation savings.

FRAZIER PARK SUBAREA (Continued)

*other funding

Bicycle and Pedestrian Complete Streets Improvements and Maintenance

Bikeway Facilities

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start
2	County/Frazier Park	class I bike ln	Falcon Wy (Peace Valley Rd to Frazier Mtn HS) 1 mi	604,100	83,000	KER26RTP028	
2	County/Frazier Park	class II bike ln	Frazier Mtn Pk Rd (N Peace V Rd to Tecuya Mtn Rd) 6 mi	1,049,000	144,100	KER26RTP004	
2	County/Frazier Park	class II bike ln	Peace Valley Rd (Frazier Mtn Pk Rd to Falcon Wy) .6 mi	61,200	8,400	KER26RTP004	
2	County/Frazier Park	class III bike ln	Mt Pinos Wy (Frazier Mtn Pk Rd to Frzr Mtn Pk Rd) 2.1 mi	21,500	3,000	KER26RTP004	
2	County/Frazier Park	class III bike ln	Monterey Trail (Mt Pinos wy to Park Dr) .2 mi.	1,900	300	KER26RTP004	
2	County/Frazier Park	class III bike ln	Frazier Mtn Pk Rd (Ivins Dr to Tecuya Mtn Rd) 1 mi	10,200	1,400	KER26RTP004	
1,2,3,4,5,6,7,8,9	Countywide	Various locations	Construct Class I, II or III Bike Path; striping; signage	100,000	13,700	KER26RTP004	
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**1,847,900**	**253,900**	**Sub-total**	

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

Bicycle and Pedestrian Complete Streets Improvements and Maintenance

Pedestrian Facilities

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
2	County/Frazier Park	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc.	5,418,100	744,400	KER26RTP025	
2	County/Frazier Park	Corridor Improvement	Frazier Mountain Park Rd (Monterey Trail to Camelia Trail) .4 r	122,500	16,800	KER26RTP025	
2	County/Frazier Park	Sidewalk Improvement	Monterey Trail (Park Dr to Mount Pinos Wy) .2 mi.	40,300	5,500	KER26RTP025	
2	County/Frazier Park	Sidewalk Improvement	Mount Pinos Wy (Johnson Rd to Pomeroy Trail) .9 mi.	182,100	25,000	KER26RTP025	
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**5,763,000**	**791,700**	**Sub-total**	

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

FRAZIER PARK SUBAREA (Continued)

Priority Regional Projects

Freight Rail***

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
1,2,3,5,6,7,8,9	County/Tehachapi	Freight Rail	Double-track sections (Bakersfield to Mojave) - Phase 2	101,300,000	13,900,000	KER26RTP086	

1,2,3,4,5,6,7,8,9	Countywide	Freight Rail	Private Sector Rail Network Improvments, supporting rail freight movement	56,300,000	7,700,000	KER26RTP089	

*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi **157,600,000** **21,600,000** **Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

***Freight rail projects are usually privately funded however some competetive government grant funding is available.

Priority Regional Projects

Major Roadway Improvements

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
1,2,3,4,5,6,7,8,9	County/Keene	Route 58	W of Tehachapi to General Beale Rd - new truck climbing lanes	140,000,000	-	KER22RTP006	2026
1,2,5,6,9	County/Bakersfield	Route 99	Beardsley Canal to N of 7th Standard Rd - safety widening, traffic flow improvements	102,200,000	14,000,000	KER08RTP138	2036

*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi **242,200,000** **14,000,000** **Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

FRAZIER PARK SUBAREA (Continued)

Regional Projects Under Construction / Recently Completed - 2025 Status

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Savings ($)**	RTP Project ID	Start
2,5	Bakersfield	Route 99	Hosking Ave - construct interchange	31,000,000	-	KER08RTP009	2014

*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi **31,000,000**

FRAZIER PARK SUBAREA (Continued)

Fix-It-First, Keep-It-Local / Cost-Efficient--Roadway Safety, Maintenance, Operations

Next-In-Line - Local Streets and Roads (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maintenance Savings ($)**	RTP Project ID
1,2,3,4,5,6,7,8,9	Region	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	698,400,000	328,200,000	KER26RTP001

*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi **698,400,000** **328,200,000** **Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

FRAZIER PARK SUBAREA (Continued)

Advanced Tech, Safe, Clean Transportation--Transportation Control Measures (TCM)

Next-In-Line - Transit, Passenger Rail, Aviation (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
1,2,3,4,5,6,7,8,9	Kern County, Bakersfield, Tehachapi	High Speed Rail	Northwest of Bakersfield to Palmdale connecting to Palmdale Metrolink Station	30,000,000,000	4,778,100,000	KER26RTP113
1,2,4,5,6,8,9	County, Bksfld	Meadows Field (BFL)	Capital Improvements	54,600,000	8,700,000	KER26RTP121
1,2,4,5,6,8,9	County, Bksfld	Meadows Field (BFL)	Meadows Field Air Freight Terminal	75,020,000	11,900,000	KER26RTP122

*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi **30,129,620,000** **4,798,700,000** **Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

FRAZIER PARK SUBAREA (Continued)

Next-In-Line - Active Transportation (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
1,2,3,4,5,6,7,8,9	all	The intent of this plan is to fully fund bike and pedestrian projects as identified in the most recent active transportation plan. For a complete listing of projects see Table 5.1.				0
			Sub-total	**$0**	**$0**	**Sub-total**

FRAZIER PARK SUBAREA (Continued)

Next-In-Line - Freight rail (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
1,2	Arvin, Tejon	shorthaul rail	SJVR/UP - Arvin-Tejon Rail Spur Extension (2013 SJV IGMP, KARGO Study)	264,000,000	42,000,000	KER27RTP143
1,2	County/Grapevine	Intermodal hub	Tejon Commerece Center Intermodal Rail Terminal (KARGO Study 1.3)	75,000,000	11,900,000	KER27RTP134
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**339,000,000**	**53,900,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

FRAZIER PARK SUBAREA (Continued)

Next-In-Line - Major Roadway Improvements (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
1,2,8	County	Copus Rd	Copus Rd Safety Realignment (KARGO 1.4)	19,150,000	3,100,000	KER26RTP168
2	County	Frazier Park	Park and Ride facility near Frazier Park Blvd	12,900,000	2,100,000	KER08RTP060
1,2,8	County	Future Route 166	Arvin Greenpass Corr. Copus/David Rd; I-5 to Wheeler Rdge I	104,000,000	16,600,000	KER26RTP167
1,2,8	County	Future Route 166	Realign SR 166 to Copus Rd via Old River Rd (KARGO 1.5)	45,000,000	7,200,000	KER26RTP169
1,2,5,6,8	County	Interstate 5	Grapevine southbound weigh station relocation (KARGO 4.1)	100,000,000	15,900,000	KER18RTP004
1,2,5,8	County	Interstate 5	Southbound truck weigh station new location - Tejon Pass	66,600,000	10,600,000	KER26RTP150
1,2,5	County	Wheeler Ridge Rd	I-5 to Rt 223 -safety widening	129,400,000	20,600,000	KER08RTP061
1,2,5,8	County/Grapevine	Interstate 5	Grapevine interchange - construct new interchange / relocate t	76,000,000	12,100,000	KER18RTP004
1,2	County/Grapevine	Interstate 5	Laval Road - interchange improvements	4,000,000	600,000	KER18RTP005
1,2,5,6,8	County/Lebec	Interstate 5	Grapevine to Lebec - truck passing lanes - habitat crossings (I	257,800,000	41,100,000	KER08RTP027
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**814,850,000**	**129,900,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

INDIAN WELLS VALLEY SUBAREA

Regional Transportation Plan (RTP) 20+ Year Expenditure Program Summary By Major Expendature Categories with Forecast of Existing and Potential New Funding Sources	YOE Cost ($)**	Maintenance / Inflation Savings ($)**	Percent of expenditures county-wide
Fix-It-First, Keep-It-Local / Cost-Efficient--Roadway Safety, Maintenance, Operations	366,340,000	172,200,000	
Advanced Tech, Safe, Clean Transportation--Transportation Control Measures (TCM)	472,330,000	61,700,000	
Priority Regional Projects	380,900,000	33,000,000	
Early Expenditures Subtotal	**1,219,570,000**	**266,900,000**	**8.6%**
Next-In-Line Projects****	43,876,595,000	6,988,300,000	
Grand Total of All Projects Benefiting Subarea	**45,096,165,000**	**7,255,200,000**	**68.2%**
		Share of County Population:	3.8%

**Year of expenditure (YOE) 1) Assumes 3% annl. inflation, assumed extra funding allows delivery of projects 5 yrs. early resulting in inflation savings, 2) Prioritize preventative maint., lowers cost by est. 47%.

***Active Transportation (bike & pedestrian) projects identified in the Kern COG Active Transportation Plan are fully funded and listed in table 5.1.

****Next-In-Line (unconstrained) projects include unfunded high speed rail segments in Kern totalling an estimated $30 Billion. Any potential new local funding sources/savings shall not be used for this project. Next-In-Line (unconstrained) projects have no funding identified yet. However, if early expenditure projects in Table 5.1 are delivered early and under budget, these projects would be the next in line for funding.

Fix-It-First, Keep-It-Local / Cost-Efficient--Roadway Safety, Maintenance, Operations

Roadway Safety, Maintenance and Operations

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maintenance / Inflation Savings ($)**	RTP Project ID
3	Ridgecrest - potential new funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	42,851,000	20,140,000	KER26RTP001
3	Ridgecrest - existing funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	169,373,000	79,605,000	KER26RTP001
3	County Areas - potential new funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	10,365,000	4,872,000	KER26RTP001
3	County Areas - existing funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	40,970,000	19,256,000	KER26RTP001
3	State Highways - existing funds	Various Locations	State Highway Operations and Protection Program (SHOPP)	102,781,000	48,307,000	KER26RTP001
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**366,340,000**	**172,200,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

INDIAN WELLS VALLEY SUBAREA (Continued)

Advanced Tech, Safe, Clean Transportation--Transportation Control Measures (TCM)

Transit, Passenger Rail, Low-Zero Emissions Infrastructure, Intellegent Transportation Systems (ITS)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID
1,2,3,4,5,6,7,8,9	Countywide	Vanpooling	Vanpooling, Park & Ride Lots	7,600,000	1,000,000	KER26RTP007
1,2,3,4,5,6,7,8,9	Countywide	Bus Service	Operations and Maintenance (incl. fare box, TDA, fed.)	12,060,000	-	KER26RTP007
1,2,3,4,5,6,7,8,9	Countywide	Intellegent Transportation. Sys.(ITS)	ITS related improvements / upgrades - Traffic Ops, etc.	130,000	-	KER26RTP014
1,2,3,4,5,6,7,8,9	Countywide	Aviation	Capital, Maintenance and Operational Improvements	1,830,000	-	KER26RTP015
7	County/Rosamond	Passenger Rail	Metrolink extension - Palmdale/Lancaster to Rosamond	414,000,000	56,900,000	KER26RTP021
1,2,3,4,5,6,7,8,9	Countywide	Various Locations	Other TCMs,--Alternative fuel/zero emission infrastructure, Promotion of alt. modes, alt. commuting, etc.	3,510,000	500,000	KER26RTP025
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**439,130,000**	**57,900,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

***The largest portion of the Passenger Rail Program is funded through the CA High Speed Rail Authority (CHSRA) and like aviation and freight rail is included for information purposes only and beyond COG funding authority. $3.0B in HSR funding has been identified (fiscally constrained) for construction in the Kern region. An estimated $20 billion is unfunded for the ramaining segements in the Kern Region and can be found in Table 5.2. Continued delays in funding for the HSR project negate the possiblity of any inflation savings.

INDIAN WELLS VALLEY SUBAREA (Continued)

Bicycle and Pedestrian Complete Streets Improvements and Maintenance

Bikeway Facilities

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
3	County/Ridgecrest/Caltrans	class II bike ln, Caltrans shldr	US 395 (China Lake Bl to San Bernardino Cty Line) 14 mi.	1,260,000	-	KER2xRTP000	2023
3	Ridgecrest	class I shared use path	E Jarvis Av (S Gateway Bl to College Heights Bl) 1. mi.	1,013,000	139,200	KER26RTP084	
3	Ridgecrest	class I shared use path	Jarvis Av (S Downs St to Lacey St) .5 mi.	506,500	69,600	KER26RTP085	
3	Ridgecrest	class I shared use path	W Kendall Av (S Downs St to S Del Rosa Dr) .8 mi.	810,400	111,300	KER26RTP086	
3	Ridgecrest	class I shared use path	Bowman Path (Brady St to S Downs St) 1. mi.	900,000	-	KER26RTP095	2023
3	Ridgecrest	class I shared use path	Bowman Path (Richmond Rd to San Bernardino Bl) 1.1 mi.	990,000	-	KER26RTP096	2023
3	Ridgecrest	class II bike ln	Bowman Rd (Gateway Bl to San Bernardino Bl) 1. mi.	101,300	13,900	KER26RTP004	
3	Ridgecrest	class II bike ln	Dolphin Av (S Mahan St to S China Lake Bl) .9 mi.	91,200	12,500	KER26RTP004	
3	Ridgecrest	class II bike ln	E Dolphin Av (S China Lake Bl to S Gateway Bl) 1.5 mi.	151,900	20,900	KER26RTP004	
3	Ridgecrest	class II bike ln	E Las Flores Av (French Av to N China Lake Bl) .3 mi.	30,400	4,200	KER26RTP004	
3	Ridgecrest	class II bike ln	Javis Av (College Heights Bl to Lacey St) .5 mi.	50,600	7,000	KER26RTP004	
3	Ridgecrest	class II bike ln	Kendall Av (S Del Rosa Dr to S Gateway Bl) 1.2 mi.	121,600	16,700	KER26RTP004	
3	Ridgecrest	class II bike ln	Mahan St (Upjohn Av to W Springer Av) 1. mi.	101,300	13,900	KER26RTP004	
3	Ridgecrest	class II bike ln	Mahan St (W Inyokern Rd to W Springer Av) 2. mi.	202,600	27,800	KER26RTP004	
3	Ridgecrest	class II bike ln	S Gateway Bl (Bowman Rd to E Kendall Av) 1.6 mi.	162,100	22,300	KER26RTP004	
3	Ridgecrest	class II bike ln	Saratoga Av (Lauritsen Rd to Blue Ridge Rd) .9 mi.	91,200	12,500	KER26RTP004	
3	Ridgecrest	class II bike ln	Springer Av (Jack Ranch Rd to S Gateway Bl) 4. mi.	405,200	55,700	KER26RTP004	
3	Ridgecrest	class II bike ln	Sunland St (Dolphin Av to E Kendall Av) 2. mi.	202,600	27,800	KER26RTP004	
3	Ridgecrest	class II bike ln	W Upjohn Av (Brady St to S Downs St) 1. mi.	101,300	13,900	KER26RTP004	
3	Ridgecrest	class II bike ln	178 Inyokern Rd (Hawk to Mahan St) 10.1 mi.	909,000	-	KER2xRTP000	2023
3	Ridgecrest	class II bike ln	Drummond Av (N Mahan St to N Down St) .5 mi.	45,000	-	KER2xRTP000	2023
3	Ridgecrest	class II bike ln	Mahan St (W Ridgecrest Bl to Upjohn Av) 1. mi.	90,000	-	KER2xRTP000	2023
3	Ridgecrest	class II bike ln	Norma St (Bowman Rd to W Upjohn Av) .5 mi.	45,000	-	KER2xRTP000	2023
3	Ridgecrest	class II bike ln	Richmond Rd (Inyokern Rd to Ridgrecrest Bl) 2. mi.	180,000	-	KER2xRTP000	2023
3	Ridgecrest	class II bike ln	Ridgecrest Bl (S Brady St to S Norma Streeet) 1.5 mi.	135,000	-	KER2xRTP000	2023
3	Ridgecrest	class II bike ln	Ridgecrest Bl SR 178 (Richmd Rd to San Bdno Bl) .8 mi.	72,000	-	KER2xRTP000	2023
3	Ridgecrest	class II bike ln	S Gateway Bl (E Upjohn Av to Ridgecrest Bl) .5 mi.	45,000	-	KER2xRTP000	2023
3	Ridgecrest	class II bike ln	Sunland St (E Upjohn Av to Dolphin Av) 2. mi.	180,000	-	KER2xRTP000	2023
3	Ridgecrest	class II buffered bike ln	Downs St (Inyokern Rd to Springer Av) 4. mi.	720,000	-	KER2xRTP000	2023
3	Ridgecrest	class II buffered bike ln	Drummond Av (N China Lake Bl to French Av) .6 mi.	108,000	-	KER2xRTP000	2023
3	Ridgecrest	class II buffered bike ln	E Rcrest Bl SR 178 (N Chna Lk Bl to S Richmd Rd) 1.2 mi.	216,000	-	KER2xRTP000	2023
3	Ridgecrest	class II buffered bike ln	French Av (Drummond Av to N China Lake Bl) .8 mi.	144,000	-	KER2xRTP000	2023
3	Ridgecrest	class II buffered bike ln	Norma St (W Upjohn Av to W Inyokern Rd) 2.5 mi.	450,000	-	KER2xRTP000	2023
3	Ridgecrest	class III bike bl	Gold Canyon St (Ridgecrest Bl to Richmond Rd) 1.3 mi.	73,200	10,100	KER26RTP004	

3	Ridgecrest	class III bike bl	N Brady St (China Lake Bl to Inyokern Rd) 4.7 mi.	264,500	36,300	KER26RTP004
3	Ridgecrest	class III bike bl	Norma St (Bowman Rd to S China Lake Bl) .4 mi.	22,500	3,100	KER26RTP004
3	Ridgecrest	class III bike bl	Pilot Plant Rd (Richmond Rd to East City Limits) .7 mi.	39,400	5,400	KER26RTP004
3	Ridgecrest	class III bike bl	Rowe St (Knox Rd to Richmond Rd) 1. mi.	56,300	7,700	KER26RTP004
3	Ridgecrest	class III bike bl	S Richmond Rd (E Ridgecrest Bl to Upjohn Av) .6 mi.	33,800	4,600	KER26RTP004
3	Ridgecrest	class III bike bl	W Las Flores Av (N Brady St to N Mahan St) .5 mi.	28,100	3,900	KER26RTP004
3	Ridgecrest	class III bike bl	W Ridgecrest Bl (N Norma St to N China Lake Bl) .5 mi.	28,100	3,900	KER26RTP004
3	Ridgecrest	class IV cycle track	S China Lake Bl (W Springs Av to E Inyokern Rd) 4.5 mi.	1,519,400	208,800	KER26RTP104
3	Ridgecrest/County	class I shared use path	Bowman Rd (Jacks Ranch Rd to Brady St) 1 mi.	1,013,000	139,200	KER26RTP087
3	Ridgecrest/County	class I shared use path	IWV Pkwy Tr (N Jacks Ranch Rd to Jk Rnch Rd) 12.6 mi.	2,633,700	361,800	KER26RTP088
3	Ridgecrest/County	class I shared use path	Javis Av Pkwy (China Lake Bl to S Downs St Pkwy) 1.2 mi.	1,215,500	167,000	KER26RTP089
3	Ridgecrest/County	class II bike ln	Brady St (SR 178 Inyokern Rd to South China Lake Bl) 4.7 mi	476,100	65,400	KER26RTP004
3	Ridgecrest/County	class II bike ln	Drummond Av (Jacks Ranch Rd to Downs St) 1 mi.	101,300	13,900	KER26RTP004
3	Ridgecrest/County	class II bike ln	Jacks Ranch Rd (Ridgecrest Bl to Springer Av) 2 mi.	202,600	27,800	KER26RTP004
3	Ridgecrest/County	class II bike ln	Javis Av (South China Lake Bl to Norma St Pkwy) 1.8 mi.	182,300	25,000	KER26RTP004
3	Ridgecrest/County	class II bike ln	S Downs St (S China Lake Bl to E Javis Av) 1.1 mi.	111,400	15,300	KER26RTP004
3	Ridgecrest/County	class II bike ln	Springer Av (College Heights Bl to Gateway Bl) 1 mi.	101,300	13,900	KER26RTP004
3	Ridgecrest/County	class II bike ln	Springer Av (Jacks Ranch Rd to Brady St) 1 mi.	101,300	13,900	KER26RTP004
3	Ridgecrest/County	class II bike ln	Springer Av (S Downs St to Norma St Parkway) 0.5 mi.	50,600	7,000	KER26RTP004
3	Ridgecrest/County	class III bike bl	E Belle Vista Parkway (Gateway Bl to Summit St) 0.4 mi.	22,500	3,100	KER26RTP004
3	Ridgecrest/County	class III bike bl	E Dolphin Av (Gateway Bl to Lumill St) 0.5 mi.	28,100	3,900	KER26RTP004
1,2,3,4,5,6,7,8,9	Countywide	Various locations	Construct Class I, II or III Bike Path; striping; signage	100,000	13,700	KER26RTP004
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**17,800,000**	**1,700,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

Bicycle and Pedestrian Complete Streets Improvements and Maintenance

Pedestrian Facilities

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
3	Ridgecrest	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc.	9,898,600	1,360,000	KER26RTP025	
3	Ridgecrest	Bicycle Signal	Inyokern Rd (N China Lake Bl)	28,100	3,900	KER26RTP025	
3	Ridgecrest	Corridor Improvement	N China Lake Blvd (E Inyokern Rd to Bowman Rd) 3. mi.	285,700	39,300	KER26RTP025	
3	Ridgecrest	Corridor Improvement	Norma St (Sydnor Av to Bowman Rd) 2.3 mi.	217,200	29,800	KER26RTP025	
3	Ridgecrest	Corridor Improvement	Norma St (W Inyokern Rd to Sydnor Av) .8 mi.	232,900	32,000	KER26RTP025	
3	Ridgecrest	Corridor Improvement	Ridgecrest Blvd (Downs St to S Gateway Blvd) 2. mi.	192,500	26,400	KER26RTP025	
3	Ridgecrest	High-Visibility Crosswalk	Bowman Rd (Sunland St)	12,600	1,700	KER26RTP025	
3	Ridgecrest	High-Visibility Crosswalk	Drummond Av (French Av)	12,600	1,700	KER26RTP025	
3	Ridgecrest	High-Visibility Crosswalk	Inyokern Rd (N China Lake Bl)	12,600	1,700	KER26RTP025	
3	Ridgecrest	High-Visibility Crosswalk	Las Flores Av (Sierra View St)	12,600	1,700	KER26RTP025	
3	Ridgecrest	Sidewalk Improvement	Bowman St (Downs St to S Mahan St) .5 mi.	104,800	14,400	KER26RTP025	
3	Ridgecrest	Sidewalk Improvement	China Lake Blvd (Bowman Rd to Downs St) 1.3 mi.	286,700	39,400	KER26RTP025	
3	Ridgecrest	Sidewalk Improvement	Downs St (Bowman Rd to W Springer Av) 1. mi.	211,600	29,100	KER26RTP025	
3	Ridgecrest	Sidewalk Improvement	S Mahan St (W Springer Av to Bowman St) 1. mi.	211,500	29,100	KER26RTP025	
3	Ridgecrest	Sidewalk Improvement	Sandquist Rd (Inyokern Rd to E St) .4 mi.	80,500	11,100	KER26RTP025	
3	Ridgecrest	Sidewalk Improvement	W Springer Av (Downs St to S Mahan St) .5 mi.	103,000	14,200	KER26RTP025	
3	Ridgecrest/County	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc.	3,503,500	481,400	KER26RTP025	

*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi **15,400,000** **2,100,000** **Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

INDIAN WELLS VALLEY SUBAREA (Continued)

Priority Regional Projects

Freight Rail***

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
1,2,3,5,6,7,8,9	County/Tehachapi	Freight Rail	Double-track sections (Bakersfield to Mojave) - Phase 2	101,300,000	13,900,000	KER26RTP086	0
1,2,3,4,5,6,7,8,9	Countywide	Freight Rail	Private Sector Rail Network Improvments, supporting rail freight movement	56,300,000	7,700,000	KER26RTP089	0

*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi **157,600,000** **21,600,000** **Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

***Freight rail projects are usually privately funded however some competetive government grant funding is available.

Priority Regional Projects

2026-2029 Major Roadway Improvements

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
1,2,3,4,5,6,7,8,9	County/Keene	Route 58	W of Tehachapi to General Beale Rd - new truck climbing lanes	140,000,000	-	KER22RTP006	2026
3,4,7,9	County/Ridgecrest	Route 14	Redrock / Inyokern Rd to Rt 178 - safety widening, traffic flow improvements (Ph. 2)	47,300,000	6,500,000	KER08RTP017	2031
3,4,7,9	County/Indian Wells V.	Route 14	Redrock / Inyokern Rd to Rt 178 - safety widening, traffic flow improvements (Ph. 3)	36,000,000	4,900,000	KER08RTP024	2036
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**223,300,000**	**11,400,000**	**Sub-total**	

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

INDIAN WELLS VALLEY SUBAREA (Continued)

Regional Projects Under Construction / Recently Completed - 2025 Status

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Savings ($)**	RTP Project ID	Start
3,4,7	Inyokern	Route 14	Redrock / Inyokern Rd to Rt 178 - widen to 4 lanes (Ph. 1)	42,000,000	-	KER08RTP006	2016
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**42,000,000**			

INDIAN WELLS VALLEY SUBAREA (Continued)

Fix-It-First, Keep-It-Local / Cost-Efficient--Roadway Safety, Maintenance, Operations

Next-In-Line - Local Streets and Roads (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maintenance Savings ($)**	RTP Project ID
1,2,3,4,5,6,7,8,9	Region	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	698,400,000	328,200,000	KER26RTP001
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**698,400,000**	**328,200,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

INDIAN WELLS VALLEY SUBAREA (Continued)

Advanced Tech, Safe, Clean Transportation--Transportation Control Measures (TCM)

Next-In-Line - Transit, Passenger Rail, Aviation (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID	
3.4.7.9	Eastern California	Local Passenger Rail	Mammoth Lakes to Lancaster/Palmdale (2005 E. Sierra Public Transit Study)	3,335,000,000	531,200,000	KER26RTP105	
1,2,3,4,5,6,7,8,9	Kern County, Bakersfield, Tehachapi	High Speed Rail	Northwest of Bakersfield to Palmdale connecting to Palmdale Metrolink Station	30,000,000,000	4,778,100,000	KER26RTP113	2055
3	County	Inyokern Airport	Capital Improvements	16,645,000	2,700,000	KER26RTP118	
3,7,9	County	Mojave Air/Space Port	Capital Improvements	102,300,000	16,300,000	KER26RTP123	
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**33,453,945,000**	**5,328,300,000**	**Sub-total**	

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

INDIAN WELLS VALLEY SUBAREA (Continued)

Next-In-Line - Active Transportation (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
1,2,3,4,5,6,7,8,9	all	The intent of this plan is to fully fund bike and pedestrian projects as identified in the most recent active transportation plan. For a complete listing of projects see Table 5.1.				0
			Sub-total	**$0**	**$0**	**Sub-total**

INDIAN WELLS VALLEY SUBAREA (Continued)

Next-In-Line - Freight rail (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
3,7	County/Ridgecrest	Intermodal hub	Searles Station Intermodal Rail Terminal on UP spur (KARGO Study 6.3)	109,000,000	17,400,000	KER27RTP132
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**109,000,000**	**17,400,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

INDIAN WELLS VALLEY SUBAREA (Continued)

Next-In-Line - Major Roadway Improvements (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
3,7	County/Mojave	Route 14	Purdy Rd - interchange & grade separated overpass at UPRR	60,000,000	9,600,000	KER22RTP008
3,7	County/Mojave	Route 14	Silver Queen / Backus / Dawn Rd - grade separated overpass	120,000,000	19,100,000	KER22RTP009
3,7	Johannesburg	US 395	San Bdo County Line to Rt 14 - safety widening	244,000,000	38,900,000	KER08RTP050
3,7	Johannesburg	US 395	Safety passing lane extension (KARGO 6.1)	80,800,000	12,900,000	KER26RTP170
3	Ridgecrest	Bowman Rd	China Lake to San Bernardino Blvd - reconstruct	4,300,000	700,000	KER08RTP069
3	Ridgecrest	Mahan St	Inyokern to South China Lake Blvd - safety widening	32,300,000	5,100,000	KER08RTP067
3	Ridgecrest	Richmond Rd	E Ridgecrest Blvd - safety widening	6,500,000	1,000,000	KER08RTP068
3	Ridgecrest	S. China Lake Blvd	Rt 395 to College Heights - reconstruct	36,700,000	5,800,000	KER08RTP070
3,7	Ridgecrest	US 395	China Lake Bl Intersection Improvments (KARGO 6.2)	59,400,000	9,500,000	KER26RTP171
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**10,313,650,000**	**1,642,600,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

LAKE ISABELLA SUBAREA

Regional Transportation Plan (RTP) 20+ Year Expenditure Program Summary By Major Expendature Categories with Forecast of Existing and Potential New Funding Sources	YOE Cost ($)**	Maintenance / Inflation Savings ($)**	Percent of expenditures county-wide
Fix-It-First, Keep-It-Local / Cost-Efficient--Roadway Safety, Maintenance, Operations	313,636,000	147,409,000	
Advanced Tech, Safe, Clean Transportation--Transportation Control Measures (TCM)	570,637,300	643,300	
Priority Regional Projects	196,300,000	15,400	
Early Expenditures Subtotal	**1,080,573,300**	**148,067,700**	**7.6%**
Next-In-Line Projects****	50,256,850,000	4,783,000,000	
Grand Total of All Projects Benefiting Subarea	**51,337,423,300**	**4,931,067,700**	**77.6%**
		Share of County Population:	1.7%

**Year of expenditure (YOE) 1) Assumes 3% annl. inflation, assumed extra funding allows delivery of projects 5 yrs. early resulting in inflation savings, 2) Prioritize preventative maint., lowers cost by est. 47%.

***Active Transportation (bike & pedestrian) projects identified in the Kern COG Active Transportation Plan are fully funded and listed in table 5.1.

****Next-In-Line (unconstrained) projects include unfunded high speed rail segments in Kern totalling an estimated $30 Billion. Any potential new local funding sources/savings shall not be used for this project. Next-In-Line (unconstrained) projects have no funding identified yet. However, if early expenditure projects in Table 5.1 are delivered early and under budget, these projects would be the next in line for funding.

Fix-It-First, Keep-It-Local / Cost-Efficient--Roadway Safety, Maintenance, Operations

Roadway Safety, Maintenance and Operations

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maintenance / Inflation Savings ($)**	RTP Project ID	
2	County Areas - potential new funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	23,833,000	11,202,000	KER26RTP001	
2	County Areas - existing funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	94,203,000	44,275,000	KER26RTP001	
2	State Highways - existing funds	Various Locations	State Highway Operations and Protection Program (SHOPP)	195,600,000	91,932,000	KER26RTP001	
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**313,636,000**	**147,409,000**	**Sub-total**	

LAKE ISABELLA SUBAREA (Continued)

Advanced Tech, Safe, Clean Transportation--Transportation Control Measures (TCM)

Transit, Passenger Rail, Low-Zero Emissions Infrastructure, Intellegent Transportation Systems (ITS)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	
1,2,3,4,5,6,7,8,9	Countywide	Vanpooling	Vanpooling, Park & Ride Lots	3,400,000	500,000	KER26RTP005	
4,5	Bakersfield	SR 178 HOV/M Lanes, RM	I-change at SR 204 - HOV RM	4,500,000	618,300	KER08RTP106	2036
4,5	County/Bakersfield	SR 178 HOV/M Lanes, RM	I-change at SR 204 - reconstruct ramps - HOV RM	56,300,000	7,700,000	KER08RTP085	2036
4,5	Bakersfield	SR 178 HOV/M Lanes, RM	I-change at Beale Av - HOV RM	4,500,000	618,300	KER08RTP106	2036
4,5	Bakersfield	SR 178 HOV/M Lanes, RM	I-change at Haley St - HOV RM	4,500,000	618,300	KER08RTP106	2036
4,5	Bakersfield	SR 178 HOV/M Lanes, RM	I-change at Mt Vernon St - HOV RM	4,500,000	618,300	KER08RTP106	2036
4,5	Bakersfield	SR 178 HOV/M Lanes, RM	I-change at Oswell St - HOV RM	4,500,000	618,300	KER08RTP106	2036
4,5	County/Bakersfield	SR 178 HOV/M Lanes, RM	I-change Oswell St - safety, traffic flow imp. (HOV)	158,100,000	21,700,000	KER08RTP026	2036

93	4,5	Bakersfield	SR 178 HOV/M Lanes, RM	I-change at Fairfax Rd - HOV RM	4,500,000	618,300	KER08RTP106	2036
94	4,5	Bakersfield	SR 178 HOV/M Lanes, RM	I-change at Morning D - HOV RM	4,500,000	618,300	KER08RTP106	2036
50	1,2,3,4,5,6,7,8,9	Countywide	Bus Service	Operations and Maintenance (incl. fare box, TDA, fed.)	5,400,000		KER26RTP011	
33	1,2,3,4,5,6,7,8,9	Countywide	Intellegent Transportation. Sys.(ITS)	ITS related improvements / upgrades - Traffic Ops, etc.	5,400,000		KER26RTP019	
40	1,2,3,4,5,6,7,8,9	Countywide	Aviation	Capital, Maintenance and Operational Improvements	820,000	100,000	KER26RTP019	
41	1,2,3,4,5,6,7,8,9	Countywide	Various Locations	Other TCMs,--Alternative fuel/zero emission infrastructure, Promotion of alt. modes, alt. commuting, etc.	1,570,000		KER26RTP020	
58	*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**262,490,000**	**34,328,100**	**Sub-total**	

59 **Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

60 ***The largest portion of the Passenger Rail Program is funded through the CA High Speed Rail Authority (CHSRA) and like aviation and freight rail is included for information purposes only and beyond COG funding authority.

61 $3.0B in HSR funding has been identified (fiscally constrained) for construction in the Kern region. An estimated $20 billion is unfunded for the ramaining segements in the Kern Region and can be found in Table 5.2. Continued

62 delays in funding for the HSR project negate the possiblity of any inflation savings.

105 *other funding

105 LAKE ISABELLA SUBAREA (Continued)

106 Bicycle and Pedestrian Complete Streets Improvements and Maintenance

107 Bikeway Facilities

108	Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start
572	4	County/Lake Isabella	class I shared use path	Lake Isabella Bl (Erskine Creek Rd to Alta Vista Av) .3 mi.	270,000	-	KER26RTP079	2023
573	4	County/Lake Isabella	class II bike ln	Bodfish Canyon Rd (Lake Isabella Bl to End of Rd) 2.9 mi.	293,800	40,400	KER26RTP004	
574	4	County/Lake Isabella	class II bike ln	Erskine Creek Rd (Lake Isabella Bl to Pasadena Ln) 1.4 mi.	126,000	-	KER2xRTP000	2023
575	4	County/Lake Isabella	class II bike ln	Lake Isabella Bl (Erskine Creek Rd to Kern River Canyon Rd)	225,000	-	KER2xRTP000	2023
576	4	County/Lake Isabella	class II bike ln	Lake Isabella Bl (Nugget Av to Erskine Creek Rd) 2.2 mi.	222,900	30,600	KER26RTP004	
577	4	County/Lake Isabella	class III bike bl	Sierra Wy (Kernville Airport to SR 178) 11.2 mi.	630,300	86,600	KER26RTP004	
578	4	County/Lake Isabella	class III bike bl	SR 155 (Wofford Rd to Lake Isabella Bl) 5.5 mi.	309,500	42,500	KER26RTP004	
579	4	County/Lake Isabella	green streets/traffic calming	Lynch Canyon Dr (SR 178 to Poplar St) 0.7 mi.	453,000	62,200	KER26RTP123	
580	4	County/Lake Isabella/Caltrans	class I, Caltrans shldr	SR 155/SR178/Sierra Wy/Lk Isabella Lp (around lake) 3.8 mi	3,849,200	528,800	KER26RTP102	
581	4	County/Lake Isabella/Caltrans	class II bike ln, Caltrans shldr	SR 155/SR178/Sierra Wy/Lk Isabella Lp (around lake) 26.3 m	2,664,100	366,000	KER26RTP004	
582	4	County/Lake Isabella/Caltrans	class II bike ln, Caltrans shldr	SR 178 (Bakersfield City Limits to Kern River Valley) 26.4 mi.	2,674,200	367,400	KER26RTP004	
583	4	County/Lake Isabella/Caltrans	class II bike ln, Caltrans shldr	SR 178 (SR 155 to Sierra Wy) 11.4 mi.	1,026,000	-	KER2xRTP000	2023
626	4	County/South Lake/Caltrans	class II bike ln, Caltrans shldr	SR 178 (Mobile Dr to Poplar St) 0.8 mi.	81,000	11,100	KER26RTP004	
628	4	County/Weldon	class II bike ln	Kelso Valley Rd (SR 178 to Adams Dr) 1.8 mi.	182,300	25,000	KER26RTP004	
629	4	County/Weldon	class III bike bl	Kelso Valley Rd/Kelso Creek Rd (SR 178 to Loops Back to SF	545,900	75,000	KER26RTP004	
630	4	County/Weldon/Caltrans	class II bike ln, Caltrans shldr	SR 178 (Kelsy Valley Creek Rd to Kelso Valley Rd) 1.2 mi.	121,600	16,700	KER26RTP004	
632	4	County/Wofford Hts	class II bike ln	Wofford Bl (Burlando Rd to SR 155) 2 mi.	180,000	-	KER2xRTP000	2023
943	1,2,3,4,5,6,7,8,9	Countywide	Various locations	Construct Class I, II or III Bike Path; striping; signage	100,000	13,700	KER26RTP004	
944	*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**298,900,000**	**32,600,000**	**Sub-total**	

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

Bicycle and Pedestrian Complete Streets Improvements and Maintenance

Pedestrian Facilities

	Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
1103	4	County/Lake Isabella	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc.	8,011,900	1,100,800	KER26RTP025	
1104	4	County/Lake Isabella	Corridor Improvement	Nugget Av (Suhre St to Golden Spur St) .3 mi.	94,400	13,000	KER26RTP025	
1105	4	County/Lake Isabella	High-Visibility Crosswalk	Lake Isabella Blvd - Crestview Av	12,600	1,700	KER26RTP025	
1106	4	County/Lake Isabella	High-Visibility Crosswalk	Lake Isabella Blvd - Elizabeth Norris Rd	12,600	1,700	KER26RTP025	
1107	4	County/Lake Isabella	Sidewalk Improvement	Erskine Creek Rd (Lake Isabella Blvd to Hall Ct) 1.4 mi.	305,700	42,000	KER26RTP025	
1108	4	County/Lake Isabella	Sidewalk Improvement	Lake Isabella Blvd (Erskine Creek Rd to Lakeland St) 1.7 mi.	358,400	49,200	KER26RTP025	
1109	4	County/Lake Isabella	Sidewalk Improvement	Lake Isabella Blvd (Lakeland Street to Kilbreth Dr) 1.2 mi.	263,500	36,200	KER26RTP025	
1110	4	County/Lake Isabella	Sidewalk Improvement	Webb Av (Lake Isabella Blvd to School) .9 mi.	188,200	25,900	KER26RTP025	
1283	1,2,3,4,5,6,7,8,9	Countywide	Various locations	Safe, Complete Streets, Pedestrian Enhancements	-	-	KER26RTP025	
1284	1,2,3,4,5,6,7,8,9	Countywide	Various locations	Construct Complete Streets Improvements	-	-	KER26RTP025	
1285	*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**9,247,300**	**1,270,500**	**Sub-total**	

1286 **Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

1287 LAKE ISABELLA SUBAREA (Continued)

1288 Priority Regional Projects

1289 Freight Rail***

1290	Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
1293	1,2,3,4,5,6,7,8,9	Countywide	Freight Rail	Private Sector Rail Network Improvments, supporting rail freight movement	56,300,000	7,700,000	KER26RTP089	
1294	*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**56,300,000**	**7,700,000**	**Sub-total**	

1295 **Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

1296 ***Freight rail projects are usually privately funded however some competetive government grant funding is available.

1297 Priority Regional Projects

1298 2026-2029 Major Roadway Improvements

1299	Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
1307	1,2,3,4,5,6,7,8,9	County/Keene	Route 58	W of Tehachapi to General Beale Rd - new truck climbing lanes	140,000,000	-	KER22RTP006	2026
1310	*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**140,000,000**	**-**	**Sub-total**	

1311 **Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

1312 Major Roadway Improvements

1313	Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start

1314	4,5	Bakersfield	Route 178	Near Oswell St to Vineland Rd - safety widening, traffic flow improvements	19,100,000	2,600,000	KER08RTP111	2034
1317	3,4,7,9	County/Ridgecrest	Route 14	Redrock / Inyokern Rd to Rt 178 - safety widening, traffic flow improvements (Ph. 2)	47,300,000	6,500,000	KER08RTP017	2031
1332	3,4,7,9	County/Indian Wells V.	Route 14	Redrock / Inyokern Rd to Rt 178 - safety widening, traffic flow improvements (Ph. 3)	36,000,000	4,900,000	KER08RTP024	2036
1343	*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**102,400,000**	**14,000,000**	**Sub-total**	
1344	**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.							
1345								
1346	**LAKE ISABELLA SUBAREA (Continued)**							
1347	**Regional Projects Under Construction / Recently Completed - 2025 Status**							
1348	Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Savings ($)**	RTP Project ID	Start
1351	4,5	Bakersfield	Route 178	Vineland Rd to east of Miramonte Dr - widen existing Hwy	54,000,000	-	KER08RTP011	2014
1358	3,4,7	Inyokern	Route 14	Redrock / Inyokern Rd to Rt 178 - widen to 4 lanes (Ph. 1)	42,000,000	-	KER08RTP006	2016
1363	*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**96,000,000**			

LAKE ISABELLA SUBAREA (Continued)

NIL15 **TABLE 5.2 - Beyond 2049 - Next-In-Line Projects (Unconstrained Program of Projects) (Continued)**

NIL16 **Fix-It-First, Keep-It-Local / Cost-Efficient--Roadway Safety, Maintenance, Operations**

NIL17 **Next-In-Line - Local Streets and Roads (Unconstrained Projects)**

NIL18	Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maintenance Savings ($)**	RTP Project ID
NIL19	1,2,3,4,5,6,7,8,9	Region	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	698,400,000	328,200,000	KER26RTP001
NIL20	*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**698,400,000**	**328,200,000**	**Sub-total**
NIL21	**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.						

NIL22 **LAKE ISABELLA SUBAREA (Continued)**

NIL23 **Advanced Tech, Safe, Clean Transportation--Transportation Control Measures (TCM)**

NIL24 **Next-In-Line - Transit, Passenger Rail, Aviation (Unconstrained Projects)**

NIL25	Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
NIL33	3.4.7.9	Eastern California	Local Passenger Rail	Mammoth Lakes to Lancaster/Palmdale (2005 E. Sierra Public Transit Study)	3,335,000,000	531,200,000	KER26RTP105
NIL41	1,2,3,4,5,6,7,8,9	Kern County, Bakersfield, Tehachapi	High Speed Rail	Northwest of Bakersfield to Palmdale connecting to Palmdale Metrolink Station	30,000,000,000	4,778,100,000	KER26RTP113
NIL47	4	County	Kern Valley Airport	Capital Improvements	5,215,000	800,000	KER26RTP119
NIL49	1,2,4,5,6,8,9	County, Bksfld	Meadows Field (BFL)	Capital Improvements	54,600,000	8,700,000	KER26RTP121
NIL50	1,2,4,5,6,8,9	County, Bksfld	Meadows Field (BFL)	Meadows Field Air Freight Terminal	75,020,000	11,900,000	KER26RTP122
NIL57	*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**39,244,800,000**	**6,250,700,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

LAKE ISABELLA SUBAREA (Continued)

Next-In-Line - Active Transportation (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
1,2,3,4,5,6,7,8,9	all		The intent of this plan is to fully fund bike and pedestrian projects as identified in the most recent active transportation plan. For a complete listing of projects see Table 5.1.			
			Sub-total	**$0**	**$0**	**Sub-total**

LAKE ISABELLA SUBAREA (Continued)

Next-In-Line - Major Roadway Improvements (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
1,4,5	Bakersfield	Eastern Urban Corridor	Rt 58 to Morning Drive - construct new facility	200,000,000	31,900,000	KER08RTP078
1,4,5,9	Bakersfield	Route 58	Comanche Dr - construct UPRR grade sep/upgrade interchan	54,000,000	8,600,000	KER08RTP037
1,4,5	Cnty/Bkfd	Comanche Drive	Comanche Dr @ UPRR - construct grade separation	59,000,000	9,400,000	KER08RTP123
4,5	County	Route 178	Kern River Canyon - Vineland to China Garden - new freeway/	500,000,000	79,600,000	KER08RTP044
4	County	Sierra Way	Lake Isabella at South Fork Bridge - reconstruct bridge	51,800,000	8,300,000	KER08RTP059
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**10,313,650,000**	**1,642,600,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

METRO BAKERSFIELD SUBAREA

Regional Transportation Plan (RTP) 20+ Year Expenditure Program Summary By Major Expendature Categories with Forecast of Existing and Potential New Funding Sources	YOE Cost ($)**	Maintenance / Inflation Savings ($)**	Percent of expenditures county-wide
Fix-It-First, Keep-It-Local / Cost-Efficient--Roadway Safety, Maintenance, Operations	7,945,140,000	3,734,216,000	
Advanced Tech, Safe, Clean Transportation--Transportation Control Measures (TCM)	68,304,800	9,361,200	
Priority Regional Projects	1,882,200,000	143,900,000	
Early Expenditures Subtotal	**9,895,644,800**	**3,887,477,200**	**69.9%**
Next-In-Line Projects****	43,683,370,000	7,174,300,000	
Grand Total of All Projects Benefiting Subarea	**53,579,014,800**	**11,061,777,200**	**81.0%**
		Share of County Population:	64.3%

**Year of expenditure (YOE) 1) Assumes 3% annl. inflation, assumed extra funding allows delivery of projects 5 yrs. early resulting in inflation savings, 2) Prioritize preventative maint., lowers cost by est. 47%.

***Active Transportation (bike & pedestrian) projects identified in the Kern COG Active Transportation Plan are fully funded and listed in table 5.1.

****Next-In-Line (unconstrained) projects include unfunded high speed rail segments in Kern totalling an estimated $30 Billion. Any potential new local funding sources/savings shall not be used for this project. Next-In-Line (unconstrained) projects have no funding identified yet. However, if early expenditure projects in Table 5.1 are delivered early and under budget, these projects would be the next in line for funding.

Fix-It-First, Keep-It-Local / Cost-Efficient--Roadway Safety, Maintenance, Operations

Roadway Safety, Maintenance and Operations

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maintenance / Inflation Savings ($)**	RTP Project ID
3	Bakersfield - potential new funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	628,398,000	295,347,000	KER26RTP001
3	Bakersfield - existing funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	2,592,263,000	1,218,364,000	KER26RTP001
3	County Areas - potential new funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	898,206,000	422,157,000	KER26RTP001
3	County Areas - existing funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	3,550,254,000	1,668,619,000	KER26RTP001
3	State Highways - existing funds	Various Locations	State Highway Operations and Protection Program (SHOPP)	276,019,000	129,729,000	KER26RTP001
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**7,945,140,000**	**3,734,216,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

METRO BAKERSFIELD SUBAREA (Continued)

Advanced Tech, Safe, Clean Transportation--Transportation Control Measures (TCM)

Transit, Passenger Rail, Low-Zero Emissions Infrastructure, Intellegent Transportation Systems (ITS)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID
1,2,3,4,5,6,7,8,9	Countywide	Vanpooling	Vanpooling, Park & Ride Lots	127,800,000	27,300,000	KER26RTP005
5	Bakersfield/County	Bus Service - Metro Bakersfield	Fullsize zero/low emission (Z/LE) - 120 replmt. buses	101,300,000	-	KER26RTP007
5	Bakersfield/County	Bus Service - Metro Bakersfield	Fullsize Z/LE buses - Fixed Routes - 130 new buses	109,700,000	-	KER26RTP008
5	Bakersfield/County	Bus Service - Metro Bakersfield	Fullsize Z/LE Bus Rapid Transit (BRT) - 24 buses	20,300,000	-	KER26RTP009
2,5,6	Bakersfield/County	Bus Service - Metro Bakersfield	Fullsize Z/LE buses - Express Service - 36 new buses	30,400,000	-	KER26RTP010
2,5,6	Bakersfield/County	Bus Service - Metro Bakersfield	Operations and Maintenance (incl. fare box, TDA, fed.)	717,200,000	-	KER26RTP011
1,2,3,4,5,6,7,8,9	Countywide	Bus Service	2 Transit Maintenance Stations	67,500,000	9,300,000	KER26RTP016
1,2,3,4,5,6,7,8,9	Countywide	Bus Service	3 transfer stations	16,900,000	2,300,000	KER26RTP017
1,2,3,4,5,6,7,8,9	Countywide	Bus Service	Operations and Maintenance (incl. fare box, TDA, fed.)	316,500,000	-	KER26RTP018
1,2,3,4,5,6,7,8,9	Countywide	Intellegent Transportation. Sys.(ITS)	ITS related improvements / upgrades - Traffic Ops, etc.	3,400,000	-	KER26RTP019
1,2,3,4,5,6,7,8,9	Countywide	Aviation	Capital, Maintenance and Operational Improvements	48,000,000	6,600,000	KER26RTP020
1,5,6	Bakersfield	Passenger Rail	High Speed Rail (HSR) Station - Bakersfield***	50,000,000	-	KER26RTP022
1,2,3,5,6,9	County/Bakersfield/Shafter/Wasco	Passenger Rail	HSR Alignment and Facilities Fresno to Bakersfield***	2,500,000,000	-	KER26RTP023
6	County/Shafter/Wasco	Passenger Rail	HSR Heavy Maintenance Facility***	450,000,000	-	KER26RTP024
1,2,3,4,5,6,7,8,9	Countywide	Various Locations	Other TCMs,--Alternative fuel/zero emission infrastructure, Promotion of alt. modes, alt. commuting, etc.	59,160,000	-	KER26RTP025
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**4,618,160,000**	**45,500,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

***The largest portion of the Passenger Rail Program is funded through the CA High Speed Rail Authority (CHSRA) and like aviation and freight rail is included for information purposes only and beyond COG funding authority. $3.0B in HSR funding has been identified (fiscally constrained) for construction in the Kern region. An estimated $20 billion is unfunded for the ramaining segements in the Kern Region and can be found in Table 5.2. Continued delays in funding for the HSR project negate the possiblity of any inflation savings.

METRO BAKERSFIELD SUBAREA (Continued)

Operational Improvements - High Occupancy Vehicles (HOV) / Managed (M) Lanes, Ramp Meters (RM)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start
5,9	Bakersfield	SR 58 HOV/Managed (M) Lanes	Heath Rd/Stockdale Hwy to Fairfax Rd	84,400,000	11,595,800	KER08RTP093	2036
4,5	Bakersfield	SR 178 HOV/M Lanes	Existing west end fwy terminus to Oswell St	158,100,000	21,721,600	KER08RTP026	2036
1,2,5,6,9	Bakersfield	SR 204 HOV/M Lanes	Airport Dr-178-HSR access/HOV/bus/safety/flow imp	84,400,000	11,595,800	KER08RTP082	2036
1,2,5,6,9	Bakersfield	SR 204 HOV/M Lanes	F St - HSR station access imps, i-change, bus/HOV	69,400,000	-	KER08RTP081	2030
5,6	Bakersfield	SR 99 HOV/M Lanes, RM	I-change at Snow Rd - HOV Ramp Metering (RM)	4,500,000	618,300	KER08RTP105	2036
5,6	Bakersfield	SR 99 HOV/M Lanes, RM	I-change at Olive Dr - HOV RM	4,500,000	-	KER08RTP105	2023
5	Bakersfield	SR 99 HOV/M Lanes, RM	I-change at Rosedale Hwy - HOV RM	4,500,000	-	KER08RTP105	2023
5	Bakersfield	SR 99 HOV/M Lanes, RM	I-change at California Av - HOV RM	4,500,000	618,300	KER08RTP105	2036
5	Bakersfield	SR 99 HOV/M Lanes, RM	I-change at Ming Av - HOV RM	4,500,000	618,300	KER08RTP105	2036
1,5	Bakersfield	SR 99 HOV/M Lanes, RM	I-change at White Ln - HOV RM	4,500,000	618,300	KER08RTP105	2036
1,5,8	Bakersfield	SR 99 HOV/M Lanes, RM	I-change at Panama Ln - HOV RM	4,500,000	618,300	KER08RTP105	2036
1,5,8	Bakersfield	SR 99 HOV/M Lanes, RM	I-change at SR 119 - HOV RM	4,500,000	618,300	KER08RTP105	2036
1,5	Bakersfield	SR 58 HOV/M Lanes, RM	I-change at Oak St - HOV RM	4,500,000	618,300	KER08RTP103	2036
1,5	Bakersfield	SR 58 HOV/M Lanes, RM	I-change at H-Chester Av - HOV RM	4,500,000	618,300	KER08RTP103	2023
1,5	Bakersfield	SR 58 HOV/M Lanes, RM	I-change at Union Av - HOV RM	4,500,000	618,300	KER08RTP103	2023
1,5	Bakersfield	SR 58 HOV/M Lanes, RM	I-change at Cottonwood Rd - HOV RM	4,500,000	618,300	KER08RTP103	2036
1,5	Bakersfield	SR 58 HOV/M Lanes, RM	I-change at Mt Vernon Av - HOV RM	4,500,000	618,300	KER08RTP103	2036
1,5	Bakersfield	SR 58 HOV/M Lanes, RM	I-change at Oswell St - HOV RM	4,500,000	618,300	KER08RTP103	2036
1,5	Bakersfield	SR 58 HOV/M Lanes, RM	I-change at Fairfax Rd - HOV RM	4,500,000	618,300	KER08RTP103	2036
1,5	Bakersfield	SR 58 HOV/M Lanes, RM	I-change at Weedpatch Hwy - HOV RM	4,500,000	618,300	KER08RTP103	2036
4,5	Bakersfield	SR 178 HOV/M Lanes, RM	I-change at SR 204 - HOV RM	4,500,000	618,300	KER08RTP106	2036
4,5	County/Bakersfield	SR 178 HOV/M Lanes, RM	I-change at SR 204 - reconstruct ramps - HOV RM	56,300,000	7,700,000	KER08RTP085	2036
4,5	Bakersfield	SR 178 HOV/M Lanes, RM	I-change at Beale Av - HOV RM	4,500,000	618,300	KER08RTP106	2036
4,5	Bakersfield	SR 178 HOV/M Lanes, RM	I-change at Haley St - HOV RM	4,500,000	618,300	KER08RTP106	2036
4,5	Bakersfield	SR 178 HOV/M Lanes, RM	I-change at Mt Vernon St - HOV RM	4,500,000	618,300	KER08RTP106	2036
4,5	Bakersfield	SR 178 HOV/M Lanes, RM	I-change at Oswell St - HOV RM	4,500,000	618,300	KER08RTP106	2036
4,5	County/Bakersfield	SR 178 HOV/M Lanes, RM	I-change Oswell St - safety, traffic flow imp. (HOV)	158,100,000	21,700,000	KER08RTP026	2036
4,5	Bakersfield	SR 178 HOV/M Lanes, RM	I-change at Fairfax Rd - HOV RM	4,500,000	618,300	KER08RTP106	2036
4,5	Bakersfield	SR 178 HOV/M Lanes, RM	I-change at Morning D - HOV RM	4,500,000	618,300	KER08RTP106	2036
5	Bakersfield	SR 43 (future) HOV/M Lanes, RM	W Urban Corridor(WUC)I-chng@7th Std Rd-HOV RM	3,400,000	467,100	KER08RTP102	2035
5	Bakersfield	SR 43 (future) HOV/M Lanes, RM	WUC I-change at Olive Dr - HOV RM	3,400,000	467,100	KER08RTP102	2035
5	Bakersfield	SR 43 (future) HOV/M Lanes, RM	WUC I-change at Rosedale Hwy - HOV RM	3,400,000	467,100	KER08RTP016	2035
5	Bakersfield	SR 43 (future) HOV/M Lanes, RM	WUC I-change at Stockdale Hwy - HOV RM	3,400,000	467,100	KER08RTP139	2036
5,8	Bakersfield	SR 43 (future) HOV/M Lanes, RM	WUC I-change at Ming Av - HOV RM	3,400,000	467,100	KER08RTP139	2036
5,8	Bakersfield	SR 43 (future) HOV/M Lanes, RM	WUC I-change at White Ln - HOV RM	3,400,000	467,100	KER08RTP139	2036

5,8	Bakersfield	SR 43 (future) HOV/M Lanes, RM	WUC I-change at SR 119 - HOV RM	3,400,000	467,100	KER08RTP075	2036
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**738,000,000**	**90,567,200**	**Sub-total**	

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

METRO BAKERSFIELD SUBAREA (Continued)

Bicycle and Pedestrian Complete Streets Improvements and Maintenance

Bikeway Facilities

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start
5	Bakersfield	class I shared use path	178 Overcrossing (Height St to Mirador Dr) 0.1 mi.	90,000	-	KER26RTP030	2023
5	Bakersfield	class I shared use path	21st St (Westwind Dr to Kern River Bike Path) 0.06 mi.	54,000	-	KER26RTP031	2023
5	Bakersfield	class I shared use path	Almondale Pk (Meadow Creek St to Verdugo Ln) 0.14 mi.	126,000	-	KER26RTP032	2023
1,5	Bakersfield	class I shared use path	Arvin-Edison Canal (Cottonwood Rd to Fairfax Rd) 3.77 mi.	3,818,900	524,700	KER26RTP033	
1,5	Bakersfield	class I shared use path	Arvin-Edison Canal (Green Garden Dr to Fairfax Rd) 8.8 mi.	8,914,000	1,224,700	KER26RTP034	
1,5	Bakersfield	class I shared use path	Arvin-Edison Canal (Stockdale Hwy to Cottonwood Rd) 9.54 m	9,663,600	1,327,700	KER26RTP035	
5	Bakersfield	class I shared use path	Bak. Cmns Connection (Coffee Rd to Friant-Kern Cnl) 0.44 mi.	445,700	61,200	KER26RTP036	
5	Bakersfield	class I shared use path	Buena Vista Canal Path (Ming Av to Taft Hwy) 8.29 mi.	8,397,400	1,153,700	KER26RTP037	
5	Bakersfield	class I shared use path	Calloway Shared Path (Balvanera Dr to Noriega Rd) 0.28 mi.	252,000	-	KER26RTP038	2023
5	Bakersfield	class I shared use path	Coffee Rd Path Cnctn. (Truxtun Av to Kern River Pkwy) 0.06 m	54,000	-	KER26RTP039	2023
5	Bakersfield	class I shared use path	Columbus Path (Kern River Parkway to Columbus St) 0.37 mi.	374,800	51,500	KER26RTP040	
5	Bakersfield	class I shared use path	Emerald Cove Park Path (Vaquero Av to Hageman Rd) 0.23 m	233,000	32,000	KER26RTP041	
5	Bakersfield	class I shared use path	Friant-Kern Canal (Seventh Standard Rd to Kern River) - 6.1 m	6,179,000	848,900	KER26RTP042	
5	Bakersfield	class I shared use path	H St Canal Path (Railroad Bridge to Hwy 99) 7.79 mi.	7,890,900	1,084,100	KER26RTP043	
5	Bakersfield	class I shared use path	McInnes - Westwold Path (McInnes Bl to Westwold Dr) 0.08 m	72,000	-	KER26RTP044	2023
5	Bakersfield	class I shared use path	NE Bakersfield Path (Paladino Dr to Morning Dr Path) 2.7 mi.	2,430,000	-	KER26RTP045	2023
5	Bakersfield	class I shared use path	North Rosedale Park Path (Campfire Dr to Jewetta Av) 0.18 m	182,300	25,000	KER26RTP046	
5	Bakersfield	class I shared use path	Overcrossing (Willow Dr to Rio Mirada) 0.3 mi.	303,900	41,800	KER26RTP047	
5	Bakersfield	class I shared use path	Panorama Connection (Kern R. Pkwy to Panorama Dr) 0.06 m	60,800	8,400	KER26RTP048	
5	Bakersfield	class I shared use path	Park Path (Mountain Oak Rd to Broad Oak Av) 0.19 mi.	192,500	26,400	KER26RTP049	
5	Bakersfield	class I shared use path	Piper Wy Extension/Alley (Eissler St to Claymore St) 0.11 mi.	99,000	-	KER26RTP050	2023
5	Bakersfield	class I shared use path	Polo Park (Old Farm Rd to Grazing Av) 0.37 mi.	333,000	-	KER26RTP051	2023
5	Bakersfield	class I shared use path	Rail ROW Path (7th Standard Rd to E. Norris Rd) 2.23 mi.	2,258,900	310,400	KER26RTP052	
5	Bakersfield	class I shared use path	San Dimas Path (36th St to Jeffrey St) 0.43 mi.	435,600	59,800	KER26RTP053	
5	Bakersfield	class I shared use path	Truxtun Shared Path link (Coffee Rd to Quailridge Rd) 0.15 mi	151,900	20,900	KER26RTP054	
5	Bakersfield	class II bike ln	21st St (King St to Washington St) 0.89 mi.	80,100	-	KER2xRTP000	2021
5	Bakersfield	class II bike ln	21st St (Oak St to Westwind Dr) 0.13 mi.	11,700	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	A St/Hughes Ln (California Av to Terrace Wy) 1.26 mi.	127,600	17,500	KER26RTP004	
5	Bakersfield	class II bike ln	Akers Rd (Wilson Rd to McKee) 3.99 mi.	359,100	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	Allen Rd (Ming Av to White Ln) 1.52 mi.	154,000	21,200	KER26RTP004	
5	Bakersfield	class II bike ln	Allen Rd (Pensinger Rd to Hwy 119) 2.75 mi.	278,600	38,300	KER26RTP004	
5	Bakersfield	class II bike ln	Allen Rd (Snow Rd to Hageman Rd) 1.89 mi.	191,400	26,300	KER26RTP004	
5	Bakersfield	class II bike ln	Ashe Rd (Panama Ln to Taft Hwy) 2 mi.	180,000	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	Auburn St (Morning Dr to Fairfax Rd) 0.92 mi.	93,200	12,800	KER26RTP004	

5	Bakersfield	class II bike ln	Baker St (Bernard St to California Av) 1.57 mi.	159,000	21,800	KER26RTP004	
5	Bakersfield	class II bike ln	Beale Av (Grace St to 21st St) 1 mile	101,300	13,900	KER26RTP004	
5	Bakersfield	class II bike ln	Belle Terrace (Stine Rd to Madison St) 3.04 mi.	307,900	42,300	KER26RTP004	
5	Bakersfield	class II bike ln	Bernard St (Chester Av to Mt. Vernon Av) 2.95 mi.	298,800	41,100	KER26RTP004	
5	Bakersfield	class II bike ln	Brimhall Rd (Renfro Rd to Allen Rd) 1.01 mi.	102,300	14,100	KER26RTP004	
5	Bakersfield	class II bike ln	Buena Vista Rd (Panama Ln to Hwy 119) 2 mi.	202,600	27,800	KER26RTP004	
5	Bakersfield	class II bike ln	Calloway Dr (Snow Rd to Norris Rd) 0.5 mi.	45,000	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	Clay Patrick Farr Wy (Hageman Rd to Granite Falls Dr) 0.83 m	74,700	-	KER2xRTP000	2021
5	Bakersfield	class II bike ln	E. Pacheco Rd (Gasoline Alley to Monitor St) 1.33 mi.	134,700	18,500	KER26RTP004	
5	Bakersfield	class II bike ln	Gosford Rd (Harris Rd to McCutcheon Av) 1.5 mi.	151,900	20,900	KER26RTP004	
5	Bakersfield	class II bike ln	Gosford Rd (McCutcheon to Taft Hwy) 1 mi.	90,000	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	Haley St (Panorama Dr to Columbus St) 0.87 mi.	78,300	-	KER2xRTP000	2021
5	Bakersfield	class II bike ln	Half Moon Dr (Ashe Rd to Ashe Rd) 1.15 mi.	103,500	-	KER2xRTP000	2021
5	Bakersfield	class II bike ln	Harris Rd (Ashe Rd to Wible Rd) 0.5 mi.	45,000	-	KER2xRTP000	2021
5	Bakersfield	class II bike ln	Harris Rd (S. Allen Rd to Ashe Rd) 4.08 mi.	367,200	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	Hosking Av (Wible Rd to Gosford Rd) 2.99 mi.	302,900	41,600	KER26RTP004	
5	Bakersfield	class II bike ln	Hosking Av (Wible Rd to MLK Bl/Cottonwood Rd) 3.03 mi.	306,900	42,200	KER26RTP004	
5	Bakersfield	class II bike ln	Hosking Av (Wible Rd to S H St) 3.03 mi.)	272,700	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	Hughes Ln (Ming Av to E. Pacheco Rd) 1.5 mi.	135,000	-	KER2xRTP000	2021
5	Bakersfield	class II bike ln	Kentucky St (Alta Vista Dr to Mt. Vernon Av) 1.81 mi.	183,300	25,200	KER26RTP004	
5	Bakersfield	class II bike ln	Kern Canyon Rd (Masterson St to Morning Dr) 2.66 mi.	269,400	37,000	KER26RTP004	
5	Bakersfield	class II bike ln	Knudsen Dr (Olive Dr to Hageman Rd) 0.47 mi.	47,600	6,500	KER26RTP004	
5	Bakersfield	class II bike ln	M St (30th St to 17th St) 0.85 mi.	86,100	11,800	KER26RTP004	
5	Bakersfield	class II bike ln	Madison St (Belle Terrace to White Ln) 1 mile	101,300	13,900	KER26RTP004	
5	Bakersfield	class II bike ln	Masterson St (Hwy 178 to Alfred Harrell Hwy) 1.43 mi.	144,900	19,900	KER26RTP004	
5	Bakersfield	class II bike ln	McKee Rd (Ashe Rd to SH 99) 2.76 mi.	279,600	38,400	KER26RTP004	
5	Bakersfield	class II bike ln	Ming Av (Oak St to Union Av) 2.03 mi.	205,600	28,200	KER26RTP004	
5	Bakersfield	class II bike ln	Mohawk St (Hageman Rd to Rosedale Hwy) 1.26 mi.	113,400	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	Morning Dr (Auburn St to Willis Av) 1.38 mi.	124,200	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	Morning Dr (Paladino Dr to Morningstar Av) 0.8 mi.	72,000	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	Mountain Ridge Rd (Panama Ln to Taft Hwy) 2 mi.	202,600	27,800	KER26RTP004	
5	Bakersfield	class II bike ln	Mt. Vernon Av (Panorama Dr to Flower St) 2.19 mi.	221,800	30,500	KER26RTP004	
5	Bakersfield	class II bike ln	Niles St (Alta Vista Dr to Virginia St) 1.28 mi.	129,700	17,800	KER26RTP004	
5	Bakersfield	class II bike ln	Noriega Rd (Renfro Rd to Calloway Dr) 2.01 mi.	180,900	-	KER2xRTP000	2021
5	Bakersfield	class II bike ln	Old Farm Rd (Snow Rd to Hageman Rd) 2 mi.	202,600	27,800	KER26RTP004	
5	Bakersfield	class II bike ln	Old River Rd (Harris Rd to Taft Hwy) 2.5 mi.	253,200	34,800	KER26RTP004	
5	Bakersfield	class II bike ln	Olive Dr (Santa Fe Wy to Allen Rd) 1.52 mi.	136,800	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	Oswell St (Columbus St to City Limits) 0.66 mi.	66,900	9,200	KER26RTP004	
5	Bakersfield	class II bike ln	P St (Brundage Ln to Belle Terrace) 0.5 mi.	50,600	7,000	KER26RTP004	

5	Bakersfield	class II bike ln	Paladino Dr (Rivani Dr to Grand Canyon Dr) 1.87 mi.	168,300	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	Panama Ln (Dennen St to Colony St) 0.33 mi.	33,400	4,600	KER26RTP004	
5	Bakersfield	class II bike ln	Panama Ln (H St to MLK Bl/Cottonwood Rd) 2.03 mi.	182,700	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	Panama Ln (Interstate 5 to Gosford Rd) 2.02 mi.	181,800	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	Panama Ln (Mountain Vista Rd to Gosford Rd) 1.5 mi.	151,900	20,900	KER26RTP004	
5	Bakersfield	class II bike ln	Patton Wy (Weldon Av to Hageman Rd) 0.28 mi.	25,200	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	Potomac Av (S. King St to Monticello Av) 0.82 mi.	83,100	11,400	KER26RTP004	
5	Bakersfield	class II bike ln	Q St (Columbus St to Hwy 178) 1.12 mi.	113,500	15,600	KER26RTP004	
5	Bakersfield	class II bike ln	Reina Rd (Renfro Rd to Verdugo Ln) 2.04 mi.	206,600	28,400	KER26RTP004	
5	Bakersfield	class II bike ln	Riverlakes Dr (Olive Dr to Coffee Rd) 1.57 mi.	141,300	-	KER2xRTP000	2021
5	Bakersfield	class II bike ln	Santa Fe Wy (7th Standard Rd to Hageman Rd) 4.14 mi.	372,600	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	Sillect Av (Buck Owens Bl to Kern River Parkway) 1.33 mi.	134,700	18,500	KER26RTP004	
5	Bakersfield	class II bike ln	Snow Rd (Allen Rd to Verdugo Ln) 1.5 mi.	135,000	-	KER2xRTP000	2021
5	Bakersfield	class II bike ln	Stine Rd (Panama Ln to Taft Hwy) 2 mi.	180,000	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	University Av (Haley St to Panorama Dr) 2.18 mi.	196,200	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	Verdugo Ln (Olive Dr to Hagaman Rd) 1.22 mi.	109,800	-	KER2xRTP000	2021
5	Bakersfield	class II bike ln	Verdugo Ln (Seventh Standard Rd to Snow Rd) 1 mi.	101,300	13,900	KER26RTP004	
5	Bakersfield	class II bike ln	Wenatchee Av (Panorama Dr to Columbus St) 1.02 mi.	91,800	-	KER2xRTP000	2023
5	Bakersfield	class II bike ln	White Ln (Union Av to MLK Bl/Cottonwood Rd) 0.99 mi.	100,300	13,800	KER26RTP004	
5	Bakersfield	class II bike ln	Wible Rd (Planz Rd to Taft Hwy) 4 mi.	360,000	-	KER2xRTP000	2023
5	Bakersfield	class III bike bl	17th St (A St to Union Av) 1.26 mi.	70,900	9,700	KER26RTP004	
5	Bakersfield	class III bike bl	18th St (F St to Mill Creek Path) 1.01 mi.	56,800	7,800	KER26RTP004	
5	Bakersfield	class III bike bl	22nd St (Elm St to F St) 0.72 mi.	40,500	5,600	KER26RTP004	
5	Bakersfield	class III bike bl	36th St (Chester Av to San Dimas Path) 0.59 mi.	33,200	4,600	KER26RTP004	
5	Bakersfield	class III bike bl	4th St (Union Av to City Limits) 1.25 mi.	70,300	9,700	KER26RTP004	
5	Bakersfield	class III bike bl	Alfred Harrell Hwy (City Limit to Panorama Dr) 0.1 mi.	5,000	-	KER2xRTP000	2021
5	Bakersfield	class III bike bl	Alfred Harrell Hwy (Morning Dr Bike Path to Hwy 178) 3.32 mi	166,000	-	KER2xRTP000	2021
5	Bakersfield	class III bike bl	Allegheny Ct (Old Walker Pass Rd to Rivers Edge Park) 0.44 r	24,800	3,400	KER26RTP004	
5	Bakersfield	class III bike bl	Appletree Hahn Rte (Wilson Rd to Wible Rd) 1.8	101,300	13,900	KER26RTP004	

5	Bakersfield	class III bike bl	Baker St (California Av to S. King St) 0.35 mi.	17,500	-	KER2xRTP000	2023
5	Bakersfield	class III bike bl	Bank St/2nd St Rte (Oak St to S. P St) 1.59 mi.	89,500	12,300	KER26RTP004	
5	Bakersfield	class III bike bl	Berkshire Rd (Colony St to Madison St) 1.81 mi.	101,900	14,000	KER26RTP004	
5	Bakersfield	class III bike bl	Berkshire Rd (Stine Rd to Santana Sun Dr) 1.5 mi.	84,400	11,600	KER26RTP004	
5	Bakersfield	class III bike bl	Broad Oak Oak Grove Rte (Park Path to Westwold Dr) 0.2 mi.	11,300	1,600	KER26RTP004	
5	Bakersfield	class III bike bl	Brundage Ln (Union Av to Oswell St) 5.08 mi.	285,900	39,300	KER26RTP004	
5	Bakersfield	class III bike bl	Camino Grande (Alfred Harrell to NE Bakersfield Path) 1.29 m	72,600	10,000	KER26RTP004	
5	Bakersfield	class III bike bl	Campus Park (Buena Vista Rd to Old River Rd) 1.06 mi.	59,700	8,200	KER26RTP004	
5	Bakersfield	class III bike bl	Chamber Bl (S. Allen Rd to Grand Lakes Av) 1.45 mi.	81,600	11,200	KER26RTP004	
5	Bakersfield	class III bike bl	China Grade Lp (City Limit to Panorama Dr) 0.11 mi.	6,200	900	KER26RTP004	
5	Bakersfield	class III bike bl	Chinon Limoges Rte (McInnes Bl to Haggin Oaks Bl) 0.37 mi.	20,800	2,900	KER26RTP004	
5	Bakersfield	class III bike bl	Chippewa Yorkshire (Jewetta Av to Verdugo Ln) 0.88 mi.	49,500	6,800	KER26RTP004	
5	Bakersfield	class III bike bl	Christmas Tree Ln (Mt Vernon Av to Panorama Dr) 1.65 mi.	92,900	12,800	KER26RTP004	
5	Bakersfield	class III bike bl	Comanche Dr (City Limit to SR 178) 0.16 mi.	9,000	1,200	KER26RTP004	
5	Bakersfield	class III bike bl	Cottonwood Rd (Casa Loma Dr to E. Panama Ln) 3 mi.	168,800	23,200	KER26RTP004	
5	Bakersfield	class III bike bl				KER26RTP004	
5	Bakersfield	class III bike bl	E Pacheco Rd (Hughes Ln to Cottonwood Rd) 2.52 mi.	141,800	19,500	KER26RTP004	
5	Bakersfield	class III bike bl	Edison Rd (SR 178 to end of St) 1.15 mi.	64,700	8,900	KER26RTP004	
5	Bakersfield	class III bike bl	El Capitan Bike Rte (Noriega Rd to Polo Park Path) 0.44 mi.	24,800	3,400	KER26RTP004	
5	Bakersfield	class III bike bl	Ewoldsen Class III Rte (Oak Grove St to N Half Moon Dr) 1.43	71,500	-	KER2xRTP000	2023
5	Bakersfield	class III bike bl	Fairview Rd (Hughes Ln to Cottonwood Rd) 2.53 mi.	142,400	19,600	KER26RTP004	
5	Bakersfield	class III bike bl	Flower St (Alta Vista Dr to Owens St) 0.64 mi.	36,000	4,900	KER26RTP004	
5	Bakersfield	class III bike bl	Garnsey Av (Garnsey Ln to Stockdale Hwy) 0.57 mi.	32,100	4,400	KER26RTP004	
5	Bakersfield	class III bike bl	Grand Lakes Av (Rossilyn Ln to Brandy Rose St) 1.83 mi.	103,000	14,200	KER26RTP004	
5	Bakersfield	class III bike bl	Greenwich Dr/Balvanera Av Rte (Verdugo Ln to Calloway Rd)	31,000	4,300	KER26RTP004	
5	Bakersfield	class III bike bl	Haggin Oaks Bl (Camino Media to Limoges Wy) 0.74 mi.	37,000	-	KER2xRTP000	2021
5	Bakersfield	class III bike bl	Half Moon Dr (Ashe Rd to Ashe Rd) 0.96 mi.	54,000	7,400	KER26RTP004	
5	Bakersfield	class III bike bl	Harris Rd (Ashe Rd to Akers Rd) 1.51 mi.	75,500	-	KER2xRTP000	2021
5	Bakersfield	class III bike bl	Harris Rd/Gasoline Alley (Wible Rd to Pacheco Rd) 0.7 mi.	39,400	5,400	KER26RTP004	
5	Bakersfield	class III bike bl	Hawaii Ln/Wailea Dr Rte (Allen Rd to Noriega Rd) 0.38 mi.	21,400	2,900	KER26RTP004	
5	Bakersfield	class III bike bl	Height St (River Bl to 178 Overcrossing) 0.75 mi.	42,200	5,800	KER26RTP004	
5	Bakersfield	class III bike bl	Hughes Ln (E Pacheco Rd to Fairview Rd) 1 mile	56,300	7,700	KER26RTP004	

5	Bakersfield	class III bike bl	Iron Creek/Goose Creek Ct (Allen Rd to Jasmine Pk Dr) 3.66	206,000	28,300	KER26RTP004	
5	Bakersfield	class III bike bl	Jewetta Av (Columbus St to Bernard St) 0.52 mi.	29,300	4,000	KER26RTP004	
5	Bakersfield	class III bike bl	Jewetta Av (Palm Av to Brimhall Rd) 0.5 mi.	28,100	3,900	KER26RTP004	
5	Bakersfield	class III bike bl	Jewette Av (Bernard St to 30th St) 0.27 mi.	15,200	2,100	KER26RTP004	
5	Bakersfield	class III bike bl	Kahala Constitution Rte (Hawaii Ln to Jewetta Av) 1.3 mi	73,200	10,100	KER26RTP004	
5	Bakersfield	class III bike bl	La France Dr (Castro Ln to El Toro Dr) 1.03 mi.	58,000	8,000	KER26RTP004	
5	Bakersfield	class III bike bl	Laurel Park Wrangler (Bay Meadows Ln to Calloway Dr) 1.8 n	101,300	13,900	KER26RTP004	
5	Bakersfield	class III bike bl	Laurelglen Bl (Pin Oak Park Bl to Gosford Rd) 0.48 mi.	24,000	-	KER2xRTP000	2021
5	Bakersfield	class III bike bl	Madison St (Brundage Ln to Belle Terrace) 0.49 mi.	27,600	3,800	KER26RTP004	
5	Bakersfield	class III bike bl	Marella Wy (California Av to Montclair St) 1 mile	56,300	7,700	KER26RTP004	
5	Bakersfield	class III bike bl	Marella Wy (Garnsey Av to Montclair St) 0.55 mi.	31,000	4,300	KER26RTP004	
5	Bakersfield	class III bike bl	Maywood Charger Rte (Oswell St to Piper Wy) 1.2 mi	67,500	9,300	KER26RTP004	
5	Bakersfield	class III bike bl	Merrimac Av (Raider Dr to Monitor St) 0.06 mi.	3,400	500	KER26RTP004	
5	Bakersfield	class III bike bl	Mezzadro/Alderbrook/Lavina Rte (Allen Rd to Allen Rd) 3.63 r	204,300	28,100	KER26RTP004	
5	Bakersfield	class III bike bl	Monitor St (Merrimac Av to White Ln) 0.25 mi.	14,100	1,900	KER26RTP004	
5	Bakersfield	class III bike bl	Mountain Oak/McInnes Rte (Park Path to McInnes)0 .3 mi	16,900	2,300	KER26RTP004	
5	Bakersfield	class III bike bl	Mountain Park Dr (Kern River Parkway to River Run Bl) 0.18 n	10,100	1,400	KER26RTP004	
5	Bakersfield	class III bike bl	Mountain Vista Dr (Grand Lakes Av to Berkshire Rd) 2.73 mi.	153,600	21,100	KER26RTP004	
5	Bakersfield	class III bike bl	Noble Av Rte (River Bl to Columbus St) 2.3 mi.	129,400	17,800	KER26RTP004	
5	Bakersfield	class III bike bl	Old Walker Pass Rd (Comanche Dr to Rancheria Rd) 1.46 mi	82,200	11,300	KER26RTP004	
5	Bakersfield	class III bike bl	Olympia Dr (S Laurel Glen Bl to Half Moon Bay Dr) 0.49 mi.	27,600	3,800	KER26RTP004	
5	Bakersfield	class III bike bl	Pacific St (Union Av to Alta Vista Dr) 0.36 mi.	20,300	2,800	KER26RTP004	
5	Bakersfield	class III bike bl	Palm St (Real Rd to P St) 1.79 mi.	100,700	13,800	KER26RTP004	
5	Bakersfield	class III bike bl	Park/Blanch/11th/10th Rte (Oak St to Union Av) 1.08 mi.	60,800	8,400	KER26RTP004	
5	Bakersfield	class III bike bl	Pin Oak Bl (Bear Creek Rd to District Bl) 1.14 mi.	64,200	8,800	KER26RTP004	
5	Bakersfield	class III bike bl	Polo Dr (Dapple Av to Meadow Creek St) 0.26 mi.	14,600	2,000	KER26RTP004	
5	Bakersfield	class III bike bl	Quailwood Rd/Quailridge Dr Rte (Truxtun Av to Stockdale Hwy	56,300	7,700	KER26RTP004	
5	Bakersfield	class III bike bl	Raider Dr (Planz Rd to Merrimac Av) 0.25 mi.	14,100	1,900	KER26RTP004	
5	Bakersfield	class III bike bl	Real Rd (Garnsey Ln to Palm St) 0.08 mi.	4,500	600	KER26RTP004	
5	Bakersfield	class III bike bl	Ridge Oak Dr (Rose Petal St to Mountain Oak Rd) 0.42 mi.	23,600	3,200	KER26RTP004	
5	Bakersfield	class III bike bl	Ridge Rd (Camino Real to Mt Vernon Av) 0.16 mi.	9,000	1,200	KER26RTP004	
5	Bakersfield	class III bike bl	Ridge Rd (Camino Real to Mt. Vernon Av) 0.16 mi.	9,000	1,200	KER26RTP004	
5	Bakersfield	class III bike bl	River Run Bl (Ming Av to Buena Vista Rd) 0.93 mi.	52,300	7,200	KER26RTP004	
5	Bakersfield	class III bike bl	Rose Petal St (Brandy Rose St to Ridge Oak Dr) 0.2 mi.	11,300	1,600	KER26RTP004	
5	Bakersfield	class III bike bl	Rudd Av (Seventh Standard Rd to Santa Fe Wy) 1.5 mi.	84,400	11,600	KER26RTP004	
5	Bakersfield	class III bike bl	S King St (California Av to Brundage Ln) 1 mile	56,300	7,700	KER26RTP004	
5	Bakersfield	class III bike bl	S. H St (Panama Ln to Taft Hwy) 2 mi.	112,600	15,500	KER26RTP004	
5	Bakersfield	class III bike bl	Sage Dr (Half Moon Bay Dr to Wilson Rd) 0.2 mi.	11,300	1,600	KER26RTP004	

5	Bakersfield	class III bike bl	School House Rd (Ming Av to Ashe Rd) 1.33 mi.	74,800	10,300	KER26RTP004	
5	Bakersfield	class III bike bl	Spring Creek Lp (Wilderness Dr to Reliance Dr) 1.03 mi.	58,000	8,000	KER26RTP004	
5	Bakersfield	class III bike bl	SR 178 (City Limits to Masterson St) 6.6 mi.	371,400	51,000	KER26RTP004	
5	Bakersfield	class III bike bl	Stellar Av (Old Farm Rd to Campfire Dr) 0.34 mi.	19,100	2,600	KER26RTP004	
5	Bakersfield	class III bike bl	Sundale Av (La Puente Dr to New Stine Rd) 0.91 mi.	51,200	7,000	KER26RTP004	
5	Bakersfield	class III bike bl	Toluca Dr Rte (Renfro Rd to Allen Rd) 1.48 mi.	83,300	11,400	KER26RTP004	
5	Bakersfield	class III bike bl	University Av (Haley St to River Bl) 0.58 mi.	32,600	4,500	KER26RTP004	
5	Bakersfield	class III bike bl	University/Skyline/Poplar Av (Haley St to Alta Vista Dr) 0.68 mi	38,300	5,300	KER26RTP004	
5	Bakersfield	class III bike bl	W. Jeffrey St (canal overcrossing to River Bl) 1.1 mi.	61,900	8,500	KER26RTP004	
5	Bakersfield	class III bike bl	Watts Dr (Cottonwood Rd to Madison St) 0.5 mi.	28,100	3,900	KER26RTP004	
5	Bakersfield	class III bike bl	Westholme Bl (Ming Av to Wilson Rd) 0.4 mi.	22,500	3,100	KER26RTP004	
5	Bakersfield	class III bike bl	White Ln (Dovewood St to Hughes Ln) 1.22 mi.	68,700	9,400	KER26RTP004	
5	Bakersfield	class III bike bl	Wilderness Dr (Harris Rd to Reliance Dr) 0.54 mi.	30,400	4,200	KER26RTP004	
5	Bakersfield	class III bike bl	Yarnell Bike Rte (Paul Av to Calloway Dr) 0.31 mi.	17,400	2,400	KER26RTP004	
5	Bakersfield/County	class I - IV	Improve non-motorized access to HSR Station 2.5 mi.	2,532,400	347,900	KER26RTP027	
1,5	Bakersfield/County	class I shared use path	Arvin-Edison Canal (Cen Brnch Canal to Mt Vernon Av) - 1.3 n	1,316,800	180,900	KER26RTP055	
1,5	Bakersfield/County	class I shared use path	Arvin-Edison Canal (S Oswell St to Marion Av) - 1.5 mi.	1,519,400	208,800	KER26RTP056	
5	Bakersfield/County	class I shared use path	Beardsley Canal (Fruitvale Av to Manor St) 4 mi.	4,051,800	556,700	KER26RTP057	
5,8	Bakersfield/County	class I shared use path	Buena Vista Rec Area Loop (Lk Buena Vista to Lk BV) 7.7 mi.	7,799,800	1,071,600	KER26RTP058	
5	Bakersfield/County	class I shared use path	Calloway Canal (Coffee Rd to Hwy 99) 3.8 mi.	3,849,200	528,800	KER26RTP059	
5	Bakersfield/County	class I shared use path	Central Branch Canal (E Pacheco Rd to Buckley Av) 0.8 mi.	810,400	111,300	KER26RTP060	
5	Bakersfield/County	class I shared use path	Central Branch Canal (E Panama Ln to Berkshire Rd) 0.5 mi.	506,500	69,600	KER26RTP061	
5	Bakersfield/County	class I shared use path	Central Branch Canal (Ming Av to Union Av) 1.3 mi.	1,316,800	180,900	KER26RTP062	
5	Bakersfield/County	class I shared use path	East Branch Canal (Belle Terrace to Casa Loma Dr) 0.7 mi.	709,100	97,400	KER26RTP063	
5	Bakersfield/County	class I shared use path	East Side Canal (E Brundage Ln to Panama Rd) 7.9 mi.	8,002,400	1,099,500	KER26RTP064	
5	Bakersfield/County	class I shared use path	East Side Canal (Kentucky St to Fairfax Rd) 2.7 mi.	2,735,000	375,800	KER26RTP065	
5	Bakersfield/County	class I shared use path	Enos Ln (Panama Ln to Buena Vista Rec Area Loop) 4.5 mi.	4,050,000	-	KER26RTP066	2023
5	Bakersfield/County	class I shared use path	Lake Evans Loop (Lake Evans to Lake Evans) 2.7 mi.	2,735,000	375,800	KER26RTP067	
5	Bakersfield/County	class I shared use path	Lake Ming Loop (Kern River Pkwy to Campground Rd) 2.6 r	2,340,000	-	KER26RTP068	2023
5	Bakersfield/County	class I shared use path	New Bike Path (Knudsen Dr to SR 99) 0.7 mi.	709,100	97,400	KER26RTP069	
5	Bakersfield/County	class I shared use path	New Bike Path (Arrow St to May St) 0.6 mi.	607,800	83,500	KER26RTP070	
5	Bakersfield/County	class I shared use path	New Bike Path (Beardsley Av to Kern River Parkway) 0.5 mi.	506,500	69,600	KER26RTP071	
5	Bakersfield/County	class I shared use path	Norris Rd (Snow Rd to Manor St) 3.3 mi.	3,342,800	459,300	KER26RTP072	
5	Bakersfield/County	class I shared use path	SR 99 Bike/Ped Bridge (Wood Ln to Wood Ln) .1 mi.	101,300	13,900	KER26RTP073	
5	Bakersfield/County	class I shared use path	Stine Canal (Stockdale Hwy to Belle Terrace) 0.5 mi.	506,500	69,600	KER26RTP074	
5,8	Bakersfield/County	class I shared use path	Tupman Path (Enos Ln to Moose St) 5.6 mi.	5,672,600	779,400	KER26RTP075	
5	Bakersfield/County	class II bike ln	Airport Dr (China Grade Lp to Roberts Ln) 1.3 mi.	131,700	18,100	KER26RTP004	
5	Bakersfield/County	class II bike ln	Airport Dr (Merle Haggard Bl to W China Grade Lp) 1 mi.	101,300	13,900	KER26RTP004	
5	Bakersfield/County	class II bike ln	Beardsley Av (McCray St to Chester Av) .5 mi.	50,600	7,000	KER26RTP004	

5	Bakersfield/County	class II bike ln	Brae Burn Dr (Country Club Dr to College Av) 0.6 mi.	60,800	8,400	KER26RTP004	
5	Bakersfield/County	class II bike ln	Braeburn Dr (Country Club Dr to College Av) .6 mi.	60,800	8,400	KER26RTP004	
5	Bakersfield/County	class II bike ln	Brimhall Rd (Enos Ln to Superior Rd) 1 mi.	101,300	13,900	KER26RTP004	
5	Bakersfield/County	class II bike ln	Brimhall Rd (Wegis Av to Rudd Av) 1 mi.	101,300	13,900	KER26RTP004	
5	Bakersfield/County	class II bike ln	Brimhall Rd (Enos Ln to Rudd Av) 4.5 mi.	455,800	62,600	KER26RTP004	
5	Bakersfield/County	class II bike ln	Brundage Ln (Madison St to Edison Hwy) 1.9 mi.	192,500	26,400	KER26RTP004	
5	Bakersfield/County	class II bike ln	Calloway Dr (Rosedale Hwy to Brimhall Rd) 1. mi.	101,300	13,900	KER26RTP004	
5	Bakersfield/County	class II bike ln	China Grade Loop (Carrere St to Manor St) .4 mi.	40,500	5,600	KER26RTP004	
1,5	Bakersfield/County	class II bike ln	Comanche Dr (E Panama Ln to Varsity Av) 5.5 mi.	495,000	-	KER2xRTP000	2023
1,5	Bakersfield/County	class II bike ln	Day Av (N Chester Av to Manor St) 0.5 mi.	45,000	-	KER2xRTP000	2023
5	Bakersfield/County	class II bike ln	Decatur St (Airport Dr to Sequoia Dr) 0.3 mi.	30,400	4,200	KER26RTP004	
5	Bakersfield/County	class II bike ln	Douglas St (McCray St to Chester Av) .5 mi.	50,600	7,000	KER26RTP004	
5	Bakersfield/County	class II bike ln	E Norris Rd (Roberts Ln to N Chester Av) 2.1 mi.	212,700	29,200	KER26RTP004	
1.5	Bakersfield/County	class II bike ln	E Panama Ln (MLK Bl/Cottonwood Rd to S Comanche Dr) 8.1	820,500	112,700	KER26RTP004	
1.5	Bakersfield/County	class II bike ln	Edison Hwy (Fairfax Av to S Comanche Dr) 4.8 mi.	432,000	-	KER2xRTP000	2023
1,5	Bakersfield/County	class II bike ln	Edison Hwy (Washington St to Fairfax Av) 3 mi.	303,900	41,800	KER26RTP004	
1,5	Bakersfield/County	class II bike ln	Edison Rd (Breckenridge Rd to Edison Hwy) .8 mi.	81,000	11,100	KER26RTP004	
5	Bakersfield/County	class II bike ln	Fairfax Rd (E Brundage Ln to Redman Rd) 3 mi.	303,900	41,800	KER26RTP004	
5	Bakersfield/County	class II bike ln	Fairfax Rd (Redman Rd to Panama Rd) 3 mi.	270,000	-	KER2xRTP000	2023
5	Bakersfield/County	class II bike ln	Flower St (Owens St to Mt Vernon Av) 1 mi.	101,300	13,900	KER26RTP004	
5	Bakersfield/County	class II bike ln	Gilmore Av (Mohawk St to Standard St) 1 mi.	101,300	13,900	KER26RTP004	
5	Bakersfield/County	class II bike ln	Hageman Rd (Jenkins Rd to Nord Av) 2.5 mi.	253,200	34,800	KER26RTP004	
5	Bakersfield/County	class II bike ln	Hageman Rd (Wegis Av to Nord Rd) 0.5 mi.	50,600	7,000	KER26RTP004	
5	Bakersfield/County	class II bike ln	Hart Park Kiddyland Dr (River Crossing to Alfred Harrel Hwy) (	30,400	4,200	KER26RTP004	
5	Bakersfield/County	class II bike ln	Heath Rd (Hageman Rd to Stockdale Hwy) 3. mi.	303,900	41,800	KER26RTP004	
1,5	Bakersfield/County	class II bike ln	Hermosa Rd (Fairfax Rd to Comanche Dr) 5. mi.	506,500	69,600	KER26RTP004	
5	Bakersfield/County	class II bike ln	Houghton Rd (Old River Rd to Union Av) 6. mi.	607,800	83,500	KER26RTP004	
5	Bakersfield/County	class II bike ln	Knudsen Dr (Norris Rd to Hageman Rd) 0.9 mi.	91,200	12,500	KER26RTP004	
5	Bakersfield/County	class II bike ln	Kratzmeyer Rd (Santa Fe Wy to Enos Ln) 4.5 mi.	455,800	62,600	KER26RTP004	
5	Bakersfield/County	class II bike ln	Landco Dr (Calloway Canal to Rosedale Hwy) 0.7 mi.	70,900	9,700	KER26RTP004	
5	Bakersfield/County	class II bike ln	McCray St (Merle Haggard Dr to China Grade Loop) 1 mi.	90,000	-	KER2xRTP000	2023
5	Bakersfield/County	class II bike ln	Meacham Rd (Nord Av to Allen Rd) 3. mi.	303,900	41,800	KER26RTP004	
5	Bakersfield/County	class II bike ln	Merle Haggard Dr (Airport Dr/S Granite Rd to N Chester Av)	101,300	13,900	KER26RTP004	
5	Bakersfield/County	class II bike ln	Merle Haggard Dr (Chester Av to Airport Dr) 1. mi.	101,300	13,900	KER26RTP004	
1.5	Bakersfield/County	class II bike ln	MLK Bl/Cottonwood Rd (E Panama Ln to Panama Rd) 2 mi.	180,000	-	KER2xRTP000	2023
1,5	Bakersfield/County	class II bike ln	Mountain View Rd (Fairfax Rd to Comanche Dr) 5. mi.	506,500	69,600	KER26RTP004	
1.5	Bakersfield/County	class II bike ln	Muller Rd (S Owell St to Weedpatch Hwy) 2 mi.	202,600	27,800	KER26RTP004	
1,5	Bakersfield/County	class II bike ln	Muller Rd (Comanche Dr to Oswell St) 6. mi.	607,800	83,500	KER26RTP004	
1,5	Bakersfield/County	class II bike ln	Muller Rd (Weedpatch Hwy to S Comanche Dr) 4 mi.	405,200	55,700	KER26RTP004	

5	Bakersfield/County	class II bike ln	N Chester Av (McKelvey Av to Manor St) .3 mi.	30,400	4,200	KER26RTP004	
5	Bakersfield/County	class II bike ln	Niles St (Virginia St to Morning Dr) 3.5 mi.	354,500	48,700	KER26RTP004	
5	Bakersfield/County	class II bike ln	Nord Av (Kratzmeyer Rd to Stockdale Hwy) 4.5 mi.	405,000	-	KER2xRTP000	2023
5	Bakersfield/County	class II bike ln	Norris Rd (Snow Rd to Roberts Ln) 0.7 mi.	70,900	9,700	KER26RTP004	
5	Bakersfield/County	class II bike ln	Old Farm Rd (Palm Av to Brimhall Rd) 0.5 mi.	45,000	-	KER2xRTP000	2023
5	Bakersfield/County	class II bike ln	Old Farm Rd (Good Pl to Rosedale Hwy) 0.5 mi.	50,600	7,000	KER26RTP004	
5	Bakersfield/County	class II bike ln	Old Farm Rd (Rosedale Hwy to Mia Virginia Ct) .5 mi.	50,600	7,000	KER26RTP004	
5	Bakersfield/County	class II bike ln	Old River Rd (Taft Hwy to Shafter Rd) 3 mi.	270,000	-	KER2xRTP000	2023
5	Bakersfield/County	class II bike ln	Palm Av (Heath Rd to Renfro Rd) 1 mi.	101,300	13,900	KER26RTP004	
5	Bakersfield/County	class II bike ln	Palm Av/Country Breeze Pl/Slikker Dr (Old Farm Rd to Countr	172,200	23,700	KER26RTP004	
1,5	Bakersfield/County	class II bike ln	Panama Rd (Buena Vista Rd to S Oswell St) 9.1 mi.	921,800	126,600	KER26RTP004	
1,5	Bakersfield/County	class II bike ln	Panama Rd (S Oswell St to Weedpatch Hwy) 3.0 mi.	270,000	-	KER2xRTP000	2023
5	Bakersfield/County	class II bike ln	Patton Wy (Snow Rd to Hageman Rd) 1.8 mi.	162,000	-	KER2xRTP000	2023
5	Bakersfield/County	class II bike ln	Pegasus Dr (Merle Haggard Dr to Norris Rd) 1.8 mi.	182,300	25,000	KER26RTP004	
5	Bakersfield/County	class II bike ln	Pegasus Rd (Merle Haggard Dr to Norris Rd) 1.8 mi.	182,300	25,000	KER26RTP004	
5	Bakersfield/County	class II bike ln	Pioneer Dr (Oswell Steet to Morning Dr) 2 mi.	202,600	27,800	KER26RTP004	
5	Bakersfield/County	class II bike ln	Pioneer Dr (Vineland Rd to Oswell St) 3. mi.	303,900	41,800	KER26RTP004	
5	Bakersfield/County	class II bike ln	River Bl (Panorama Dr to Bernard St) 1.3 mi.	131,700	18,100	KER26RTP004	
5	Bakersfield/County	class II bike ln	Roberts Ln (Norris Rd to Washington Av) 0.5 mi.	50,600	7,000	KER26RTP004	
5	Bakersfield/County	class II bike ln	Roberts Ln (Washington Av to Stanford Dr) 0.7 mi.	70,900	9,700	KER26RTP004	
5	Bakersfield/County	class II bike ln	Roberts Ln (Chester Av to Manor St) .5 mi.	45,000	-	KER2xRTP000	2024
5	Bakersfield/County	class II bike ln	Roberts Ln (Stanford Rd to Chester Av) 1.2 mi.	108,000	-	KER2xRTP000	2024
5	Bakersfield/County	class II bike ln	Rudd Av (Palm Av to Brimhall Rd) 0.5 mi.	50,600	7,000	KER26RTP004	
5	Bakersfield/County	class II bike ln	S H St (Taft Hwy to Shafter Rd) 3.2 mi.	324,100	44,500	KER26RTP004	
5	Bakersfield/County	class II bike ln	Standard St (Rio Mirador Dr to Gilmore Av) 1.1 mi.	111,400	15,300	KER26RTP004	
5	Bakersfield/County	class II bike ln	Superior Rd (Rosedale Hwy/Old 58 to Stockdale Hwy) 2. mi.	202,600	27,800	KER26RTP004	
5	Bakersfield/County	class II bike ln	Taft Hwy (Heath Rd Extension to Buena Vista Rd) 3 mi.	303,900	41,800	KER26RTP004	
1,5	Bakersfield/County	class II bike ln	Union Av (Panama Rd to Bear Mountain Bl) 4 mi.	405,200	55,700	KER26RTP004	
5	Bakersfield/County	class II bike ln	Breckenridge Rd (Weedpatch Hwy to Comanche Dr) 4.3 mi.	387,000	-	KER2xRTP000	2021
5	Bakersfield/County	class II bike ln	Day Av (Manor St to N Chester Av) .5 mi.	45,000	-	KER2xRTP000	2021
1,5	Bakersfield/County	class II bike ln	Edison Hwy (Mt Vernon Av to Comanche Dr) 7.8 mi.	702,000	-	KER2xRTP000	2023
5	Bakersfield/County	class II bike ln	James Rd (SR 65 to Chester Av) 3.5 mi.	315,000	-	KER2xRTP000	2023
5	Bakersfield/County	class II bike ln	McCray St (Merle Haggard Rd to Day Av) .4 mi.	36,000	-	KER2xRTP000	2023
5	Bakersfield/County	class II bike ln	Old River Rd (Taft Hwy to Shafter Rd) 4. mi.	360,000	-	KER2xRTP000	2023
5	Bakersfield/County	class II buffered bike ln	Airport Dr (Roberts Ln to Merle Haggard Dr) 2.2 mi.	445,700	61,200	KER26RTP004	
5	Bakersfield/County	class II buffered bike ln	California Av (Mt Vernon Av to Edison Hwy) .6 mi.	121,600	16,700	KER26RTP004	
5	Bakersfield/County	class II buffered bike ln	Olive Dr (Coffee Rd to Victor St) 1.7 mi.	344,400	47,300	KER26RTP004	
1,5	Bakersfield/County	class II buffered bike ln	S Union Av (Panama Rd to Bear Mountain Bl) 4. mi.	810,400	111,300	KER26RTP004	
5	Bakersfield/County	class II buffered bike ln	Chester Av (Merle Haggard Rd to Norris Rd) 1.4 mi.	252,000	-	KER2xRTP000	2023

5	Bakersfield/County	class III bike bl	Airport Dr (Bksfld-Glennville Rd to Merle Haggard Dr) 1.9 mi.	106,900	14,700	KER26RTP004
5	Bakersfield/County	class III bike bl	Baldwin Rd (Terrace Wy to Ming Av) .8 mi.	45,000	6,200	KER26RTP004
5	Bakersfield/County	class III bike bl	Breckenridge Rd (End of St to Comanche Dr) 4.5 mi.	253,200	34,800	KER26RTP004
5	Bakersfield/County	class III bike bl	C Club Dr/H Mann Av/Pentz St (College Av to Ctr St) .8 mi.	45,000	6,200	KER26RTP004
5	Bakersfield/County	class III bike bl	Castro Ln (Wood Ln to La France Dr) .1 mi.	5,600	800	KER26RTP004
5	Bakersfield/County	class III bike bl	Center St (Pentz St to Pesanta Rd) .8 mi.	45,000	6,200	KER26RTP004
5	Bakersfield/County	class III bike bl	China Grade Lp (City Limit to Alfred Harrell Hwy) .9 mi.	50,600	7,000	KER26RTP004
5	Bakersfield/County	class III bike bl	Country Club Dr/Horace Mann Av/Pentz St Rte (College Av to	45,000	6,200	KER26RTP004
5	Bakersfield/County	class III bike bl	Culver St (Sterling Rd to Pasante Rd) .1 mi.	5,600	800	KER26RTP004
5	Bakersfield/County	class III bike bl	Edwards Av (Mt Vernon Av to Oswell St) 1.2 mi.	67,500	9,300	KER26RTP004
5	Bakersfield/County	class III bike bl	Fairfax Rd (Panama Rd to SR 223) 4. mi.	225,100	30,900	KER26RTP004
5	Bakersfield/County	class III bike bl	Ferguson Av (Chester Av to Manor St) .5 mi.	28,100	3,900	KER26RTP004
5	Bakersfield/County	class III bike bl	Floral Dr (Camino Real to Mt Vernon Av) .1 mi.	5,600	800	KER26RTP004
5	Bakersfield/County	class III bike bl	Iron Oak Wy (Norris Rd to Exodus Ln) .1 mi.	5,600	800	KER26RTP004
5	Bakersfield/County	class III bike bl	N Chester Av (Existing Bike Rte to Merle Haggard Dr) 0.3 mi.	16,900	2,300	KER26RTP004
5	Bakersfield/County	class III bike bl	Norris Rd (Coffee Rd to Knudsen Dr) 1.8 mi.	101,300	13,900	KER26RTP004
5	Bakersfield/County	class III bike bl	Olive Dr (Sequoia Dr to N Chester Av) .7 mi.	39,400	5,400	KER26RTP004
5	Bakersfield/County	class III bike bl	Olive Dr (Victor St to SR 99) 0.3 mi.	16,900	2,300	KER26RTP004
5	Bakersfield/County	class III bike bl	Palm Av (Wagis Av to Heath Rd) .5 mi.	28,100	3,900	KER26RTP004
5	Bakersfield/County	class III bike bl	Pesante Rd (Culver St to Center St) 0.1 mi.	5,600	800	KER26RTP004
5	Bakersfield/County	class III bike bl	Round Mountain Rd (End of St to China Grd Lp) 9.8 mi.	551,500	75,800	KER26RTP004
5	Bakersfield/County	class III bike bl	San Diego St (Di Giorgio Rd to Panama Rd) 1.1 mi.	61,900	8,500	KER26RTP004
5	Bakersfield/County	class III bike bl	Shafter Rd (Old River Rd to H St) 5. mi.	281,400	38,700	KER26RTP004
5	Bakersfield/County	class III bike bl	Shalimar Dr (Pioneer Dr to Niles St) .5 mi.	28,100	3,900	KER26RTP004
5	Bakersfield/County	class III bike bl	Sterling Rd (Brundage Ln to College Av) 2. mi.	112,600	15,500	KER26RTP004
5	Bakersfield/County	class III bike bl	Terrace Wy (A St to Baldwin Rd) .1 mi.	5,600	800	KER26RTP004
5	Bakersfield/County	class III bike bl	Valencia Dr (Pioneer Dr to College Av) 1. mi.	56,300	7,700	KER26RTP004
5	Bakersfield/County	class III bike bl	Wood Ln (99 Overcrossing to Castro Ln) .3 mi.	16,900	2,300	KER26RTP004
5	Bakersfield/County	class III bike bl	Wood Ln (Stine Rd to 99 Overcrossing) .5 mi.	28,100	3,900	KER26RTP004
5	Bakersfield/County	class III bike bl	Woodrow Av (Roberts Ln to N Chester Av) 1.8 mi.	101,300	13,900	KER26RTP004
5	Bakersfield/County	class IV cycle track	Olive Dr (Victor St to Sequoia Dr) 1.6 mi.	540,200	74,200	KER26RTP103
5	Bakersfield/County	green streets/traffic calming	Center St (Oswell St to Pesante Rd) 0.8 mi.	517,700	71,100	KER26RTP111
5	Bakersfield/County	green streets/traffic calming	Center St/Rosewood Av (Shalimar Dr to Monica St) 1.8 mi.	1,164,900	160,000	KER26RTP112
5	Bakersfield/County	green streets/traffic calming	Decatur St (Sequoia Dr to Chester Av) 0.8 mi.	517,700	71,100	KER26RTP113
5	Bakersfield/County	green streets/traffic calming	Height St (River Bl to Haley St) 0.5 mi.	323,600	44,500	KER26RTP114
5	Bakersfield/County	green streets/traffic calming	Jeffrey St (Loma Linda Dr to River Bl) 0.7 mi.	453,000	62,200	KER26RTP115
5	Bakersfield/County	green streets/traffic calming	Jeffrey St (Union Av to River Bl) 0.2 mi.	129,400	17,800	KER26RTP116
5	Bakersfield/County	green streets/traffic calming	Shalimar Dr (Niles St to Pioneer Dr) 0.5 mi.	323,600	44,500	KER26RTP117
5	Bakersfield/County	green streets/traffic calming	Valencia Dr (College Av to Pioneer Dr) 1 mi.	647,200	88,900	KER26RTP118

5	Bakersfield/County	green streets/traffic calming	Wilson Av/Castaic Av Rte (Roberts Ln to N Chester Av) 1.94	1,255,500	172,500	KER26RTP119	
5	Bakersfield/County	green streets/traffic calming	Woodrow Av (Roberts Ln to N Chester Av) 1.8 mi.	1,164,900	160,000	KER26RTP120	
5	Bakersfield/County/Caltrans	class II bike ln, Caltrans shldr	Rosedale Hwy (Enos Ln to Heath Rd) 4 mi.	405,200	55,700	KER26RTP004	
5	Bakersfield/County/Caltrans	class II bike ln, Caltrans shldr	Rosedale Hwy (Heath Rd to Mohawk St) 6.9 mi.	621,000	-	KER2xRTP000	2023
5	Bakersfield/County/Caltrans	class II bike ln, Caltrans shldr	SR 43/Enos Ln (Beech Av to Rosedale Hwy) 5.3 mi.	477,000	-	KER2xRTP000	2023
5	Bakersfield/County/Caltrans	class II bike ln, Caltrans shldr	SR 43/Enos Ln (Rosedale Hwy to Panama Ln) 6 mi.	607,800	83,500	KER26RTP004	
1,5	County/Lamont	class II bike ln	Buena Vista Bl (S Union Av to S Comanche Dr) 9.1 mi.	921,800	126,600	KER26RTP004	
1	County/Lamont	class II bike ln	Hall Rd (SR 184 to Habecker Rd) .5 mi.	50,600	7,000	KER26RTP004	
1,5	County/Lamont	class II bike ln	Panama Rd (Habecker Rd to S Comanche Dr) 3.5 mi.	354,500	48,700	KER26RTP004	
1,5	County/Lamont	class II bike ln	Panama Rd (Weedpatch Hwy to Habecker Rd) .5 mi.	50,600	7,000	KER26RTP004	
1,5	County/Lamont	class II bike ln	Sunset Bl (Weedpatch Hwy to Vineland Rd) 1. mi.	101,300	13,900	KER26RTP004	
1,5	County/Lamont	class II bike ln	Vineland Rd (Pioneer Dr to SR 223) 11. mi.	1,114,300	153,100	KER26RTP004	
1,5	County/Lamont	class II bike ln	Comanche Dr (Panama Ln to Muller Rd) 7.5 mi.	675,000	-	KER2xRTP000	2023
1,5	County/Lamont	class II bike ln	DiGiorgio Rd (Vineland Rd to Comanche Dr) 3. mi.	270,000	-	KER2xRTP000	2023
1,5	County/Lamont	class II bike ln, Caltrans shldr	SR 184 Weedpatch Hwy (SR 58 to Panama Rd) 6 mi.	540,000	-	KER2xRTP000	2021
1,5	County/Lamont	class II buffered bike ln	Di Giorgio Rd (Pierce Dr to S Vineland Rd) 1.8 mi.	364,700	50,100	KER26RTP004	
1,5	County/Lamont	class III bike bl	Edison Rd (Edison Hwy to SR 223) 9.7 mi.	545,900	75,000	KER26RTP004	
1,5	County/Lamont	class III bike bl	Habecker Rd (Panama Rd to Di Giorgio Rd) 1. mi.	56,300	7,700	KER26RTP004	
1,5	County/Lamont	class III bike bl	Hall Rd (Main St to Habecker Rd) .4 mi.	22,500	3,100	KER26RTP004	
1,5	County/Lamont	class III bike bl	Myrtle Av (Di Giorgio Rd to Panama Rd) 1. mi.	56,300	7,700	KER26RTP004	
1,5	County/Lamont	class III bike bl	Segrue Rd (San Emidio St to Habecker Rd) .9 mi.	50,600	7,000	KER26RTP004	
1	County/Lamont/Caltrans	class II bike ln, Caltrans shldr	SR 184/Weedpatch Hwy/Main St (Di Giorgio Rd to E Bear Mou	303,900	41,800	KER26RTP004	
1	County/Lamont/Caltrans	Bikeway Study	SR 184/Main St (Panama Rd to Di Giorgio Rd) 1 mi.	150,000	-	KER2xRTP000	
1,2,3,4,5,6,7,8,9	Countywide	Various locations	Construct Class I, II or III Bike Path; striping; signage	100,000	13,700	KER26RTP004	
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**95,892,000**	**11,218,100**	**Sub-total**	

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

Bicycle and Pedestrian Complete Streets Improvements and Maintenance							
Pedestrian Facilities							
Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
5	Bakersfield	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc.	122,733,900	16,862,600	KER26RTP025	
5	Bakersfield	Corridor Improvement	18th St (F St to Mill Creek Park) .8 mi.	80,800	11,100	KER26RTP025	
5	Bakersfield	Corridor Improvement	21st St (F St to M St) .5 mi.	44,700	6,100	KER26RTP025	
5	Bakersfield	Corridor Improvement	28th St (F St to Golden State Av) .5 mi.	44,500	6,100	KER26RTP025	
5	Bakersfield	Corridor Improvement	Ashe Rd (McKee Rd to Taft Highway) .5 mi.	48,200	6,600	KER26RTP025	
5	Bakersfield	Corridor Improvement	Baker St (E California Av to Niles St) 1. mi.	93,300	12,800	KER26RTP025	
5	Bakersfield	Corridor Improvement	Brimhall Rd (Renfro Rd to Coffee Rd) 4. mi.	1,242,800	170,700	KER26RTP025	
5	Bakersfield	Corridor Improvement	Calloway Dr (Olive Dr to Harris Rd) 7.7 mi.	2,385,700	327,800	KER26RTP025	
5	Bakersfield	Corridor Improvement	Chester Av (Beardsley Av to 30th St) 1.4 mi.	439,300	60,400	KER26RTP025	
5	Bakersfield	Corridor Improvement	Chester Av (China Grade Loop to Planz Rd) 1.5 mi.	144,100	19,800	KER26RTP025	
5	Bakersfield	Corridor Improvement	Chester Av (Golden State Av to Planz Rd) 4.4 mi.	421,800	58,000	KER26RTP025	
5	Bakersfield	Corridor Improvement	Clay Patrick Farr Wy (Hageman Rd to Rosedale Hwy) 1.1 mi.	326,200	44,800	KER26RTP025	
5	Bakersfield	Corridor Improvement	Columbus St (Chester Av to Panorama Dr) 4.7 mi.	1,448,400	199,000	KER26RTP026	
5	Bakersfield	Corridor Improvement	Echo Av (Castro Ln to Benton St) .4 mi.	34,100	4,700	KER26RTP025	
5	Bakersfield	Corridor Improvement	F St (30th St to Truxton Av) .9 mi.	88,400	12,100	KER26RTP025	
5	Bakersfield	Corridor Improvement	Fairfax Rd (Brundage Ln to Muller Rd) 1.9 mi.	579,000	79,500	KER26RTP025	
5	Bakersfield	Corridor Improvement	Flower St (Union Av to Mt Vernon St) 2.1 mi.	641,700	88,200	KER26RTP025	
5	Bakersfield	Corridor Improvement	Gossford Rd (Stockdale Hwy to Panama Ln) 4. mi.	384,200	52,800	KER26RTP025	
5	Bakersfield	Corridor Improvement	H St (Brundage Ln to Golden State Av) 2.4 mi.	225,600	31,000	KER26RTP025	
5	Bakersfield	Corridor Improvement	Hosking Av (99 FreeWy to Cottonwood Rd) 2.3 mi.	723,600	99,400	KER26RTP025	
5	Bakersfield	Corridor Improvement	Hosking Av (Stine Rd to Golden State Hwy) 1.7 mi.	160,600	22,100	KER26RTP025	
5	Bakersfield	Corridor Improvement	Jewetta Av (Olive Dr to Rosedale Hwy) 2.5 mi.	758,800	104,300	KER26RTP025	
5	Bakersfield	Corridor Improvement	Jewetta Av (Rosedale Hwy to Pecos River Dr) 1.4 mi.	425,400	58,400	KER26RTP025	
5	Bakersfield	Corridor Improvement	Kratzmeyer Rd (Enos Ln to Nord Av) 3. mi.	934,800	128,400	KER26RTP025	
5	Bakersfield	Corridor Improvement	L St (Brundage Ln to Golden State Av) 2.2 mi.	207,100	28,500	KER26RTP025	
5	Bakersfield	Corridor Improvement	Ming Av (Gosford Rd to S Union Av) 5.2 mi.	1,601,700	220,100	KER26RTP025	
5	Bakersfield	Corridor Improvement	Ming Av (Old River Rd to Gossford Rd) 1.2 mi.	381,700	52,400	KER26RTP025	
5	Bakersfield	Corridor Improvement	Monitor St (Merrimac Av to Berkshire Rd) 2.3 mi.	215,500	29,600	KER26RTP025	
5	Bakersfield	Corridor Improvement	Morning Dr (College Av to Brundage Ln) 2. mi.	619,600	85,100	KER26RTP025	
5	Bakersfield	Corridor Improvement	Mr Vernon Av (Panorama Dr to Columbus St) 1. mi.	324,400	44,600	KER26RTP025	
5	Bakersfield	Corridor Improvement	Oak St (24th St to Rosa Parks Hwy) 1.9 mi.	186,400	25,600	KER26RTP025	
5	Bakersfield	Corridor Improvement	Olive Dr (Renfro Rd to Sanford Dr) 6.5 mi.	1,998,700	274,600	KER26RTP025	
5	Bakersfield	Corridor Improvement	Oswell St (Edison Hwy to Brundage Ln) .9 mi.	278,000	38,200	KER26RTP025	
5	Bakersfield	Corridor Improvement	Oswell St (Edison Hwy to Columbus St) 2.3 mi.	221,800	30,500	KER26RTP025	
5	Bakersfield	Corridor Improvement	Pacheco Rd (Stine Rd to Monitor St) 2.5 mi.	242,700	33,300	KER26RTP025	

5	Bakersfield	Corridor Improvement	Panama Ln (Stine Rd to S Union Av) 3. mi.	289,500	39,800	KER26RTP025
5	Bakersfield	Corridor Improvement	Panama Ln (Union Av to Cottonwood Rd) 1. mi.	307,900	42,300	KER26RTP025
5	Bakersfield	Corridor Improvement	Panama Rd (Wible Rd to Main St) 7. mi.	2,178,900	299,400	KER26RTP025
5	Bakersfield	Corridor Improvement	Panorama Dr (Columbus St to Morning Dr) 5.8 mi.	1,786,200	245,400	KER26RTP025
5	Bakersfield	Corridor Improvement	Pensinger Rd (Buena Vista Rd to Wible Rd) 5.1 mi.	1,571,700	215,900	KER26RTP025
5	Bakersfield	Corridor Improvement	Planz Rd (Stine Rd to S H St) 2. mi.	192,200	26,400	KER26RTP025
5	Bakersfield	Corridor Improvement	Renfro Rd (Rosedale Hwy to Stockdale Hwy) 2. mi.	619,800	85,200	KER26RTP025
5	Bakersfield	Corridor Improvement	Truxtun Av (Oak St to Mt Vernon Av) 4.2 mi.	401,500	55,200	KER26RTP025
5	Bakersfield	Corridor Improvement	Union Av (21st St to California Av) .7 mi.	63,100	8,700	KER26RTP025
5	Bakersfield	Corridor Improvement	Wall St Paseo (F St to 322' East of R St) .9 mi.	263,100	36,100	KER26RTP025
5	Bakersfield	Corridor Improvement	White Ln (Buena Vista Rd to S Union Av) 7.3 mi.	696,000	95,600	KER26RTP025
5	Bakersfield	Corridor Improvement	Wible Rd (Rosedale Hwy to Taft Hwy/Panama Rd) 5.9 mi.	1,837,200	252,400	KER26RTP025
5	Bakersfield	Corridor Improvement	Wilson Rd (Wible Rd to H St) 1. mi.	312,900	43,000	KER26RTP025
5	Bakersfield	High-Visibility Crosswalk	Renfro Rd (Johnson Rd)	12,600	1,700	KER26RTP025
5	Bakersfield	High-Visibility Crosswalk	Wharton Av (Main St)	12,600	1,700	KER26RTP025
5	Bakersfield	Sidewalk Improvement	Belle Terrace (Dawn Street to Cottonwood Road) 1.3 mi.	287,000	39,400	KER26RTP025
5	Bakersfield	Sidewalk Improvement	Coffee Rd Path (Truxtun Avenue to Kern River Pkwy) .1 mi.	13,500	1,900	KER26RTP025
5	Bakersfield	Sidewalk Improvement	Mt Vernon Av (California Ave to Brundage Lane) 1. mi.	214,100	29,400	KER26RTP025
5	Bakersfield	Sidewalk Improvement	N Chester Av (Universe Avenue to Kern River Bike Trail) 2.1 n	439,800	60,400	KER26RTP025
5	Bakersfield	Sidewalk Improvement	Pacheco Rd (Gordon St to Sparks St) .6 mi.	138,200	19,000	KER26RTP025
5	Bakersfield	Sidewalk Improvement	Potomac Av (Collins Way to Oswell St) 1.7 mi.	366,200	50,300	KER26RTP025
5	Bakersfield	Sidewalk Improvement	S Chester Av (Ming Av to Union Av) 1.7 mi.	363,900	50,000	KER26RTP025
5	Bakersfield	Sidewalk Improvement	Santa Fe Way (Reina Rd to Hageman Rd) 1.3 mi.	278,500	38,300	KER26RTP025
5	Bakersfield	Sidewalk Improvement	Stine Rd (Stockdale Hwy to Park Circle Dr) .8 mi.	168,600	23,200	KER26RTP025
5	Bakersfield	Sidewalk Improvement	Verdugo Ln (Hageman Rd to Rosedale Hwy) 1. mi.	210,900	29,000	KER26RTP025
5	Bakersfield	Sidewalk Improvement	Virginia Av (Oswell Street to Sterling Rd) .5 mi.	106,500	14,600	KER26RTP025
5	Bakersfield	Sidewalk Improvement	Virginia St (Niles Street to Ridge Rd) .6 mi.	126,800	17,400	KER26RTP025
5	Bakersfield/Caltrans	Corridor Improvement	23rd St (24th St to Q St) 1. mi.	313,200	43,000	KER26RTP025
5	Bakersfield/Caltrans	Corridor Improvement	24th St (Oak St to Q St) 1.6 mi.	490,200	67,300	KER26RTP025
5	Bakersfield/Caltrans	Corridor Improvement	Golden State Av (Kern River Pkwy Bike Trail to 24th St) 1.5 mi	471,600	64,800	KER26RTP025
5	Bakersfield/Caltrans	Corridor Improvement	Rosedale Hwy (Camino Del Rio Court to Nord Av) 8.5 mi.	816,900	112,200	KER26RTP025
5	Bakersfield/Caltrans	Corridor Improvement	Rosedale Hwy (Camino Del Rio Court to Oak St) .5 mi.	167,900	23,100	KER26RTP025
5	Bakersfield/Caltrans	Corridor Improvement	Weedpatch Hwy (Brundage Ln to E Bear Mountain Blvd) 10. m	3,109,900	427,300	KER26RTP025
5	Bakersfield/County	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc.	51,621,000	7,092,300	KER26RTP025
5	Bakersfield/County	Corridor Improvement	Airport Dr (Norris Rd to Roberts Ln) .7 mi.	71,100	9,800	KER26RTP025
5	Bakersfield/County	Corridor Improvement	Brundage Ln (Fairfax Rd to VineLn Rd) 1.9 mi.	593,700	81,600	KER26RTP025
5	Bakersfield/County	Corridor Improvement	Decatur St (N Chester Av to Sandord Dr) 1.3 mi.	119,900	16,500	KER26RTP025
5	Bakersfield/County	Corridor Improvement	E Fairview Rd (Hughes Ln to Farrel Dr) 2.2 mi.	207,700	28,500	KER26RTP025
5	Bakersfield/County	Corridor Improvement	Garber Wy (Bryant St to Malibar Av) .4 mi.	36,200	5,000	KER26RTP025

5	Bakersfield/County	Corridor Improvement	Hall Rd (San Emidio St to Habecker Rd) .5 mi.	159,000	21,800	KER26RTP025
5	Bakersfield/County	Corridor Improvement	McCray St (Merle Haggard Dr to China Grade Loop) 1. mi.	299,900	41,200	KER26RTP025
5	Bakersfield/County	Corridor Improvement	McCray St, Oildale Dr (W China Grade Loop to Roberts Ln) 1.:	121,000	16,600	KER26RTP025
5	Bakersfield/County	Corridor Improvement	Merle Haggard Dr (Pegasus Rd to Chester Av) 3.1 mi.	950,200	130,500	KER26RTP025
5	Bakersfield/County	Corridor Improvement	Myrtle Av (Panama Ln to Wharton Av) .9 mi.	291,100	40,000	KER26RTP025
5	Bakersfield/County	Corridor Improvement	Pioneer Dr (Oswell St to Morning Dr) .6 mi.	171,600	23,600	KER26RTP025
5	Bakersfield/County	Corridor Improvement	Pioneer Dr (Oswell St to Normandy Dr) 1.5 mi.	139,000	19,100	KER26RTP025
5	Bakersfield/County	Corridor Improvement	Roberts Ln (Sanford Ln to Manor St) 1.8 mi.	169,100	23,200	KER26RTP025
5	Bakersfield/County	Corridor Improvement	San Diego St (Burgundy Av to Wharton Av) .7 mi.	213,400	29,300	KER26RTP025
5	Bakersfield/County	Corridor Improvement	W China Grade Loop (Airport Dr to N Chester Av) 1. mi.	96,900	13,300	KER26RTP025
5	Bakersfield/County	Sidewalk Improvement	Alta Vista Dr (Bernard Street to Panorama Drive) 1.1 mi.	245,100	33,700	KER26RTP025
5	Bakersfield/County	Sidewalk Improvement	Belle Terrace (Stine Road to H Street) 1.5 mi.	324,000	44,500	KER26RTP025
5	Bakersfield/County	Sidewalk Improvement	Bonita Rd (Main St to Habecker Rd) .5 mi.	109,600	15,100	KER26RTP025
5	Bakersfield/County	Sidewalk Improvement	Buena Vista Blvd (May Street to Buena Vista Blvd Mobile Park	157,000	21,600	KER26RTP025
5	Bakersfield/County	Sidewalk Improvement	Carnation Ave (Mc Kee Road to Panama Road) .5 mi.	107,400	14,800	KER26RTP025
5	Bakersfield/County	Sidewalk Improvement	China Grade Loop (Chester Avenue to Manor Street) .5 mi.	106,800	14,700	KER26RTP025
5	Bakersfield/County	Sidewalk Improvement	College Av (Mt. Vernon Ave to Oswell St) 1. mi.	214,000	29,400	KER26RTP025
5	Bakersfield/County	Sidewalk Improvement	Collision St (Main St to Carnation Av) .2 mi.	53,500	7,400	KER26RTP025
5	Bakersfield/County	Sidewalk Improvement	Columbus St (Loma Linda Drive to Alta Vista Drive) .2 mi.	52,800	7,300	KER26RTP025
5	Bakersfield/County	Sidewalk Improvement	Di Giorgio Rd (Fairfax Rd to Main St) 1. mi.	213,400	29,300	KER26RTP025
5	Bakersfield/County	Sidewalk Improvement	Di Giorgio Rd (Pierce Drive to Weedpatch Highway) .7 mi.	160,400	22,000	KER26RTP025
5	Bakersfield/County	Sidewalk Improvement	Dunnsmere St (San Diego Street to Weedpatch Highway) .2 m	51,300	7,000	KER26RTP025
5	Bakersfield/County	Sidewalk Improvement	Field St (Di Giorgio Rd to Tri Duncan Avenue) .5 mi.	107,600	14,800	KER26RTP025
5	Bakersfield/County	Sidewalk Improvement	Habecker Rd (Panama Rd to Segrue Rd) .7 mi.	160,300	22,000	KER26RTP025
5	Bakersfield/County	Sidewalk Improvement	Hall Rd (San Diego St to Main St) .3 mi.	53,900	7,400	KER26RTP025
5	Bakersfield/County	Sidewalk Improvement	Madison St (Belle Terrace to Casa Loma Drive) .4 mi.	77,000	10,600	KER26RTP025
5	Bakersfield/County	Sidewalk Improvement	Man O War St (Whirlaway St to Main St) .3 mi.	66,900	9,200	KER26RTP025
5	Bakersfield/County	Sidewalk Improvement	McKee Rd (H St to Shannon Dr) .5 mi.	112,900	15,500	KER26RTP025
5	Bakersfield/County	Sidewalk Improvement	McKee Rd (Main St to Carnation Av) .3 mi.	55,400	7,600	KER26RTP025
5	Bakersfield/County	Sidewalk Improvement	Mtn View Rd (RR xing to Sherman Rd) .8 mi.	164,000	22,500	KER26RTP025
5	Bakersfield/County	Sidewalk Improvement	Panama Rd (Gilbert St to Habecker Rd) .7 mi.	150,000	20,600	KER26RTP025
5	Bakersfield/County	Sidewalk Improvement	Panama Rd (Habecker Rd to Main St) .5 mi.	110,800	15,200	KER26RTP025
5	Bakersfield/County	Sidewalk Improvement	Pioneer Dr (Normandy Dr to Morning Dr) 1.4 mi.	307,800	42,300	KER26RTP025
5	Bakersfield/County	Sidewalk Improvement	Reynolds St (Whirlaway St to Main St) .3 mi.	63,300	8,700	KER26RTP025
5	Bakersfield/County	Sidewalk Improvement	Sanford Dr (Castaic Av to McKinley Av) .3 mi.	60,800	8,400	KER26RTP025
5	Bakersfield/County	Sidewalk Improvement	Segrue Rd (San Emidio St to Habecker Rd) 1. mi.	204,100	28,000	KER26RTP025
5	Bakersfield/County	Sidewalk Improvement	Shannon Dr (Astor Av to McKee Rd) .3 mi.	54,200	7,400	KER26RTP025
5	Bakersfield/County	Sidewalk Improvement	Sterling Rd (Hillburn Rd to Niles St) .3 mi.	53,700	7,400	KER26RTP025
5	Bakersfield/County	Sidewalk Improvement	Union Av (McKee Rd to Taft Hwy) .5 mi.	107,500	14,800	KER26RTP025

5	Bakersfield/County	Sidewalk Improvement	Wharton Av (San Emidio St to Myrtle Av) .7 mi.	148,800	20,400	KER26RTP025	
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**218,431,500**	**30,010,500**	**Sub-total**	

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

METRO BAKERSFIELD SUBAREA (Continued)

Priority Regional Projects

Freight Rail***

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
1,2,3,5,6,7,8,9	County/Tehachapi	Freight Rail	Double-track sections (Bakersfield to Mojave) - Phase 2	101,300,000	13,900,000	KER26RTP086	
1,5,6,8	Shafter/Bakersfield	Freight Rail	Intermodal Rail Facility - Phase 3	100,000,000	-	KER26RTP087	2026
1,2,3,4,5,6,7,8,9	Countywide	Freight Rail	Private Sector Rail Network Improvments, supporting rail freight movement	56,300,000	7,700,000	KER26RTP089	
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**257,600,000**	**21,600,000**	**Sub-total**	

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

***Freight rail projects are usually privately funded however some competetive government grant funding is available.

Priority Regional Projects

2026-2029 Major Roadway Improvements

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
1,5,6,7,8,9	Bakersfield	Centennial Corridor	At Rte 99 & 58 – operational improvements	84,000,000	-	KER22RTP003	2026
5	Bakersfield/County	Hageman Flyover	Knudsen Dr to Rt 204 - construct extension	77,500,000	-	KER08RTP013	2026
5	Bakersfield/County	Route 58	Rosedale Hwy @ Landco Sub (Minkler Spur) - new grade separation	30,400,000	-	KER08RTP118	2029
5,6	County	Route 65	James Rd to Merle Haggard Dr - E-truck access, safety widening, flow imprvmnts.	83,400,000	-	KER08RTP094	2026
1,5,9	County	Route 184	At Union Pacific Railroad - new grade separation	29,700,000	-	KER08RTP108	2026
1,5,6,7,8,9	County	Centennial Corridor	Stockdale Hwy (SR 43 to Heath Rd) safety widening, traffic flow impvmts.	66,400,000	-	KER22RTP005	2026
1,2,3,4,5,6,7,8,9	County/Keene	Route 58	W of Tehachapi to General Beale Rd - new truck climbing lanes	140,000,000	-	KER22RTP006	2026
1,5,6,8	Shafter	Cherry Av	Intermodal Rail Freight Hub Connector Improvements - Phase I - Shafter Greenpass (KARGO 13.9)	111,100,000	-	KER23RTP001	2027
1,5,6	Shafter	Merced Av	Intermodal Rail Freight Hub Connector Improvements - Phase I - Shafter Greenpass (KARGO 13.7)	111,100,000	-	KER23RTP001	2027
4,5	Bakersfield	Route 178	Near Oswell St to Vineland Rd - safety widening, traffic flow improvements	19,100,000	2,600,000	KER08RTP111	2034
1,5	County/Bakersfield	Route 184	Morning Dr to Rt 178 - safety widening, traffic flow improvements	5,600,000	800,000	KER08RTP101	2032
5,8	County/Taft	Route 119	Cherry Ave to Elk Hills Rd - safety widening, traffic flow impvmts. (Ph. 1 bypass)	117,400,000	16,100,000	KER08RTP022	2031
5,6	County/Bakersfield	West Urban Corridor	Rosedale Hwy to Westside Pkwy - construct new facility	105,200,000	14,500,000	KER08RTP016	2049
5,6	County/Bakersfield	Route 99	At Olive Dr - Improve i-change/construct UP grade sep.	121,600,000	16,700,000	KER08RTP021	2036

1,5	County/Bakersfield	Route 184	Rt 58 to 178 via Morning Dr - safety widening, traffic flow improvements	101,300,000	13,900,000	KER08RTP045	2036
5,8	County/Bakersfield	Route 119	I-5 to Buena Vista - safety widening, traffic flow improvements	35,200,000	4,800,000	KER08RTP099	2036
5,6	County/Bakersfield	West Urban Corridor	Rosedale Hwy to Cherry via Santa Fe Wy - construct new facility	130,300,000	17,900,000	KER08RTP102	2049
5,6,8	County/Bakersfield	7th Standard Rd	Rt 43 to Santa Fe Wy - safety widening, traffic flow improvements	15,800,000	2,200,000	KER08RTP113	2036
5,6	County/Bakersfield	Route 99	At/near Snow Rd - relocate/improve interchange connections	125,500,000	17,200,000	KER08RTP115	2036
1,2,5,6,9	County/Bakersfield	Route 99	Beardsley Canal to N of 7th Standard Rd - safety widening, traffic flow improvements	102,200,000	14,000,000	KER08RTP138	2036
1,5	County/Lamont-Fuller Acres	Route 184	Panama Rd to Rt 58 - safety widening, traffic flow improvements	11,800,000	1,600,000	KER08RTP100	2036
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**1,624,600,000**	**122,300,000**	**Sub-total**	

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

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METRO BAKERSFIELD SUBAREA (Continued)

Regional Projects Under Construction / Recently Completed - 2025 Status

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Savings ($)**	RTP Project ID	Start
5	Bakersfield	Route 58	Rosedale Hwy - Calloway Dr to Rt 99 - widen existing Hwy	29,000,000	-	KER08RTP007	2014
2,5	Bakersfield	Route 99	Hosking Ave - construct interchange	31,000,000	-	KER08RTP009	2014
4,5	Bakersfield	Route 178	Vineland Rd to east of Miramonte Dr - widen existing Hwy	54,000,000	-	KER08RTP011	2014
5	Bakersfield	Route 178	24th/23rd St -- SR-99 to M Street - widen existing Hwy	55,000,000	-	KER08RTP014	2015
1,5,6,7,8,9	Bakersfield	Route 58	I-5 to 58/Cottonwood Rd - new freeway/operatational Improver	698,000,000	-	KER08RTP020	2016
1,5,6,7,8,9	Bakersfield	Passenger Rail	Amtrak Station - Phase 3	13,000,000	-	KER2xRTP000	2022
5,6	County	Route 99	Olive Dr - new I-change upgrades	6,100,000	-	KER08RTP091	2023
1,5,6,9	County/Lost Hills	Route 46	Brown Material Rd to I-5 - i-change upgrade at I-5 Ph. 4B	40,000,000	-	KER08RTP018	2022
1,5,6,9	County/Lost Hills	Route 46	Brown Material Rd to I-5 - i-change upgrade at I-5 Ph. 4C	37,000,000	-	KER08RTP018	2023
1,5,6,9	Lost Hills	Route 46	Brown Material Rd to I-5 - i-change upgrade at I-5 Ph. 4A	27,000,000	-	KER14RTP001	2016
5,6	Shafter	Freight Rail	Shafter Intermodal Rail Facility Phase 2 - Container Yard	30,000,000	-	KER2xRTP000	2017
5,7,9	Tehachapi	Freight Rail	Double-track sections (Bakersfield to Mojave) - Phase 1	111,700,000	-	KER2xRTP000	2017
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**1,131,800,000**	-		

METRO BAKERSFIELD SUBAREA (Continued)

Fix-It-First, Keep-It-Local / Cost-Efficient--Roadway Safety, Maintenance, Operations

Next-In-Line - Local Streets and Roads (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maintenance Savings ($)**	RTP Project ID
1,2,3,4,5,6,7,8,9	Region	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	698,400,000	328,200,000	KER26RTP001
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**698,400,000**	**328,200,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

METRO BAKERSFIELD SUBAREA (Continued)

Advanced Tech, Safe, Clean Transportation--Transportation Control Measures (TCM)

Next-In-Line - Transit, Passenger Rail, Aviation (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
5,6	Shafter, Bakersfield	Local Passenger Rail	Amtrak San Joaquins/Commuter Rail stop in NW Bakersfield - platform, track turnout , park&ride, ticket both, RoW (2012 Commuter Rail Study)	5,000,000	800,000	KER26RTP100
5,6	Shafter, Bakersfield	Local Passenger Rail	Up to 4 Amtrak San Joaquins/Commuter Rail stops on BNSF - platform, track turnout , park&ride, ticket both, RoW (2012 Commuter Rail Study)	20,000,000	3,200,000	KER26RTP101
5,6	Shafter, NW Bakersfield	Local Passenger Rail	Double Track BNSF Jastro/Landco to Shafter (2012 State Rail Plan)	71,300,000	11,400,000	KER26RTP102
5,6	Shafter, Wasco	Local Passenger Rail	Double Track BNSF Shafter to Wasco (2012 State Rail Plan)	37,000,000	5,900,000	KER26RTP103
5,6	Wasco, County	Local Passenger Rail	Double Track BNSF Wasco to Corcoran (2012 State Rail Plan)	200,000,000	31,900,000	KER26RTP104
5	Metro Bakersfield	Local Passenger Rail	Rail Connections to High Speed Rail Station (2012 Commuter Rail Study)	200,000,000	31,900,000	KER26RTP106
5	Buttonwillow, SW Bakersfield	Commuter Rail	Metro/Southwest Corridor (2012 Commuter Rail Study)	158,300,000	25,200,000	KER26RTP107
1,5	Arvin, Lamont, SE Bakersfield	Commuter Rail	Metro/Southeast Corridor (2012 Commuter Rail Study)	162,400,000	25,900,000	KER26RTP108
5,6	Wasco, Shafter, NW Bakersfield	Commuter Rail	Metro/Northwest Corridor (2012 Commuter Rail Study)	220,600,000	35,100,000	KER26RTP109
5,6	Delano, McFarland	Commuter Rail	Metro/Airport, Delano Corridor (2012 Commuter Rail Study)	317,800,000	50,600,000	KER26RTP111
5	Bakersfield	Light Rail	Metropolitan Bakersfield Light Rail System (Long Range Transit Plan)	4,000,000,000	637,100,000	KER26RTP112
1,2,3,4,5,6,7,8,9	Kern County, Bakersfield, Tehachapi	High Speed Rail	Northwest of Bakersfield to Palmdale connecting to Palmdale Metrolink Station	30,000,000,000	4,778,100,000	KER26RTP113
5	Bakersfield	Bakersfield Municipal Airport	Capital Improvements	5,700,000	900,000	KER26RTP114
1,2,4,5,6,8,9	County, Bksfld	Meadows Field (BFL)	Capital Improvements	54,600,000	8,700,000	KER26RTP121
1,2,4,5,6,8,9	County, Bksfld	Meadows Field (BFL)	Meadows Field Air Freight Terminal	75,020,000	11,900,000	KER26RTP122
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**35,527,720,000**	**5,658,600,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

METRO BAKERSFIELD SUBAREA (Continued)

Next-In-Line - Active Transportation (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
1,2,3,4,5,6,7,8,9	all	The intent of this plan is to fully fund bike and pedestrian projects as identified in the most recent active transportation plan. For a complete listing of projects see Table 5.1.				
			Sub-total	**$0**	**$0**	**Sub-total**

METRO BAKERSFIELD SUBAREA (Continued)

Next-In-Line - Freight rail (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
1,5,6	Bakersfield	Intermodal hub	Shafter Inland Port Phase 4 (2013 SJV IGMP)	100,000,000	15,900,000	KER27RTP131
5,6	Bakersfield	shorthaul rail	Expand Bakersfield Yard Capacity (2013 SJV IGMP)	250,000,000	39,800,000	KER27RTP142
5,6	Bakersfield, County/Buttnw.	shorthaul rail	SJVR - South Valley Loop Shortline Rail Improvments (2013 SJV IGMP, KARGO Study)	25,000,000	4,000,000	KER27RTP144
1,5,6,9	County	UPRR	UP Tehachapi Pass Additions Seg 1 (KARGO 2.71-3)	104,000,000	16,600,000	KER27RTP145
1,5,6,9	County	UPRR	UP Tehachapi Pass Improvements (KARGO 2.8)	16,400,000	2,600,000	KER27RTP146
5	County/Bakersfield	Intermodal hub	Edison/Bolthouse Intermodal Rail Terminals (KARGO Study)	20,000,000	3,200,000	KER27RTP137
5,6	Delano/Shafter/McFarland	shorthaul rail	Shortline Rail Rehabilitation and Gap Closure (2013 SJV IGMP)	100,000,000	15,900,000	KER27RTP141
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**615,400,000**	**98,000,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

METRO BAKERSFIELD SUBAREA (Continued)

Next-In-Line - Major Roadway Improvements (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
5	Bakersfield	Beale Road	L St/Beale @ BNSF - construct grade separation	69,000,000	11,000,000	KER08RTP127
1,4,5	Bakersfield	Eastern Urban Corridor	Rt 58 to Morning Drive - construct new facility	200,000,000	31,900,000	KER08RTP078
5	Bakersfield	Q Street	Q St @ UPRR near Golden State Hwy - construct grade separ	59,000,000	9,400,000	KER08RTP136
5	Bakersfield	Route 204	(Golden State Ave) Rt 99 to M St - construct operational impro	100,000,000	15,900,000	KER08RTP082
1,4,5,9	Bakersfield	Route 58	Comanche Dr - construct UPRR grade sep/upgrade interchang	54,000,000	8,600,000	KER08RTP037
1,5,8,9	Bakersfield	Route 58	New 58 from I-5 to Heath Rd at Stockdale Hwy - construct new	500,000,000	79,600,000	KER08RTP114
5,6	Bakersfield	Santa Fe Way/Rudd Rd	Burbank to Rosedale Hwy (KARGO 7.3)	187,000,000	29,800,000	KER08RTP051
1,5,8,9	Bakersfield	Southern Urban Corridor	I-5 to Rt 58 - new facility	610,000,000	97,200,000	KER08RTP074
1,4,5	Cnty/Bkfd	Comanche Drive	Comanche Dr @ UPRR - construct grade separation	59,000,000	9,400,000	KER08RTP123
5,6	County	7th Std Rd/Lerdo Hwy	Lost Hills Greenpass - 7th Std Rd/Main Drain Rd/Lerdo Hwy (I	22,350,000	3,600,000	KER26RTP178

5	County	Airport Drive	Airport Dr. @ UPRR - grade separation safety improvments	69,000,000	11,000,000	KER08RTP131
1,5	County	Future Route 184	S Lamont Greenpass - Edison Rd, 223 to S Arvin Greenpass (	115,000,000	18,300,000	KER26RTP164
1,5	County	Future Route 184	S Lamont Greenpass - Edison Rd, 223 to S Arvin Greenpass (	12,150,000	1,900,000	KER26RTP165
1,2,5,6,8	County	Interstate 5	Grapevine southbound weigh station relocation (KARGO 4.1)	100,000,000	15,900,000	KER18RTP004
1,2,5,8	County	Interstate 5	Southbound truck weigh station new location - Tejon Pass	66,600,000	10,600,000	KER26RTP150
5,6	County	Kratzmeyer Road	Kratzmeyer Rd @ BNSF - construct grade separation	59,000,000	9,400,000	KER08RTP128
5,6	County	Main Drain Rd	Main Drain Rd, Lerdo Hwy, Rowlee to 7th Std Rd Safety Reha	60,100,000	9,600,000	KER26RTP179
4,5	County	Route 178	Kern River Canyon - Vineland to China Garden - new freeway/	500,000,000	79,600,000	KER08RTP044
1,5,6,7,8,9	County	Route 58	Route 223 new interchange (KARGO 2.3)	244,000,000	38,900,000	KER26RTP155
1,5,6,7,8,9	County	Route 58	Cultural Biological Interpretive Visitors Center (KARGO 2.4)	17,550,000	2,800,000	KER26RTP156
5,6	County	Route 65	James Rd to County Line - safety widening	216,000,000	34,400,000	KER08RTP039
1,2,5	County	Wheeler Ridge Rd	I-5 to Rt 223 -safety widening	129,400,000	20,600,000	KER08RTP061
1,5	County / Arvin	Future Route 223	Arvin Greenpass Corridor incl. pre-diagonal Herring Rd phase	257,000,000	40,900,000	KER26RTP166
1,5	County / Lamont	Future Route 184	Lamont Greenpass - Edison Rd, 58 to 223 (KARGO 5.1)	164,000,000	26,100,000	KER26RTP160
5,6	County / Shafter	Cherry Av	Shafter/Bakersfield Greenpass: Cherry Av Expwy Merced-7th	10,300,000	1,600,000	KER26RTP182
5,6	County / Shafter	Future Route 43	Shafter/Bakersfield Greenpass: Cherry Av Expwy S of 7th Std	94,100,000	15,000,000	KER26RTP180
5,6	County / Shafter	Merced Av	Shafter/Bakersfield Greenpass: Merced Av Expwy 99-Cherry (	18,100,000	2,900,000	KER26RTP181
1,5	County/Bkfd	Mt Vernon Av	Bakersfield Greenpass, Mt Vernon Av Safety Rehab (KARGO	81,500,000	13,000,000	KER26RTP161
1,5	County/Bkfd	Mt Vernon Av	Bakersfield Greenpass, Mt Vernon Av extension (KARGO 5.3)	67,100,000	10,700,000	KER26RTP162
5	County/Bkfd	Olive Drive	Olive Dr. @ UPRR - construct grade separation	69,000,000	11,000,000	KER08RTP129
5	County/Bkfd	Renfro Road	Renfro Rd @ BNSF - construct grade separation,	59,000,000	9,400,000	KER08RTP130
1,5,8,9	County/Bkfd	Route 58	I-5/Rt 58 Stockdale Hwy I-change improvements (KARGO 10.2	9,650,000	1,500,000	KER26RTP152
1,5,8,9	County/Bkfd	Route 58	SR 58 Stockdale Hwy Safety Passing Lanes (KARGO 10.3)	66,500,000	10,600,000	KER26RTP153
5	County/Bkfd	Route 99	Rt 99 @ Landco Sub(Minkler Spur) - reconstruct grade sep sa	69,000,000	11,000,000	KER08RTP134
5,6	County/Bkfd	Route 99	Rt 204 to 7th Standard Rd - Phase 2 traffic/bus flow improvem	100,000,000	15,900,000	KER08RTP138
5,6	County/Bkfd	Route 99	7th Standard Road to Lerdo Highway - safety widening	90,000,000	14,300,000	KER18RTP003
5,6	County/Bkfd	Route 99	New i-change at Burbank/James Rd	120,000,000	19,100,000	KER26RTP159
1,5	County/Bkfd	White Ln	Bakersfield Greenpass, White Ln Safety Rehab, extension (KA	22,300,000	3,600,000	KER26RTP163
5,6	County/Buttonwillow	Hageman Rd	Old 58 - I-5 to Rt 43 - safety widening (resiliency route for 58)	31,000,000	4,900,000	KER08RTP038
1,2,5,8	County/Grapevine	Interstate 5	Grapevine interchange - construct new interchange / relocate I	76,000,000	12,100,000	KER18RTP004
1,5,9	County/Keene	Route 58	Near Hart Flat/Keene - expand commiercial truck weigh statior	22,250,000	3,500,000	KER08RTP034
1,2,5,6,8	County/Lebec	Interstate 5	Grapevine to Lebec - truck passing lanes - habitat crossings (H	257,800,000	41,100,000	KER08RTP027
5,6	County/Shafter	Interstate 5	7th Standard Rd Interchange - reconstruct (KARGO 9.5)	70,000,000	11,100,000	KER08RTP028
1,5,6,7,8,9	County/Tehachapi	Route 58	W of Teh. to Gen Beale Rd - truck climb/safety passing lanes seg 1 (KARGO 2.1)	230,000,000	36,600,000	KER08RTP035
1,5,6,7,8,9	County/Tehachapi	Route 58	W of Teh. to Gen Beale Rd - truck climb/safety passing lanes seg 3 (KARGO 2.2)	301,000,000	47,900,000	KER26RTP154
1,5	Near Arvin	Route 223	Rt 99 to Rt 184 - safety widening	69,000,000	11,000,000	KER08RTP048
5,6	North metro	West Urban Corridor	Olive Dr to Renfro to Zerker to Burbank to Route 99 (KARGO 7	276,000,000	44,000,000	KER08RTP076

5,6	Shafter	7th Standard Rd	I-5 to Santa Fe Way - safety widening	90,600,000	14,400,000	KER08RTP072
5,6	Shafter	North Urban Corridor	I-5 to SR 65 - Burbank Street Alignment - construct new highw	500,000,000	79,600,000	KER18RTP002
5,6	Shafter	Route 43	7th Standard Rd to Euclid Ave - safety widening	37,000,000	5,900,000	KER08RTP030
5,6	Shafter	Zachary Rd	7th Standard Rd to Lerdo Hwy - safety widening	34,500,000	5,500,000	KER08RTP073
5,6,8	South metro	West Urban Corridor	Taft Hwy to I-5 - extend facility	100,000,000	15,900,000	KER08RTP075
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**6,841,850,000**	**1,089,500,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

NORTH KERN SUBAREA

Regional Transportation Plan (RTP) 20+ Year Expenditure Program Summary By Major Expendature Categories with Forecast of Existing and Potential New Funding Sources	YOE Cost ($)**	Maintenance / Inflation Savings ($)**	Percent of expenditures county-wide
Fix-It-First, Keep-It-Local / Cost-Efficient--Roadway Safety, Maintenance, Operations	1,439,155,000	60,935,000	
Advanced Tech, Safe, Clean Transportation--Transportation Control Measures (TCM)	3,340,310,100	33,954,200	
Priority Regional Projects	1,884,000,000	163,200,000	
Early Expenditures Subtotal	**6,663,465,100**	**258,089,200**	**47.1%**
Next-In-Line Projects****	45,530,930,000	7,468,400,000	
Grand Total of All Projects Benefiting Subarea	**52,194,395,100**	**7,726,489,200**	**78.9%**
		Share of County Population:	14.1%

**Year of expenditure (YOE) 1) Assumes 3% annl. inflation, assumed extra funding allows delivery of projects 5 yrs. early resulting in inflation savings, 2) Prioritize preventative maint., lowers cost by est. 47%.

***Active Transportation (bike & pedestrian) projects identified in the Kern COG Active Transportation Plan are fully funded and listed in table 5.1.

****Next-In-Line (unconstrained) projects include unfunded high speed rail segments in Kern totalling an estimated $30 Billion. Any potential new local funding sources/savings shall not be used for this project. Next-In-Line (unconstrained) projects have no funding identified yet. However, if early expenditure projects in Table 5.1 are delivered early and under budget, these projects would be the next in line for funding.

Fix-It-First, Keep-It-Local / Cost-Efficient--Roadway Safety, Maintenance, Operations

Roadway Safety, Maintenance and Operations

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maintenance / Inflation Savings ($)**	RTP Project ID
3	Delano - potential new funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	80,018,000	37,608,000	KER26RTP001
3	Delano - existing funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	316,278,000	148,651,000	KER26RTP001
3	McFarland - potential new funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	21,094,000	9,914,000	KER26RTP001
3	McFarland - existing funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	83,378,000	39,188,000	KER26RTP001
3	Shafter - potential new funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	32,801,000	15,416,000	KER26RTP001
3	Shafter - existing funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	129,648,000	60,935,000	KER26RTP001
3	Wasco - potential new funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	41,324,000	19,422,000	KER26RTP001
3	Wasco - existing funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	163,337,000	76,768,000	KER26RTP001
3	County Areas - potential new funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	21,388,000	10,052,000	KER26RTP001
3	County Areas - existing funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	84,537,000	39,732,000	KER26RTP001
3	State Highways - existing funds	Various Locations	State Highway Operations and Protection Program (SHOPP)	465,352,000	218,715,000	KER26RTP001
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**1,439,155,000**	**676,401,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

NORTH KERN SUBAREA (Continued)

Advanced Tech, Safe, Clean Transportation--Transportation Control Measures (TCM)

Transit, Passenger Rail, Low-Zero Emissions Infrastructure, Intellegent Transportation Systems (ITS)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	
1,2,3,4,5,6,7,8,9	Countywide	Vanpooling	Vanpooling, Park & Ride Lots	28,000,000	3,800,000	KER26RTP005	
1,2,3,4,5,6,7,8,9	Countywide	Bus Service	Operations and Maintenance (incl. fare box, TDA, fed.)	44,550,000	-	KER26RTP018	
1,2,5,6,9	Bakersfield	SR 204 HOV/M Lanes	Airport Dr-178-HSR access/HOV/bus/safety/flow imp	84,400,000	11,595,800	KER08RTP082	2036
1,2,5,6,9	Bakersfield	SR 204 HOV/M Lanes	F St - HSR station access imps, i-change, bus/HOV	69,400,000	-	KER08RTP081	2030
5,6	Bakersfield	SR 99 HOV/M Lanes, RM	I-change at Snow Rd - HOV Ramp Metering (RM)	4,500,000	618,300	KER08RTP105	2036
5,6	Bakersfield	SR 99 HOV/M Lanes, RM	I-change at Olive Dr - HOV RM	4,500,000	-	KER08RTP105	2023
1,2,3,4,5,6,7,8,9	Countywide	Intellegent Transportation. Sys.(ITS)	ITS related improvements / upgrades - Traffic Ops, etc.	480,000	-	KER26RTP019	
1,2,3,4,5,6,7,8,9	Countywide	Aviation	Capital, Maintenance and Operational Improvements	720,000	6,600,000	KER26RTP020	
1,5,6	Bakersfield	Passenger Rail	High Speed Rail (HSR) Station - Bakersfield***	50,000,000	-	KER26RTP022	
1,2,3,5,6,9	County/Bakersfield/Shafter/Wasco	Passenger Rail	HSR Alignment and Facilities Fresno to Bakersfield***	2,500,000,000	-	KER26RTP023	
6	County/Shafter/Wasco	Passenger Rail	HSR Heavy Maintenance Facility***	450,000,000	-	KER26RTP024	
1,2,3,4,5,6,7,8,9	Countywide	Various Locations	Other TCMs,--Alternative fuel/zero emission infrastructure, Promotion of alt. modes, alt. commuting, etc.	12,950,000	-	KER26RTP025	
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**3,249,500,000**	**22,614,100**	**Sub-total**	

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

***The largest portion of the Passenger Rail Program is funded through the CA High Speed Rail Authority (CHSRA) and like aviation and freight rail is included for information purposes only and beyond COG funding authority. $3.0B in HSR funding has been identified (fiscally constrained) for construction in the Kern region. An estimated $20 billion is unfunded for the ramaining segements in the Kern Region and can be found in Table 5.2. Continued delays in funding for the HSR project negate the possiblity of any inflation savings.

NORTH KERN SUBAREA (Continued)

Bicycle and Pedestrian Complete Streets Improvements and Maintenance

Bikeway Facilities

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start
6	Delano	class II bike ln	20th St (Girard St to Browning Rd) 1.5 mi.	151,900	20,900	KER26RTP004	
6	Delano	class II bike ln	Albany St (Garces Hwy to Morse Bl) 1. mi.	90,000	-	KER2xRTP000	2023
6	Delano	class II bike ln	Albany St (Morse Bl to Woollomes Av) 1. mi.	90,000	-	KER2xRTP000	2021
6	Delano	class II bike ln	Browning St (9th Av to County Line Rd) 1.5 mi.	135,000	-	KER2xRTP000	2021
6	Delano	class II bike ln	Browning St (Garces Hwy to 9th Av) .5 mi.	50,600	7,000	KER26RTP004	
6	Delano	class II bike ln	Cecil Av (Hiett Av to Albany St) 5. mi.	506,500	69,600	KER26RTP004	
6	Delano	class II bike ln	Dover Pkwy (Millenium Pkwy to Garzoli Av) .6 mi.	60,800	8,400	KER26RTP004	
6	Delano	class II bike ln	Ellington St (11th Av to Woollomes Av) 1. mi.	101,300	13,900	KER26RTP004	
6	Delano	class II bike ln	Fresno Av (Palm Av to Shafter Av) 4.1 mi.	415,300	57,100	KER26RTP004	
6	Delano	class II bike ln	Garces Hwy (Hiett Av to Albany St) 5. mi.	450,000	-	KER2xRTP000	2023
6	Delano	class II bike ln	Garzoli Av (Woollomes Av to Pond Rd) 2. mi.	202,600	27,800	KER26RTP004	
6	Delano	class II bike ln	Girard St (20th St to County Line Rd) .5 mi.	450,000	-	KER2xRTP000	2021
6	Delano	class II bike ln	Hiett Av (County Line Rd to Cecil Av) 1. mi.	90,000	-	KER2xRTP000	2021
6	Delano	class II bike ln	Hiett Rd (Cecil Av to SR 155) 1. mi.	90,000	-	KER2xRTP000	2023
6	Delano	class II bike ln	High St (Garces Hwy to Girard St) 1.7 mi.	172,200	23,700	KER26RTP004	
6	Delano	class II bike ln	High St (SR 155 to Woollomes Av) 1.1 mi.	111,400	15,300	KER26RTP004	
6	Delano	class II bike ln	Pond Rd (Benner Av to Stradley Av) 3 mi.	270,000	-	KER2xRTP000	2023
6	Delano	class II bike ln	Randolph St (Garces St to County Line Rd) 2. mi.	180,000	-	KER2xRTP000	2021
6	Delano	class II bike ln	S Lexington St (Woollommes Rd to Garces Hwy) 2.1 mi.	189,000	-	KER2xRTP000	2021
6	Delano	class II bike ln	Schuster Rd (Lexington St to Browning Rd) .6 mi.	607,800	83,500	KER26RTP004	
6	Delano	class III bike bl	11th Av (Albany St to Hiett Av) .5 mi.	25,000	-	KER2xRTP000	2021
6	Delano	class III bike bl	20th Av (Albany St to Belmont St) .1 mi.	5,000	-	KER2xRTP000	2021
6	Delano	class III bike bl	9th St (High St to Browning Rd) 1.3 mi.	65,000	-	KER2xRTP000	2021
6	Delano	class III bike bl	Belmont St (20th Av to Cecil Av) .5 mi.	28,100	3,900	KER26RTP004	
6	Delano	class III bike bl	Browning Rd (SR 155 to Skyline Rd) 2. mi.	112,600	15,500	KER26RTP004	
6	Delano	class III bike bl	Clinton St (Cecil Av to Garces Hwy) 1. mi.	50,000	-	KER2xRTP000	2021
6	Delano	class III bike bl	County Line Rd (Hiett Av to Veneto St) 3. mi.	150,000	-	KER2xRTP000	2023
6	Delano	class III bike bl	Garzoli Av (Pond Rd to Delano City Limit) .5 mi.	28,100	3,900	KER26RTP004	
6	Delano	class III bike bl	Lexington St (Garces Hwy to Cecil Av) 1. mi.	50,000	-	KER2xRTP000	2021
6	Delano	class III bike bl	Melcher Rd (County Line Rd to Cecile Wy) 1. mi.	56,300	7,700	KER26RTP004	
6	Delano	class III bike bl	Norwalk Av (Cecil Av to County Line Rd) 1. mi.	50,000	-	KER2xRTP000	2021
6	Delano	class III bike bl	Veneto St (County Line Rd to 20th St) .5 mi.	28,100	3,900	KER26RTP004	
6	Delano/County	class I shared use path	Lake Woollomes Loop (Lk Wool. to Lk Wool.) 5.3 mi.	5,368,700	737,600	KER26RTP082	
6	Delano/County	class II bike ln	Mast Av (Garces Hwy to Woollomes Av 1 mi.	101,300	13,900	KER26RTP004	

6	Delano/County	class II bike ln	Stradley Av (SR 155 to Sherwood Av) 6 mi.	607,800	83,500	KER26RTP004	
6	Delano/County	class II bike ln	Woollomes Av (Mast Av to Proposed Woollomes) 2.7 mi.	273,500	37,600	KER26RTP004	
6	McFarland	class I shared use path	Union Pacific RR (Sherwood Av to Elmo Hwy) 1.1 mi.	990,000	-	KER26RTP094	2023
6	McFarland	class II bike ln	Browning Rd (Elmo Hwy to W Taylor Av) 1.5 mi.	151,900	20,900	KER26RTP004	
6	McFarland	class II bike ln	Elmo Hwy (Browning Rd to West City Limits) 3.5 mi.	354,500	48,700	KER26RTP004	
6	McFarland	class II bike ln	Frontage Rd (Hail Ln to Perkins Av) .3 mi.	30,400	4,200	KER26RTP004	
6	McFarland	class II bike ln	Hail Ln (Garzoli Av to Frontage Rd) .7 mi.	70,900	9,700	KER26RTP004	
6	McFarland	class II bike ln	Kendra St (Elmo Hwy to Perkins Av) .5 mi.	50,600	7,000	KER26RTP004	
6	McFarland	class II bike ln	Mast Av (Taylor Av to Whisler Rd) 1.5 mi.	151,900	20,900	KER26RTP004	
6	McFarland	class II bike ln	Perkins Av (Garzoli Av to Stradley Av) 1. mi.	101,300	13,900	KER26RTP004	
6	McFarland	class II bike ln	Sherwood Access Ramps (SR 99 to Sherwood Av) .3 mi.	30,400	4,200	KER26RTP004	
6	McFarland	class II bike ln	Sherwood Av (Browning Rd to Wiley St 1 mi.	90,000	-	KER2xRTP000	2023
6	McFarland	class II bike ln	Sherwood Av (Wiley St to Driver Rd) .7 mi.	70,900	9,700	KER26RTP004	
6	McFarland	class II bike ln	Taylor Av (Mast Av to Frontage Rd) .4 mi.	40,500	5,600	KER26RTP004	
6	McFarland	class II bike ln	Taylor Av (SR 99 to Driver Rd) 1.1 mi.	111,400	15,300	KER26RTP004	
6	McFarland	class II bike ln	W Kern Av (5th St to Garzoli Av) .4 mi.	40,500	5,600	KER26RTP004	
6	McFarland	class II bike ln	Davis Av (Elmo Hwy to Perkins Av) .5 mi.	45,000	-	KER2xRTP000	2023
6	McFarland	class II bike ln	Frontage Rd (Sherwood Av to Taylor Av) .6 mi.	60,800	8,400	KER26RTP004	
6	McFarland	class II buffered bike ln	E Perkins Av (Industrial St to Bowman Rd) .7 mi.	141,800	19,500	KER26RTP004	
6	McFarland	class II buffered bike ln	Garzoli Av (Hanahwalt Av to Elmo Hwy) 2. mi.	405,200	55,700	KER26RTP004	
6	McFarland	class II buffered bike ln	Perkins Av (Garzoli Av to Frontage Rd) .7 mi.	141,800	19,500	KER26RTP004	
6	McFarland	class II buffered bike ln	Perkins Av Access Ramp (W Prkns Av to E Prkns Av) .3 mi.	60,800	8,400	KER26RTP004	
6	McFarland	class II buffered bike ln	E Sherwood Av (Browning Rd to Wiley St) .3 mi.	54,000	-	KER2xRTP000	2023
6	McFarland	class II buffered bike ln	E Sherwood Av (Industrial St to Browning Rd) .1 mi.	20,300	2,800	KER26RTP004	
6	McFarland	class III bike bl	3rd St (Perkins Av to Sherwood Av) .5 mi.	28,100	3,900	KER26RTP004	
6	McFarland	class III bike bl	5th St (Hail Ln to Ebell St) .9 mi.	50,600	7,000	KER26RTP004	
6	McFarland	class III bike bl	E Kern Av (McFarland Bridge to Wiley St) .5 mi.	28,100	3,900	KER26RTP004	
6	McFarland	class III bike bl	Ebell St (5th St to Mast Av) .1 mi.	5,600	800	KER26RTP004	
6	McFarland	class III bike bl	W Kern Av (1st St to 5th St) .3 mi.	16,900	2,300	KER26RTP004	
6	McFarland/County	class II bike ln	Perkins Av (Stradley Av to S Garzoli Av 1 mi.	101,300	13,900	KER26RTP004	
6	McFarland/County	class II bike ln	Sherwood Av (Stradley Av to S Garzoli Av 1 mi.	101,300	13,900	KER26RTP004	
6	Shafter	class II bike ln	Fresno Av (Palm Av to Cherry Av) 6.1 mi.	617,900	84,900	KER26RTP004	
6	Shafter	class II bike ln	Poplar Av (Fresno Av to Riverside St) 2. mi.	202,600	27,800	KER26RTP004	
6	Shafter	class II bike ln	Santa Fe Wy (Driver Rd to Riverside St) 3.6 mi.	364,700	50,100	KER26RTP004	
6	Shafter	class II bike ln	Beech Av (SR 43 to 7th Std Rd) 4.8 mi.	432,000	-	KER2xRTP000	2023
6	Shafter	class II buffered bike ln	Los Angeles Av (Mettler Av to Thompson St) .7 mi.	141,800	19,500	KER26RTP004	
6	Shafter	class II buffered bike ln	Shafter Av (Lerdo Hwy to Riverside St) 1. mi.	202,600	27,800	KER26RTP004	
6	Shafter	class II buffered bike ln	Shafter Av (Redwood Dr to Lerdo Hwy) .7 mi.	141,800	19,500	KER26RTP004	
6	Shafter	class II buffered bike ln	E Lerdo Hwy (Cherry Av to Mannel Av) 1.5 mi.	270,000	-	KER2xRTP000	2023

6	Shafter	class II buffered bike ln	E Tulare Av (Mannel Av to N Beech Av) .5 mi.	90,000	-	KER2xRTP000	2023
6	Shafter	class II buffered bike ln	Lerdo Hwy (Poplar Av to SR 43) 1.4 mi.	252,000	-	KER2xRTP000	2023
6	Shafter	class II buffered bike ln	Mannel Av (E Tulare Av to E Lerdo Hwy) .5 mi.	90,000	-	KER2xRTP000	2023
6	Shafter	class II buffered bike ln	Shafter Av (Poso Av to Lerdo Hwy) .7 mi.	126,000	-	KER2xRTP000	2023
6	Shafter	class III bike bl	Beech Av (Fresno Av to Tulare Av) .5 mi.	28,100	3,900	KER26RTP004	
6	Shafter	class III bike bl	Burbank St (Diver Rd to Zachary Av) 1. mi.	56,300	7,700	KER26RTP004	
6	Shafter	class III bike bl	Cherry Av (Fresno Av to Riverside St) 2. mi.	112,600	15,500	KER26RTP004	
6	Shafter	class III bike bl	Driver Rd (Riverside St to Burbank St) 1. mi.	56,300	7,700	KER26RTP004	
6	Shafter	class III bike bl	E Los Angeles Av (Thompson St to SR 43) .8 mi.	45,000	6,200	KER26RTP004	
6	Shafter	class III bike bl	E Tulare Av (Shafter Av to Mannel Av) .5 mi.	28,100	3,900	KER26RTP004	
6	Shafter	class III bike bl	James St (Shafter Av to E Lerdo Hwy) .4 mi.	22,500	3,100	KER26RTP004	
6	Shafter	class III bike bl	Mannel Av (Redwood Dr to E Tulare Av) .2 mi.	11,300	1,600	KER26RTP004	
6	Shafter	class III bike bl	Mark Av (Knight St to N Valley St) .4 mi.	22,500	3,100	KER26RTP004	
6	Shafter	class III bike bl	N Beech Av (E Tulare Av to E Lerdo Hwy) .5 mi.	28,100	3,900	KER26RTP004	
6	Shafter	class III bike bl	N Wall St (Richland Dr to W Tulare Av) .2 mi.	11,300	1,600	KER26RTP004	
6	Shafter	class III bike bl	Poso Av (N Valley St to Shafter Av) .2 mi.	11,300	1,600	KER26RTP004	
6	Shafter	class III bike bl	Redwood Dr (Shafter Av to Mannel Av) .5 mi.	28,100	3,900	KER26RTP004	
6	Shafter	class III bike bl	Riverside St (SR 99 to Driver Rd) 5.1 mi.	287,000	39,400	KER26RTP004	
6	Shafter	class III bike bl	Schnaidt St (W Los Angeles St to Mark Av) .7 mi.	39,400	5,400	KER26RTP004	
6	Shafter	class III bike bl	Shafter Av (Kimberlina Rd to Redwood Dr) 3.3 mi.	185,700	25,500	KER26RTP004	
6	Shafter	class III bike bl	Valley St (Poso Av to Rodriguez Av) .7 mi.	39,400	5,400	KER26RTP004	
6	Shafter	class III bike bl	Zachary Av (Burbank St to 7th Std Rd) 2. mi.	112,600	15,500	KER26RTP004	
6	Shafter/County	class II bike ln	Fresno Av (Palm Av to Shafter Av) 4.1 mi.	415,300	57,100	KER26RTP004	
6	Shafter/County	class II bike ln	Palm Av (Kimberlina Rd to Fresno Av) 3 mi.	303,900	41,800	KER26RTP004	
6	Shafter/County	class II bike ln	Palm Av (Lupine Ct to Kimberlina Rd 1.5 mi.	151,900	20,900	KER26RTP004	
6	Shafter/County	class II bike ln	Poplar Av (Fresno Av to Riverside St) 2 mi.	202,600	27,800	KER26RTP004	
6	Shafter/County	class II bike ln	Riverside St (Central Valley Hwy to Driver Rd) 2.6 mi.	263,400	36,200	KER26RTP004	
6	Shafter/County	class II bike ln	Riverside St (Poplar Av to Cherry Av) 2.5 mi.	253,200	34,800	KER26RTP004	
6	Shafter/County	class II bike ln	Shafter Av (Sierra Av (Shafter) to Kimberlina Rd) 3.3 mi.	334,300	45,900	KER26RTP004	
6	Shafter/County	class II bike ln	SR 43/Beech Av (E Los Angeles to Enos Ln) 2.3 mi.	207,000	-	KER2xRTP000	2023
6	Wasco	class I shared use path	SR 46 Wasco Av (Filburn Av to Palm Av) 2.5 mi.	2,532,400	347,900	KER26RTP093	
6	Wasco	class I shared use path	Filburn/Central Av Path (Palm Av to North Palm Av) 2.5 mi.	2,250,000	-	KER26RTP101	2023
6	Wasco	class II bike ln	6th St (Broadway St to D St) .1 mi.	10,100	1,400	KER26RTP004	
6	Wasco	class II bike ln	Central Av (Filburn St to Jackson St) .5 mi.	50,600	7,000	KER26RTP004	
6	Wasco	class II bike ln	Central Av (Flower St to Poso Av) .3 mi.	30,400	4,200	KER26RTP004	
6	Wasco	class II bike ln	D St (Filburn St to 4th St) 1.3 mi.	131,700	18,100	KER26RTP004	
6	Wasco	class II bike ln	E St (6th St to SR 46) .4 mi.	40,500	5,600	KER26RTP004	
6	Wasco	class II bike ln	Filburn St (Central Av to G St) 1.4 mi.	141,800	19,500	KER26RTP004	
6	Wasco	class II bike ln	Jackson St (Central Av to Shared Use Path) 1.5 mi.	151,900	20,900	KER26RTP004	

6	Wasco	class II bike ln	SR 46 (East City Limits to SR 43) .6 mi.	54,000	-	KER2xRTP000	2023
6	Wasco	class II buffered bike ln	4th St (F St to G St) .1 mi.	20,300	2,800	KER26RTP004	
6	Wasco	class II buffered bike ln	6th St (D St to Wasco Av) .5 mi.	101,300	13,900	KER26RTP004	
6	Wasco	class II buffered bike ln	Central Av (Paso Robles Hwy SR 46 to Posos Av) 1. mi.	202,600	27,800	KER26RTP004	
6	Wasco	class II buffered bike ln	Palm Av (Gromer Av to Jackson St) 2.5 mi.	506,500	69,600	KER26RTP004	
6	Wasco	class II buffered bike ln	Poplar Av (Filburn St to Sunset St) .8 mi.	162,100	22,300	KER26RTP004	
6	Wasco	class II buffered bike ln	7th St (Central Av to Griffith Av) 1. mi.	180,000	-	KER2xRTP000	2023
6	Wasco	class III bike bl	16th St (Shamrock Ct to G St) .5 mi.	28,100	3,900	KER26RTP004	
6	Wasco	class III bike bl	1st St (Peters St to E St) .9 mi.	50,600	7,000	KER26RTP004	
6	Wasco	class III bike bl	5th St (Woodside Dr to G St) 1.4 mi.	78,800	10,800	KER26RTP004	
6	Wasco	class III bike bl	7th St (G St to Griffith Av) .5 mi.	28,100	3,900	KER26RTP004	
6	Wasco	class III bike bl	9th Pl (Beckes St to D St) 1. mi.	56,300	7,700	KER26RTP004	
6	Wasco	class III bike bl	9th St (G St to D St) .2 mi.	11,300	1,600	KER26RTP004	
6	Wasco	class III bike bl	Beckes St (Camellia St to SR 46) 1.2 mi.	67,500	9,300	KER26RTP004	
6	Wasco	class III bike bl	Krista St (Beckes St to Central Av) .3 mi.	16,900	2,300	KER26RTP004	
6	Wasco	class III bike bl	Poplar Av (Sunset Av to SR 46) .7 mi.	39,400	5,400	KER26RTP004	
6	Wasco	complete streets	Griffith St (Gromer Av to Jackson St) 2.5 mi.	1,617,900	222,300	KER26RTP109	
6	Wasco	class III bike bl, Caltans Shldr	Filburn/McCombs Path (I-5 N to SR 43) 22.6 mi.	1,271,800	174,700	KER26RTP004	
6	Wasco/Caltrans	class IV cycle track	SR 43 (Paso Robles Hwy SR 46 to Filburn St) 1.5 mi.	506,500	69,600	KER26RTP105	
6	Wasco/Caltrans	class IV cycle track	SR 46 (Central Av to F St) 1.4 mi.	472,700	64,900	KER26RTP106	
6	Wasco/County	class II bike ln	Central Av (Filburn Av to Kimberlina Rd) 1.5 mi.	151,900	20,900	KER26RTP004	
6	Wasco/County	class II bike ln	Kimberlina Rd (Magnolia Av to Shafter Av) 5.1 mi.	516,600	71,000	KER26RTP004	
6	Wasco/County	class II bike ln	Magnolia Av (McCombs Rd to Kimbelina Rd) 4 mi.	405,200	55,700	KER26RTP004	
6	Wasco/County/Caltrans	class II bike ln, Caltrans shldr	SR 46 (Gun Club Rd to Magnolia Av) 8 mi.	720,000	-	KER2xRTP000	2023
1,2,3,4,5,6,7,8,9	Countywide	Various locations	Construct Class I, II or III Bike Path; striping; signage	100,000	13,700	KER26RTP004	
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**33,855,100**	**3,515,100**	**Sub-total**	

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

Bicycle and Pedestrian Complete Streets Improvements and Maintenance							
Pedestrian Facilities							
Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
6	County/Buttonwillow	Corridor Improvement	Tracy Av (Willow Dr to Hwy 58) .4 mi.	132,400	18,200	KER26RTP025	
6	County/Buttonwillow	High-Visibility Crosswalk	Buttonwillow Dr - W 1st St	6,300	900	KER26RTP025	
6	County/North Kern	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc.	4,406,300	605,400	KER26RTP025	
6	Delano	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc.	28,952,200	3,977,800	KER26RTP025	
6	Delano	Bulbouts	10th Av (Main St)	67,500	9,300	KER26RTP025	
6	Delano	Bulbouts	13th Av (Main St)	67,500	9,300	KER26RTP025	
6	Delano	Bulbouts	Garces Hwy (S Lexington St)	67,500	9,300	KER26RTP025	
6	Delano	Corridor Improvement	11th Av (Timmons Av to Randolph St) 2.3 mi.	701,500	96,400	KER26RTP025	
6	Delano	Corridor Improvement	Albany St (County Line Rd to Woollomes Av) 3. mi.	929,000	127,600	KER26RTP025	
6	Delano	Corridor Improvement	Ellington St (Cecil Av to Garces Hwy) 1. mi.	315,600	43,400	KER26RTP025	
6	Delano	Corridor Improvement	Jefferson St (Cecil Av to Garces Hwy) 1. mi.	315,100	43,300	KER26RTP025	
6	Delano	Corridor Improvement	Woollomes Av (Albany St to Ellington St) .8 mi.	245,700	33,800	KER26RTP025	
6	Delano	High-Visibility Crosswalk	Cecil Av (Clinton St)	12,600	1,700	KER26RTP025	
6	Delano	Retangular Rapid Flash Beacon	Norwalk St (17th Av)	33,800	4,600	KER26RTP025	
6	Delano/County	Sidewalk Improvement	Mathews Av (Christina Street to Melcher Road) .3 mi.	1,688,300	232,000	KER26RTP025	
6	McFarland	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc.	4,382,200	602,100	KER26RTP025	
6	McFarland	Corridor Improvement	5th St (Perkins Av to Sherwood Av) .5 mi.	154,400	21,200	KER26RTP025	
6	McFarland	Corridor Improvement	Browning Rd (Glenwood Av to Sherwood Av) .7 mi.	209,900	28,800	KER26RTP025	
6	McFarland	Corridor Improvement	E Kern Av (McFarland Bridge to Wiley St) .5 mi.	152,200	20,900	KER26RTP025	
6	McFarland	Corridor Improvement	Perkins Av Access Ramp (West Perkins Av to Christopher Co	100,100	13,800	KER26RTP025	
6	McFarland	Corridor Improvement	Sherwood Av Access Ramp (West Sherwood Av to East Shen	101,200	13,900	KER26RTP025	
6	McFarland	High-Visibility Crosswalk	2nd St (Kern Av)	12,600	1,700	KER26RTP025	
6	McFarland	High-Visibility Crosswalk	Mast Av (Cliff Av)	12,600	1,700	KER26RTP025	
6	McFarland	High-Visibility Crosswalk	Taylor Av (Mast Av)	12,600	1,700	KER26RTP025	
6	McFarland	Sidewalk Improvement	1st St (W Kern Av to W Sherwood Av) .2 mi.	52,600	7,200	KER26RTP025	
6	McFarland	Sidewalk Improvement	1st St (W Perkins Av to W Kern Av) .3 mi.	55,500	7,600	KER26RTP025	
6	McFarland	Sidewalk Improvement	W Kern Av (9th St to 1st St) .6 mi.	121,300	16,700	KER26RTP025	
6	McFarland	Sidewalk Improvement	W Perkins Av (Garzoli Av to Frontage Rd) .7 mi.	145,900	20,000	KER26RTP025	
6	Shafter	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc.	9,048,000	1,243,100	KER26RTP025	
6	Shafter	Corridor Improvement	E Munzer St (E Lerdo Hwy to Shafter Av) .2 mi.	22,700	3,100	KER26RTP025	
6	Shafter	Corridor Improvement	James St (E Lerdo Hwy to Shafter Av) .4 mi.	40,100	5,500	KER26RTP025	
6	Shafter	Corridor Improvement	Shafter Av (W Munzer St to Poso Av) .2 mi.	20,400	2,800	KER26RTP025	
6	Shafter	High-Visibility Crosswalk	Central Av (Calloway St)	12,600	1,700	KER26RTP025	
6	Shafter	High-Visibility Crosswalk	Kern St (Central Av)	3,200	400	KER26RTP025	
6	Shafter	High-Visibility Crosswalk	N Shafter Av (BNSF Railroad)	12,600	1,700	KER26RTP025	

6	Shafter/Caltrans	Corridor Improvement	Lerdo Hwy (Shafter Av to Hwy 43) .4 mi.	136,100	18,700	KER26RTP025
6	Wasco/Caltrans	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc.	1,649,100	226,600	KER26RTP025
6	Wasco	Corridor Improvement	1st St (Peters St to E St) .9 mi.	285,500	39,200	KER26RTP025
6	Wasco	Corridor Improvement	7th St (Griffith Av to G St) .4 mi.	42,500	5,800	KER26RTP025
6	Wasco	Corridor Improvement	7th St (Magnolia Av to Griffith Av) 1.5 mi.	464,300	63,800	KER26RTP025
6	Wasco	Corridor Improvement	8th St (D St to G St) .2 mi.	21,600	3,000	KER26RTP025
6	Wasco	Corridor Improvement	F St (Filburn Av to Poso Dr) .5 mi.	154,500	21,200	KER26RTP025
6	Wasco	Corridor Improvement	Palm Av (Gromer Av to Filburn St) 2. mi.	619,700	85,100	KER26RTP025
6	Wasco	Corridor Improvement	Poso Av (Central Av to G St) 1.5 mi.	459,700	63,200	KER26RTP025
6	Wasco	Sidewalk Improvement	F St, Hwy (43) (Paso Robles Hwy (46) to Poso Av) 1. mi.	214,200	29,400	KER26RTP025
6	Wasco/Caltrans	Sidewalk Improvement	Paso Robles Hwy (46) (Central Av to F St) 1.4 mi.	293,800	40,400	KER26RTP025
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**56,955,000**	**7,825,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

NORTH KERN SUBAREA (Continued)

Priority Regional Projects

Freight Rail***

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
1,2,3,5,6,7,8,9	County/Tehachapi	Freight Rail	Double-track sections (Bakersfield to Mojave) - Phase 2	101,300,000	13,900,000	KER26RTP086	0
1,5,6,8	Shafter/Bakersfield	Freight Rail	Intermodal Rail Facility - Phase 3	100,000,000	-	KER26RTP087	2026
1,2,3,4,5,6,7,8,9	Countywide	Freight Rail	Private Sector Rail Network Improvments, supporting rail freight movement	56,300,000	7,700,000	KER26RTP089	0
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**257,600,000**	**21,600,000**	**Sub-total**	

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

***Freight rail projects are usually privately funded however some competetive government grant funding is available.

Priority Regional Projects

2026--49 - Major Roadway Improvements

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
1,5,6,7,8,9	Bakersfield	Centennial Corridor	At Rte 99 & 58 – operational improvements	84,000,000	-	KER22RTP003	2026
5,6	County	Route 65	James Rd to Merle Haggard Dr - E-truck access, safety widening, flow imprvmnts.	83,400,000	-	KER08RTP094	2026
1,5,6,7,8,9	County	Centennial Corridor	Stockdale Hwy (SR 43 to Heath Rd) safety widening, traffic flow impvmts.	66,400,000	-	KER22RTP005	2026
1,2,3,4,5,6,7,8,9	County/Keene	Route 58	W of Tehachapi to General Beale Rd - new truck climbing lanes	140,000,000	-	KER22RTP006	2026
1,5,6,8	Shafter	Cherry Av	Intermodal Rail Freight Hub Connector Improvements - Phase I - Shafter Greenpass (KARGO 13.9)	111,100,000	-	KER23RTP001	2027
1,5,6	Shafter	Merced Av	Intermodal Rail Freight Hub Connector Improvements - Phase I - Shafter Greenpass (KARGO 13.7)	111,100,000	-	KER23RTP001	2027
6	Delano	Route 99	High Street Flyover/99 access improvements	42,000,000	5,800,000	KER26RTP172	2030
5,6	County/Bakersfield	West Urban Corridor	Rosedale Hwy to Westside Pkwy - construct new facility	105,200,000	14,500,000	KER08RTP016	2049
5,6	County/Bakersfield	Route 99	At Olive Dr - Improve i-change/construct UP grade sep.	121,600,000	16,700,000	KER08RTP021	2036
5,6	County/Bakersfield	West Urban Corridor	Rosedale Hwy to Cherry via Santa Fe Wy - construct new facility	130,300,000	17,900,000	KER08RTP102	2049
5,6,8	County/Bakersfield	7th Standard Rd	Rt 43 to Santa Fe Wy - safety widening, traffic flow improvements	15,800,000	2,200,000	KER08RTP113	2036
5,6	County/Bakersfield	Route 99	At/near Snow Rd - relocate/improve interchange connections	125,500,000	17,200,000	KER08RTP115	2036
1,2,5,6,9	County/Bakersfield	Route 99	Beardsley Canal to N of 7th Standard Rd - safety widening, traffic flow improvements	102,200,000	14,000,000	KER08RTP138	2036
5,6,8	County/Bakersfield	West Urban Corridor	White Lane to Westside Pkwy-construct new facility	130,300,000	17,900,000	KER08RTP139	2049
4,5	Bakersfield	Route 178	Alfread Harold Hwy to Rancheria - safety widening, traffic flow improvements	22,300,000	3,100,000	KER08RTP084	2049
4,5	County/Bakersfield	Route 178	Vineland to E. of Alfred Harrell Hwy - new freeway segment, interchange	133,900,000	18,400,000	KER08RTP025	2049
5,6,8	County/Bakersfield	West Urban Corridor	Taft Hwy to White Lane - construct new facillity	101,300,000	13,900,000	KER08RTP097	2049
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**1,626,400,000**	**141,600,000**	**Sub-total**	

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

NORTH KERN SUBAREA (Continued)

Regional Projects Under Construction / Recently Completed - 2025 Status

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Savings ($)**	RTP Project ID	Start
1,5,6,7,8,9	Bakersfield	Route 58	I-5 to 58/Cottonwood Rd - new freeway/operatational Improver	698,000,000	-	KER08RTP020	2016
1,5,6,7,8,9	Bakersfield	Passenger Rail	Amtrak Station - Phase 3	13,000,000	-	KER2xRTP000	2022
5,6	County	Route 99	Olive Dr - new I-change upgrades	6,100,000	-	KER08RTP091	2023
1,5,6,9	County/Lost Hills	Route 46	Brown Material Rd to I-5 - i-change upgrade at I-5 Ph. 4B	40,000,000	-	KER08RTP018	2022
1,5,6,9	County/Lost Hills	Route 46	Brown Material Rd to I-5 - i-change upgrade at I-5 Ph. 4C	37,000,000	-	KER08RTP018	2023
1,5,6,9	Lost Hills	Route 46	Brown Material Rd to I-5 - i-change upgrade at I-5 Ph. 4A	27,000,000	-	KER14RTP001	2016
5,6	Shafter	Freight Rail	Shafter Intermodal Rail Facility Phase 2 - Container Yard	30,000,000	-	KER2xRTP000	2017
6	Wasco	Route 46	Rt 46 @ BNSF - widen grade separation / roundabouts	39,500,000	-	KER08RTP119	2024
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**890,600,000**	-		

NORTH KERN SUBAREA (Continued)

Fix-It-First, Keep-It-Local / Cost-Efficient--Roadway Safety, Maintenance, Operations

Next-In-Line - Local Streets and Roads (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maintenance Savings ($)**	RTP Project ID
1,2,3,4,5,6,7,8,9	Region	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	698,400,000	328,200,000	KER26RTP001
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**698,400,000**	**328,200,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

NORTH KERN SUBAREA (Continued)

Advanced Tech, Safe, Clean Transportation--Transportation Control Measures (TCM)

Next-In-Line - Transit, Passenger Rail, Aviation (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
5,6	Shafter, Bakersfield	Local Passenger Rail	Amtrak San Joaquins/Commuter Rail stop in NW Bakersfield - platform, track turnout , park&ride, ticket both, RoW (2012 Commuter Rail Study)	5,000,000	800,000	KER26RTP100
5,6	Shafter, Bakersfield	Local Passenger Rail	Up to 4 Amtrak San Joaquins/Commuter Rail stops on BNSF - platform, track turnout , park&ride, ticket both, RoW (2012 Commuter Rail Study)	20,000,000	3,200,000	KER26RTP101
5,6	Shafter, NW Bakersfield	Local Passenger Rail	Double Track BNSF Jastro/Landco to Shafter (2012 State Rail Plan)	71,300,000	11,400,000	KER26RTP102
5,6	Shafter, Wasco	Local Passenger Rail	Double Track BNSF Shafter to Wasco (2012 State Rail Plan)	37,000,000	5,900,000	KER26RTP103
5,6	Wasco, County	Local Passenger Rail	Double Track BNSF Wasco to Corcoran (2012 State Rail Plan)	200,000,000	31,900,000	KER26RTP104

3.4.7.9	Eastern California	Local Passenger Rail	Mammoth Lakes to Lancaster/Palmdale (2005 E. Sierra Public Transit Study)	3,335,000,000	531,200,000	KER26RTP105
5	Metro Bakersfield	Local Passenger Rail	Rail Connections to High Speed Rail Station (2012 Commuter Rail Study)	200,000,000	31,900,000	KER26RTP106
5	Buttonwillow, SW Bakersfield	Commuter Rail	Metro/Southwest Corridor (2012 Commuter Rail Study)	158,300,000	25,200,000	KER26RTP107
1,5	Arvin, Lamont, SE Bakersfield	Commuter Rail	Metro/Southeast Corridor (2012 Commuter Rail Study)	162,400,000	25,900,000	KER26RTP108
5,6	Wasco, Shafter, NW Bakersfield	Commuter Rail	Metro/Northwest Corridor (2012 Commuter Rail Study)	220,600,000	35,100,000	KER26RTP109
7,9	Mojave, Cal City, Tehachapi	Commuter Rail	Metrolink Service Extension - Tehachapi Corridor (2012 Commuter Rail Study)	231,300,000	36,800,000	KER26RTP110
5,6	Delano, McFarland	Commuter Rail	Metro/Airport, Delano Corridor (2012 Commuter Rail Study)	317,800,000	50,600,000	KER26RTP111
5	Bakersfield	Light Rail	Metropolitan Bakersfield Light Rail System (Long Range Transit Plan)	4,000,000,000	637,100,000	KER26RTP112
1,2,3,4,5,6,7,8,9	Kern County, Bakersfield, Tehachapi	High Speed Rail	Northwest of Bakersfield to Palmdale connecting to Palmdale Metrolink Station	30,000,000,000	4,778,100,000	KER26RTP113
5	Bakersfield	Bakersfield Municipal Airport	Capital Improvements	5,700,000	900,000	KER26RTP114
7	California City	Cal City Municipal Airport	Capital Improvements	4,800,000	800,000	KER26RTP115
6	Delano	Delano Municipal Airport	Capital Improvements	1,170,000	200,000	KER26RTP116
6.8	County	Buttonwillow Airport	Capital Improvements	-	-	KER26RTP117
3	County	Inyokern Airport	Capital Improvements	16,645,000	2,700,000	KER26RTP118
4	County	Kern Valley Airport	Capital Improvements	5,215,000	800,000	KER26RTP119
6	County	Lost Hills Airport	Capital Improvements	-	-	KER26RTP120
1,2,4,5,6,8,9	County, Bksfld	Meadows Field (BFL)	Capital Improvements	54,600,000	8,700,000	KER26RTP121
1,2,4,5,6,8,9	County, Bksfld	Meadows Field (BFL)	Meadows Field Air Freight Terminal	75,020,000	11,900,000	KER26RTP122
3,7,9	County	Mojave Air/Space Port	Capital Improvements	102,300,000	16,300,000	KER26RTP123
6	County	Famoso/Poso Airport	Capital Improvements	460,000	100,000	KER26RTP124
6	Shafter	Minter Field	Capital Improvements	8,280,000	1,300,000	KER26RTP125
8	County	Taft Airport	Capital Improvements	2,050,000	300,000	KER26RTP126
9	Tehachapi	Tehachapi Municipal Airport	Capital Improvements	9,860,000	1,600,000	KER26RTP127
6	County	Wasco Airport	Capital Improvements	-	-	KER26RTP128
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**39,244,800,000**	**6,250,700,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

NORTH KERN SUBAREA (Continued)

Next-In-Line - Active Transportation (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
1,2,3,4,5,6,7,8,9	all	The intent of this plan is to fully fund bike and pedestrian projects as identified in the most recent active transportation plan. For a complete listing of projects see Table 5.1.				0
				Sub-total **$0**	**$0**	**Sub-total**

NORTH KERN SUBAREA (Continued)

Next-In-Line - Freight rail (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
1,5,6	Bakersfield	Intermodal hub	Shafter Inland Port Phase 4 (2013 SJV IGMP)	100,000,000	15,900,000	KER27RTP131
5,6	Bakersfield	shorthaul rail	Expand Bakersfield Yard Capacity (2013 SJV IGMP)	250,000,000	39,800,000	KER27RTP142
5,6	Bakersfield, County/Buttnw.	shorthaul rail	SJVR - South Valley Loop Shortline Rail Improvments (2013 SJV IGMP, KARGO Study)	25,000,000	4,000,000	KER27RTP144
1,5,6,9	County	UPRR	UP Tehachapi Pass Additions Seg 1 (KARGO 2.71-3)	104,000,000	16,600,000	KER27RTP145
1,5,6,9	County	UPRR	UP Tehachapi Pass Improvements (KARGO 2.8)	16,400,000	2,600,000	KER27RTP146
6	Delano	Intermodal hub	UP Cold Connect (frmrly RailEx) Expansion Phase 3 (2013 SJV Interregional Goods Movement Plan IGM)	20,000,000	3,200,000	KER27RTP130
5,6	Delano/Shafter/McFarland	shorthaul rail	Shortline Rail Rehabilitation and Gap Closure (2013 SJV IGMP)	100,000,000	15,900,000	KER27RTP141
6	McFarland	Intermodal hub	South McFarland/Famoso Intermodal Rail Terminal (KARGO Study)	75,000,000	11,900,000	KER27RTP135
6	Shafter	Intermodal hub	UP Intermodal Rail Terminal (KARGO Study)	75,000,000	11,900,000	KER27RTP136
6	Wasco	Intermodal hub	Wasco Intermodal Rail Terminal	20,000,000	3,200,000	KER27RTP139
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**785,400,000**	**125,000,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

NORTH KERN SUBAREA (Continued)

Next-In-Line - Major Roadway Improvements (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
5,6	Bakersfield	Santa Fe Way/Rudd Rd	Burbank to Rosedale Hwy (KARGO 7.3)	187,000,000	29,800,000	KER08RTP051
5,6	County	7th Std Rd/Lerdo Hwy	Lost Hills Greenpass - 7th Std Rd/Main Drain Rd/Lerdo Hwy (K	22,350,000	3,600,000	KER26RTP178
1,2,5,6,8	County	Interstate 5	Grapevine southbound weigh station relocation (KARGO 4.1)	100,000,000	15,900,000	KER18RTP004
5,6	County	Kratzmeyer Road	Kratzmeyer Rd @ BNSF - construct grade separation	59,000,000	9,400,000	KER08RTP128
5,6	County	Main Drain Rd	Main Drain Rd, Lerdo Hwy, Rowlee to 7th Std Rd Safety Reha	60,100,000	9,600,000	KER26RTP179
1,5,6,7,8,9	County	Route 58	Route 223 new interchange (KARGO 2.3)	244,000,000	38,900,000	KER26RTP155
1,5,6,7,8,9	County	Route 58	Cultural Biological Interpretive Visitors Center (KARGO 2.4)	17,550,000	2,800,000	KER26RTP156
5,6	County	Route 65	James Rd to County Line - safety widening	216,000,000	34,400,000	KER08RTP039
5,6	County / Shafter	Cherry Av	Shafter/Bakersfield Greenpass: Cherry Av Expwy Merced-7th	10,300,000	1,600,000	KER26RTP182
5,6	County / Shafter	Future Route 43	Shafter/Bakersfield Greenpass: Cherry Av Expwy S of 7th Std	94,100,000	15,000,000	KER26RTP180
5,6	County / Shafter	Merced Av	Shafter/Bakersfield Greenpass: Merced Av Expwy 99-Cherry (	18,100,000	2,900,000	KER26RTP181
6	County / Wasco	Kimberlina Rd	Kimberlina Rd @ BNSF - construct grade separation	59,000,000	9,400,000	KER08RTP132
6	County / Wasco	Merced Av	Merced Av Safety Rehab (KARGO 11.1)	73,000,000	11,600,000	KER26RTP175
6	County / Wasco	Wasco Av	Wasco Av HSR Frontage Rd to Kimbrelina-Jackson (KARGO	23,450,000	3,700,000	KER26RTP176

5,6	County/Bkfd	Route 99	Rt 204 to 7th Standard Rd - Phase 2 traffic/bus flow improvem	100,000,000	15,900,000	KER08RTP138
5,6	County/Bkfd	Route 99	7th Standard Road to Lerdo Highway - safety widening	90,000,000	14,300,000	KER18RTP003
5,6	County/Bkfd	Route 99	New i-change at Burbank/James Rd	120,000,000	19,100,000	KER26RTP159
5,6	County/Buttonwillow	Hageman Rd	Old 58 - I-5 to Rt 43 - safety widening (resiliency route for 58)	31,000,000	4,900,000	KER08RTP038
1,2,5,6,8	County/Lebec	Interstate 5	Grapevine to Lebec - truck passing lanes - habitat crossings (h	257,800,000	41,100,000	KER08RTP027
6	County/McFarland	Driver Rd	McFarland resiliency truck route: Pond Rd to Famoso Rd (KAF	137,000,000	21,800,000	KER26RTP158
5,6	County/Shafter	Interstate 5	7th Standard Rd Interchange - reconstruct (KARGO 9.5)	70,000,000	11,100,000	KER08RTP028
1,5,6,7,8,9	County/Tehachapi	Route 58	W of Teh. to Gen Beale Rd - truck climb/safety passing lanes seg 1 (KARGO 2.1)	230,000,000	36,600,000	KER08RTP035
1,5,6,7,8,9	County/Tehachapi	Route 58	W of Teh. to Gen Beale Rd - truck climb/safety passing lanes seg 3 (KARGO 2.2)	301,000,000	47,900,000	KER26RTP154
6	Delano	Cecil Ave.	Wasco Pond Rd to Albany St - safety widening	17,800,000	2,800,000	KER08RTP055
6	Delano	Garces Highway	Interstate 5 to Rt 99 -safety widening	289,000,000	46,000,000	KER08RTP057
6	Delano	Pond Rd-Famoso Hwy	Delano Greenpass Pond Rd/Famoso-Porterville Hwy (KARGC	116,000,000	18,500,000	KER26RTP173
6	Delano	Route 155	Rt 155 @ UPRR - construct grade separation	39,500,000	6,300,000	KER08RTP120
6	Delano	Route 155	Rt 99 to Browning Rd - four lanes; reconstruct	32,000,000	5,100,000	KER08RTP042
6	Delano	Route 99	Pond Rd I-change improvments (KARGO 3.3)	1,730,000	300,000	KER26RTP174
6	Delano	Woollomes Ave.	Rt 99 - widen bridge to four lanes; reconstruct ramps	134,000,000	21,300,000	KER08RTP056
6	McFarland	Elmo Highway	Elmo Hwy @ UPRR - construct grade separation	69,000,000	11,000,000	KER08RTP124
6	McFarland	Route 99	Construct new interchange at Hanawalt	88,800,000	14,100,000	KER18RTP001
6	McFarland	Route 99	Whistler Rd interchange improvements	9,650,000	1,500,000	KER26RTP157
5,6	North metro	West Urban Corridor	Olive Dr to Renfro to Zerker to Burbank to Route 99 (KARGO 7	276,000,000	44,000,000	KER08RTP076
5,6	Shafter	7th Standard Rd	I-5 to Santa Fe Way - safety widening	90,600,000	14,400,000	KER08RTP072
6	Shafter	Burbank Street	Burbank St @ BNSF - construct grade separation	59,000,000	9,400,000	KER08RTP126
6	Shafter	Lerdo Highway	Lerdo Hwy / Beech Ave @ BNSF - construct grade separation	69,000,000	11,000,000	KER08RTP125
5,6	Shafter	North Urban Corridor	I-5 to SR 65 - Burbank Street Alignment - construct new highw	500,000,000	79,600,000	KER18RTP002
5,6	Shafter	Route 43	7th Standard Rd to Euclid Ave - safety widening	37,000,000	5,900,000	KER08RTP030
5,6	Shafter	Zachary Rd	7th Standard Rd to Lerdo Hwy - safety widening	34,500,000	5,500,000	KER08RTP073
5,6,8	South metro	West Urban Corridor	Taft Hwy to I-5 - extend facility	100,000,000	15,900,000	KER08RTP075
6	Wasco	Route 46	I-5 to Jumper Ave - safety widening (resiliency route for 58)	118,000,000	18,800,000	KER08RTP031
6	Wasco	Route 46	Rt 43 to Rt 99 - safety widening (resiliency route for 58)	70,000,000	11,100,000	KER08RTP032
6	Wasco	Route 46	Jumper Ave (North) to Rt 43 - safety widening (resiliency route	130,000,000	20,700,000	KER08RTP079
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**4,802,330,000**	**764,500,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

SOUTHEAST KERN SUBAREA

Regional Transportation Plan (RTP) 20+ Year Expenditure Program Summary By Major Expendature Categories with Forecast of Existing and Potential New Funding Sources	YOE Cost ($)**	Maintenance / Inflation Savings ($)**	Percent of expenditures county-wide
Fix-It-First, Keep-It-Local / Cost-Efficient--Roadway Safety, Maintenance, Operations	555,262,000	92,067,000	
Advanced Tech, Safe, Clean Transportation--Transportation Control Measures (TCM)	576,445,800	75,493,500	
Priority Regional Projects	692,200,000	36,100,000	
Early Expenditures Subtotal	**1,823,907,800**	**203,660,500**	**12.9%**
Next-In-Line Projects****	36,929,600,000	6,091,500,000	
Grand Total of All Projects Benefiting Subarea	**38,753,507,800**	**6,295,160,500**	**58.6%**
		Share of County Population:	5.2%

**Year of expenditure (YOE) 1) Assumes 3% annl. inflation, assumed extra funding allows delivery of projects 5 yrs. early resulting in inflation savings, 2) Prioritize preventative maint., lowers cost by est. 47%.

***Active Transportation (bike & pedestrian) projects identified in the Kern COG Active Transportation Plan are fully funded and listed in table 5.1.

****Next-In-Line (unconstrained) projects include unfunded high speed rail segments in Kern totalling an estimated $30 Billion. Any potential new local funding sources/savings shall not be used for this project.

Next-In-Line (unconstrained) projects have no funding identified yet. However, if early expenditure projects in Table 5.1 are delivered early and under budget, these projects would be the next in line for funding.

Fix-It-First, Keep-It-Local / Cost-Efficient--Roadway Safety, Maintenance, Operations

Roadway Safety, Maintenance and Operations

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maintenance / Inflation Savings ($)**	RTP Project ID
3	California City - potential new funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	22,835,000	10,732,000	KER26RTP001
3	California City - existing funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	86,474,000	40,643,000	KER26RTP001
3	County Areas - potential new funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	49,559,000	23,293,000	KER26RTP001
3	County Areas - existing funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	195,888,000	92,067,000	KER26RTP001
3	State Highways - existing funds	Various Locations	State Highway Operations and Protection Program (SHOPP)	200,506,000	94,238,000	KER26RTP001
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**555,262,000**	**260,973,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

SOUTHEAST KERN SUBAREA (Continued)

Advanced Tech, Safe, Clean Transportation--Transportation Control Measures (TCM)

Transit, Passenger Rail, Low-Zero Emissions Infrastructure, Intellegent Transportation Systems (ITS)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID
1,2,3,4,5,6,7,8,9	Countywide	Vanpooling	Vanpooling, Park & Ride Lots	10,300,000	1,400,000	KER26RTP005
1,2,3,4,5,6,7,8,9	Countywide	Bus Service	Operations and Maintenance (incl. fare box, TDA, fed.)	16,400,000	-	KER26RTP018
1,2,3,4,5,6,7,8,9	Countywide	Intellegent Transportation. Sys.(ITS)	ITS related improvements / upgrades - Traffic Ops, etc.	180,000	-	KER26RTP019
1,2,3,4,5,6,7,8,9	Countywide	Aviation	Capital, Maintenance and Operational Improvements	2,490,000	300,000	KER26RTP020
7,9	County/Rosamond	Passenger Rail	Metrolink extension - Palmdale/Lancaster to Rosamond	414,000,000	56,900,000	KER26RTP021
1,2,3,4,5,6,7,8,9	Countywide	Various Locations	Other TCMs,--Alternative fuel/zero emission infrastructure, Promotion of alt. modes, alt. commuting, etc.	4,770,000	700,000	KER26RTP025
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**448,140,000**	**59,300,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

***The largest portion of the Passenger Rail Program is funded through the CA High Speed Rail Authority (CHSRA) and like aviation and freight rail is included for information purposes only and beyond COG funding authority. $3.0B in HSR funding has been identified (fiscally constrained) for construction in the Kern region. An estimated $20 billion is unfunded for the ramaining segements in the Kern Region and can be found in Table 5.2. Continued delays in funding for the HSR project negate the possiblity of any inflation savings.

SOUTHEAST KERN SUBAREA (Continued)

Bicycle and Pedestrian Complete Streets Improvements and Maintenance

Bikeway Facilities

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start
7	California City	class I shared use path	Mendibur/Gr Cir Cr/Yerba Rushe (CCB to 100' W of 88th) 1.6 r	1,620,700	222,700	KER26RTP076	
7	California City	class I shared use path	North City Path/Mendiburu Rd (88th St to Hacienda Bl) 0.2 mi.	202,600	27,800	KER26RTP077	
7	California City	class II bike ln	Airway Bl (Redwood Bl to Sequoia Bl) 1 mi.	101,300	13,900	KER26RTP004	
7	California City	class II bike ln	California City Bl (S College Bl to Proctor Bl fill gap) .7 mi.	70,900	9,700	KER26RTP004	
7	California City	class II bike ln	Hacienda Bl (Redwood Bl to Sequoia Bl) 1 mi.	101,300	13,900	KER26RTP004	
7	California City	class II bike ln	Neuralia Rd (Redwood Bl to Poppy Bl) 1.5 mi.	151,900	20,900	KER26RTP004	
7	California City	class II bike ln	Neuralia Rd (Redwood Bl to Sequoia Bl) 1 mi.	101,300	13,900	KER26RTP004	
7	California City	class II bike ln	Proctor Bl (Randsburg Mojave Rd to College Bl) .5 mi.	50,600	7,000	KER26RTP004	
7	California City	class II bike ln	Redwood Bl (Airway Bl to Neuralia Rd extend new bike ln) .7 r	70,900	9,700	KER26RTP004	
7	California City	class II bike ln	Redwood Bl (California City Bl to Hacienda Bl on south side fill	141,800	19,500	KER26RTP004	
7	California City	class II bike ln	Redwood Bl (Proctor Bl to California City Bl) .7 mi.	70,900	9,700	KER26RTP004	
7	California City	class II bike ln	90th St (California City Bl to Catalpa Av) .2 mi.	18,000	-	KER2xRTP000	2023
7	California City	class II bike ln	Airway Bl (Redwood Bl to S Loop Bl) .6 mi.	54,000	-	KER2xRTP000	2023
7	California City	class II bike ln	Conklin Bl/Heather Av (California City Bl to Calhoun Ct to conr	45,000	-	KER2xRTP000	2023

7	California City	class II bike ln	Hacienda Bl (North Loop Bl to California City Bl) .6 mi.	54,000	-	KER2xRTP000	2023
7	California City	class II bike ln	Poppy Bl (Neuralia Rd to N Loop Bl) .8 mi.	72,000	-	KER2xRTP000	2023
7	California City	class II bike ln	Randsburg Mojave Rd (Mcintosh Wy to Hooker Dr extend new	63,000	-	KER2xRTP000	2023
7	California City	class II bike ln	S Loop Bl (California City Bl to Hacienda Bl extend new bike ln	108,000	-	KER2xRTP000	2023
7	California City	class III bike bl	92nd St (Catalpa Av to Fir Av Bl) .1 mi.	5,600	800	KER26RTP004	
7	California City	class III bike bl	92nd St (Fir Av to S Loop Bl) .2 mi.	11,300	1,600	KER26RTP004	
7	California City	class III bike bl	California City Bl (Redwood Bl to Sandy Av) .8 mi.	45,000	6,200	KER26RTP004	
7	California City	class III bike bl	California City Bl (SR 14 to Yerba Bl) 6.8 mi.	382,700	52,600	KER26RTP004	
7	California City	class III bike bl	Catalpa Av (92nd St to 90th St) .2 mi.	11,300	1,600	KER26RTP004	
7	California City	class III bike bl	Conklin Bl (Mendiburu Rd to North Loop Bl) .6 mi.	33,800	4,600	KER26RTP004	
7	California City	class III bike bl	Desert Butte Bl (Forest Bl to Sequoia Bl) .4 mi.	22,500	3,100	KER26RTP004	
7	California City	class III bike bl	Division Rd (Midway Rd to Ironwood St) 1 mi.	5,600	800	KER26RTP004	
7	California City	class III bike bl	Fir Av (92nd St to 92nd St) .1 mi.	5,600	800	KER26RTP004	
7	California City	class III bike bl	Forest Bl (Neuralia Rd to Desert Butte Bl) 2.6 mi.	146,300	20,100	KER26RTP004	
7	California City	class III bike bl	Hacienda Bl (Mendiburu Rd to N Loop Bl) .6 mi.	33,800	4,600	KER26RTP004	
7	California City	class III bike bl	Mendiburu Rd (Baron Bl to Rusche Bl) 2.5 mi.	140,700	19,300	KER26RTP004	
7	California City	class III bike bl	Mendiburu Rd (Hacienda Bl to Randsburg Mojave Rd) 2.1 mi.	118,200	16,200	KER26RTP004	
7	California City	class III bike bl	Neuralia Rd (Mendiburu Rd to Poppy Bl) .5 mi.	28,100	3,900	KER26RTP004	
7	California City	class III bike bl	Rusche Bl (Mendiburu Rd to Bolden Dr) .3 mi.	16,900	2,300	KER26RTP004	
7	California City	class III bike bl	Sequoia Bl (Neuralia Rd to Desert Butte Bl) 2.5 mi.	140,700	19,300	KER26RTP004	
7	California City	class III bike bl	Yerba Bl (Mendiburu Rd to California City Bl) 1 mi.	5,600	800	KER26RTP004	
7	County/Indian Wells V.	class II bike ln	Brown Rd (Athel Av to US 395) 7.8 mi.	702,000	-	KER2xRTP000	2023
7	County/Indian Wells V.	class II bike ln	Brown Rd (US 395 Northern Overpass to US 395 Southern Ov	27,000	-	KER2xRTP000	2023
7	County/Indian Wells V.	class II bike ln	Brown Rd (US 395 to Ridgecrest Bl.) 8.2 mi.	738,000	-	KER2xRTP000	2023
7	County/Indian Wells V.	class III bike bl	Athel Av (Us 395 to Brown Rd signage only) 2.6 mi.	146,300	20,100	KER26RTP004	
7	County/Indian Wells V.	class III bike bl	Brown Rd (SR 14 to US 395 signage only) 20 mi.	1,125,500	154,600	KER26RTP004	
7	County/Indian Wells V.	class III bike bl	Brown Rd (US 395 Northern Overpass to US 395 Southern Ov	16,900	2,300	KER26RTP004	
7	County/Indian Wells V.	class III bike bl	Garlock Rd (Redrock 18 mi.	1,013,000	139,200	KER26RTP004	
7	County/Indian Wells V./Caltrans	class II bike ln, Caltrans shldr	SR 14 (Athel Av to SR 178) 5.9 mi.	531,000	-	KER2xRTP000	2023
7	County/Indian Wells V./Caltrans	class II bike ln, Caltrans shldr	SR 14 (US 395 to Athel Av) 1 mi.	90,000	-	KER2xRTP000	2023
7	County/Indian Wells V./Caltrans	class II bike ln, Caltrans shldr	SR 178 (SR 14 to Sierra Hwy) 32.3 mi.	3,271,900	449,500	KER26RTP004	
7	County/Indian Wells V./Caltrans	class II bike ln, Caltrans shldr	SR 178 Inyokern Rd (Ridgecrest City Limits to SR 14) 9.2 mi.	828,000	-	KER2xRTP000	2023
7	County/Indian Wells V./Caltrans	class II bike ln, Caltrans shldr	US 395 (Brown Rd to China Lake Bl) 10.1 mi.	909,000	-	KER2xRTP000	2023
7	County/Indian Wells V./Caltrans	class II bike ln, Caltrans shldr	US 395 (Brown Rd to Inyo County Line 10.4 mi.	936,000	-	KER2xRTP000	2023
7	County/Inyokern	class II bike ln	Broadway (Orchard Av to Plains Av) 0.5 mi.	50,600	7,000	KER26RTP004	
7	County/Jawbone Cn	class II bike ln, Caltrans shldr	SR 14 (SR 178 to Mojave) 46.6 mi.	4,194,000	-	KER2xRTP000	2023
7	County/Mojave	class II bike ln	40th St (Arroyo Av to Purdy Av) 3.1 mi.	314,000	43,100	KER26RTP004	
7	County/Mojave	class II bike ln	5th St (Rosewood Bl to Purdy Av) 5.1 mi.	516,600	71,000	KER26RTP004	
7	County/Mojave	class II bike ln	Arroyo Av (45th St to SR 58) 1.9 mi.	192,500	26,400	KER26RTP004	

7	County/Mojave	class II bike ln	Arroyo Av (5th St to Town Limits) 1.5 mi.	151,900	20,900	KER26RTP004	
7	County/Mojave	class II bike ln	Butte Av (5th St to Town Limits) 1.5 mi.	151,900	20,900	KER26RTP004	
7	County/Mojave	class II bike ln	Camelot Bl (45th St to Holt St) 1.6 mi.	162,100	22,300	KER26RTP004	
7	County/Mojave	class II bike ln	Denise Av (5th St to Town Limits) 1.5 mi.	151,900	20,900	KER26RTP004	
7	County/Mojave	class II bike ln	Holt St (Arroyo Av to Purdy Av) 3 mi.	303,900	41,800	KER26RTP004	
7	County/Mojave	class II bike ln	Inyo St (K St to O St) 0.3 mi.	30,400	4,200	KER26RTP004	
7	County/Mojave	class II bike ln	K St (Oak Creek Rd to Inyo St) 0.5 mi.	50,600	7,000	KER26RTP004	
7	County/Mojave	class II bike ln	Kock St (Arroyo Av to Purdy Av) 3.1 mi.	314,000	43,100	KER26RTP004	
7	County/Mojave	class II bike ln	O St (Inyo St to Park St) 0.4 mi.	40,500	5,600	KER26RTP004	
7	County/Mojave	class II bike ln	Oak Creek Rd (45th St to K St) 2.3 mi.	207,000	-	KER2xRTP000	2023
7	County/Mojave	class II bike ln	Purdy Av (45th St to Town Limits) 6.8 mi.	688,800	94,600	KER26RTP004	
7	County/Mojave	class II bike ln	Rosewood Bl (Kyle St to 5th St) 5 mi.	506,500	69,600	KER26RTP004	
7	County/Mojave/Caltrans	class I shared use path	SR 14 Sierra Hwy (Oak Creek Rd to Purdy Av) 2.4 mi.	2,431,100	334,000	KER26RTP080	
7	County/Mojave/Caltrans	class II bike ln, Caltrans shldr	Mojave-Barstow Hwy/Old SR 58 (SR 14 Sierra Hwy to 5th St)	261,000	-	KER2xRTP000	2023
7	County/Rosamond	class II bike ln	Rosamond Bl (60th St to SR 14) 3.7 mi.	333,000	-	KER2xRTP000	2023
7	County/Rosamond	class II bike ln	Rosamond Bl (SR 14 to Sierra Hwy) .5 mi.	50,600	7,000	KER26RTP004	
7	County/Rosamond	class II bike ln	Sierra Hwy (Rosamond Bl to LA County Line) 3 mi.	270,000	-	KER2xRTP000	2023
7	County/Rosamond	class III bike bl	Sierra Hwy (Rosamond Bl to Silver Queen Rd) 9.3 mi.	523,400	71,900	KER26RTP004	
1,2,3,4,5,6,7,8,9	Countywide	Various locations	Construct Class I, II or III Bike Path; striping; signage	100,000	13,700	KER26RTP004	
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**26,582,800**	**2,218,000**	**Sub-total**	

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

Bicycle and Pedestrian Complete Streets Improvements and Maintenance							
Pedestrian Facilities							
Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
7	California City	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc.	50,302,600	6,911,100	KER26RTP025	
7	California City	High-Visibility Crosswalk	90th St (Fir Av) 1 mi.	3,200	400	KER26RTP025	
7	California City	High-Visibility Crosswalk	Catalpa Av (90th St) 4 mi.	12,600	1,700	KER26RTP025	
7	California City	Pedestrian Improvement Corridor	N Loop Blvd (Hacienda Bl to Lake Shore Dr) 1.3 mi.	394,500	54,200	KER26RTP025	
7	California City	Pedestrian Improvement Corridor	Redwood Blvd (Neuralia Rd to California City Blvd) 2.9 mi.	908,100	124,800	KER26RTP025	
7	County/Mojave	Corridor Improvement	Douglas Av (Koch St-Mojave West Park) .3 mi.	91,800	12,600	KER26RTP025	
7	County/Mojave	Corridor Improvement	M St (Belshaw St-Shasta St) .4 mi.	112,800	15,500	KER26RTP025	
7	County/Mojave	Corridor Improvement	O St (Cerro Gordo St-Park St) .5 mi.	145,200	19,900	KER26RTP025	
7	County/Mojave	Corridor Improvement	SR 14 (Cypress-Silver Queen) 5.4 mi.	2,813,800	386,600	KER26RTP025	
7	County/Mojave	Corridor Improvement	SR 58 (Sierra Hwy-Nadene St) .7 mi.	202,600	27,800	KER26RTP025	
7	County/Mojave	Fence Removing	Q St (Belshaw St) 1. mi.	600	100	KER26RTP025	
7	County/Mojave	High-Visibility Crosswalk	Gregory Dr (Pat Av) 4 mi.	12,600	1,700	KER26RTP025	
7	County/Mojave	High-Visibility Crosswalk	SR 58 (Kern County Fire Department) 4 mi.	12,600	1,700	KER26RTP025	
7	County/Rosamond	County Aeras Complete Streets/ITS In	Other future developments funded by mitigation, fees, etc.	44,930,900	6,173,100	KER26RTP025	
7	County/Rosamond	Sidewalk Improvement	20th St W (Marie Av-Rosamond Bl) 1 mi.	213,600	29,300	KER26RTP025	
7	County/Rosamond	Sidewalk Improvement	35th St W (Holiday Av-Felsite Av) 1.5 mi.	318,900	43,800	KER26RTP025	
7	County/Rosamond	Sidewalk Improvement	Mojave Tropico Rd (Rosamond Blvd-Cobalt Av) .3 mi.	58,900	8,100	KER26RTP025	
7	County/Rosamond	Sidewalk Improvement	Rosamond Blvd (Mojave Tropico Rd-10th St W) 4.5 mi.	968,300	133,000	KER26RTP025	
7	County/Rosamond	Sidewalk Improvement	Sierra Hwy (Hillcrest Av-Orange St) 1 mi.	219,400	30,100	KER26RTP025	
1,2,3,4,5,6,7,8,9	Countywide	Various locations	Safe, Complete Streets, Pedestrian Enhancements	-	-	KER26RTP025	
1,2,3,4,5,6,7,8,9	Countywide	Various locations	Construct Complete Streets Improvements	-	-	KER26RTP025	
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**101,723,000**	**13,975,500**	**Sub-total**	

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

SOUTHEAST KERN SUBAREA (Continued)

Priority Regional Projects							
Freight Rail* **							
Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
1,2,3,5,6,7,8,9	County/Tehachapi	Freight Rail	Double-track sections (Bakersfield to Mojave) - Phase 2	101,300,000	13,900,000	KER26RTP086	
1,5,6,8	Shafter/Bakersfield	Freight Rail	Intermodal Rail Facility - Phase 3	100,000,000	-	KER26RTP087	2026
1,2,3,4,5,6,7,8,9	Countywide	Freight Rail	Private Sector Rail Network Improvments, supporting rail freight movement	56,300,000	7,700,000	KER26RTP089	
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**257,600,000**	**21,600,000**	**Sub-total**	

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

***Freight rail projects are usually privately funded however some competetive government grant funding is available.

Priority Regional Projects

2026-2029 Major Roadway Improvements

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
1,5,6,7,8,9	Bakersfield	Centennial Corridor	At Rte 99 & 58 – operational improvements	84,000,000	-	KER22RTP003	2026
1,5,6,7,8,9	County	Centennial Corridor	Stockdale Hwy (SR 43 to Heath Rd) safety widening, traffic flow impvmts.	66,400,000	-	KER22RTP005	2026
7,9	County/California City	Route 58	SR 58 Cal City Bl to Edwards AFB N. Gate - safety improvements Phase 1 (KARGO 12.1&2)	38,400,000	-	KER22RTP007	2026
1,2,3,4,5,6,7,8,9	County/Keene	Route 58	W of Tehachapi to General Beale Rd - new truck climbing lanes	140,000,000	-	KER22RTP006	2026
3,4,7,9	County/Ridgecrest	Route 14	Redrock / Inyokern Rd to Rt 178 - safety widening, traffic flow improvements (Ph. 2)	47,300,000	6,500,000	KER08RTP017	2031
3,4,7,9	County/Indian Wells V.	Route 14	Redrock / Inyokern Rd to Rt 178 - safety widening, traffic flow improvements (Ph. 3)	36,000,000	4,900,000	KER08RTP024	2036
3,7	Ridgecrest	US 395	Between Rt 178 and S. of China Lake Blvd - passing lanes/intersection improvments	22,500,000	3,100,000	KER08RTP089	2049
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**434,600,000**	**14,500,000**	**Sub-total**	

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

SOUTHEAST KERN SUBAREA (Continued)

Regional Projects Under Construction / Recently Completed - 2025 Status

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Savings ($)**	RTP Project ID	Start
1,5,6,7,8,9	Bakersfield	Route 58	I-5 to 58/Cottonwood Rd - new freeway/operatational Improver	698,000,000	-	KER08RTP020	2016
1,5,6,7,8,9	Bakersfield	Passenger Rail	Amtrak Station - Phase 3	13,000,000	-	KER2xRTP000	2022
3,4,7	Inyokern	Route 14	Redrock / Inyokern Rd to Rt 178 - widen to 4 lanes (Ph. 1)	42,000,000	-	KER08RTP006	2016
5,7,9	Tehachapi	Freight Rail	Double-track sections (Bakersfield to Mojave) - Phase 1	111,700,000	-	KER2xRTP000	2017
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**864,700,000**			

SOUTHEAST KERN SUBAREA (Continued)

Fix-It-First, Keep-It-Local / Cost-Efficient--Roadway Safety, Maintenance, Operations

Next-In-Line - Local Streets and Roads (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maintenance Savings ($)**	RTP Project ID
1,2,3,4,5,6,7,8,9	Region	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	698,400,000	328,200,000	KER26RTP001
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**698,400,000**	**328,200,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

SOUTHEAST KERN SUBAREA (Continued)

Advanced Tech, Safe, Clean Transportation--Transportation Control Measures (TCM)

Next-In-Line - Transit, Passenger Rail, Aviation (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
3.4.7.9	Eastern California	Local Passenger Rail	Mammoth Lakes to Lancaster/Palmdale (2005 E. Sierra Public Transit Study)	3,335,000,000	531,200,000	KER26RTP105
7,9	Mojave, Cal City, Tehachapi	Commuter Rail	Metrolink Service Extension - Tehachapi Corridor (2012 Commuter Rail Study)	231,300,000	36,800,000	KER26RTP110
1,2,3,4,5,6,7,8,9	Kern County, Bakersfield, Tehachapi	High Speed Rail	Northwest of Bakersfield to Palmdale connecting to Palmdale Metrolink Station	30,000,000,000	4,778,100,000	KER26RTP113
7	California City	Cal City Municipal Airport	Capital Improvements	4,800,000	800,000	KER26RTP115
3,7,9	County	Mojave Air/Space Port	Capital Improvements	102,300,000	16,300,000	KER26RTP123
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**33,673,400,000**	**5,363,200,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

SOUTHEAST KERN SUBAREA (Continued)

Next-In-Line - Active Transportation (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
1,2,3,4,5,6,7,8,9	all	The intent of this plan is to fully fund bike and pedestrian projects as identified in the most recent active transportation plan. For a complete listing of projects see Table 5.1.				0
			Sub-total	**$0**	**$0**	**Sub-total**

SOUTHEAST KERN SUBAREA (Continued)

Next-In-Line - Freight rail (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
5	County/Bakersfield	Intermodal hub	Edison/Bolthouse Intermodal Rail Terminals (KARGO Study)	20,000,000	3,200,000	KER27RTP137
7	County/Boron	Intermodal hub	Rio Tinto Intermodal Rail Faciity (KARGO Study)	20,000,000	3,200,000	KER27RTP140
7	County/Mojave	Intermodal hub	Mojave Inland Port on UP spur at Routes 58 & 14 (KARGO Study)	75,000,000	11,900,000	KER27RTP133
3,7	County/Ridgecrest	Intermodal hub	Searles Station Intermodal Rail Terminal on UP spur (KARGO Study 6.3)	109,000,000	17,400,000	KER27RTP132
7	County/Mojave	Freight Rail	Mojave Inland Port Intermodal Rail Facility	337,700,000	46,400,000	KER26RTP088
7	Mojave	shorthaul rail	Mojave - Airport Rail Access Improvements (2013 SJV IGMP)	3,000,000	500,000	KER27RTP147
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**564,700,000**	**82,600,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

SOUTHEAST KERN SUBAREA (Continued)

Next-In-Line - Major Roadway Improvements (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
7	California City	California City Blvd	Rt 14 east six miles -safety widening	22,000,000	3,500,000	KER08RTP052
7,9	California City	CCB/Northgate Bl/140th St	SR 58 Cal City Bl to Edwards AFB N. Gate - safety improveme	56,850,000	9,100,000	KER08RTP054
7	California City	Twenty Mule Team Rd	California City Blvd to Rt 58 -safety widening	21,600,000	3,400,000	KER08RTP053
7	County	Rosamond Blvd	Rosamond Blvd @ UPRR - construct grade separation	69,000,000	11,000,000	KER08RTP133
1,5,6,7,8,9	County	Route 58	Route 223 new interchange (KARGO 2.3)	244,000,000	38,900,000	KER26RTP155
1,5,6,7,8,9	County	Route 58	Cultural Biological Interpretive Visitors Center (KARGO 2.4)	17,550,000	2,800,000	KER26RTP156
7	County / Mojave	K Street	Mojave - extend K St to Rt 14	12,900,000	2,100,000	KER08RTP063
7	County / Mojave	K Street	K St @ UPRR - construct grade separation	69,000,000	11,000,000	KER08RTP135
7,9	County/Cal City	Route 58	Convert from expressway to freeway adding frontage roads an	112,000,000	17,800,000	KER22RTP004
3,7	County/Mojave	Route 14	Purdy Rd - interchange & grade separated overpass at UPRR	60,000,000	9,600,000	KER22RTP008
3,7	County/Mojave	Route 14	Silver Queen / Backus / Dawn Rd - grade separated overpass	120,000,000	19,100,000	KER22RTP009
1,5,6,7,8,9	County/Tehachapi	Route 58	W of Teh. to Gen Beale Rd - truck climb/safety passing lanes seg 1 (KARGO 2.1)	230,000,000	36,600,000	KER08RTP035
1,5,6,7,8,9	County/Tehachapi	Route 58	W of Teh. to Gen Beale Rd - truck climb/safety passing lanes seg 3 (KARGO 2.2)	301,000,000	47,900,000	KER26RTP154
3,7	Johannesburg	US 395	San Bdo County Line to Rt 14 - safety widening	244,000,000	38,900,000	KER08RTP050
3,7	Johannesburg	US 395	Safety passing lane extension (KARGO 6.1)	80,800,000	12,900,000	KER26RTP170
3,7	Ridgecrest	US 395	China Lake Bl Intersection Improvments (KARGO 6.2)	59,400,000	9,500,000	KER26RTP171
7,9	Tehachapi	Teh Willow Sps(WS)Rd	Rt 58 to Rosamond Blvd - safety widening	151,000,000	24,000,000	KER08RTP064
7,9	Tehachapi	Teh WS Rd/Av A/United	Tehahcapi-Willow Spriings Rd, Av A, United Greenpass netwo	122,000,000	19,400,000	KER26RTP177
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**1,993,100,000**	**317,500,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

TAFT-MARICOPA SUBAREA

Regional Transportation Plan (RTP) 20+ Year Expenditure Program Summary By Major Expendature Categories with Forecast of Existing and Potential New Funding Sources	YOE Cost ($)**	Maintenance / Inflation Savings ($)**	Percent of expenditures county-wide
Fix-It-First, Keep-It-Local / Cost-Efficient--Roadway Safety, Maintenance, Operations	286,726,000	134,762,000	
Advanced Tech, Safe, Clean Transportation--Transportation Control Measures (TCM)	73,539,900	14,824,400	
Priority Regional Projects	1,097,300,000	81,700,000	
Early Expenditures Subtotal	**1,457,565,900**	**231,286,400**	**10.3%**
Next-In-Line Projects****	33,819,840,000	5,603,500,000	
Grand Total of All Projects Benefiting Subarea	**35,277,405,900**	**5,834,786,400**	**53.4%**
		Share of County Population:	2.1%

**Year of expenditure (YOE) 1) Assumes 3% annl. inflation, assumed extra funding allows delivery of projects 5 yrs. early resulting in inflation savings, 2) Prioritize preventative maint., lowers cost by est. 47%.

***Active Transportation (bike & pedestrian) projects identified in the Kern COG Active Transportation Plan are fully funded and listed in table 5.1.

****Next-In-Line (unconstrained) projects include unfunded high speed rail segments in Kern totalling an estimated $30 Billion. Any potential new local funding sources/savings shall not be used for this project. Next-In-Line (unconstrained) projects have no funding identified yet. However, if early expenditure projects in Table 5.1 are delivered early and under budget, these projects would be the next in line for funding.

Fix-It-First, Keep-It-Local / Cost-Efficient--Roadway Safety, Maintenance, Operations

Roadway Safety, Maintenance and Operations

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maintenance / Inflation Savings ($)**	RTP Project ID
3	Taft - potential new funds	Taft	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	10,785,000	5,069,000	KER26RTP001
3	Taft - existing funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	42,627,000	20,035,000	KER26RTP001
3	Maricopa - potential new funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	1,555,000	731,000	KER26RTP001
3	Maricopa - existing funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	6,145,000	2,888,000	KER26RTP001
3	County Areas - potential new funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	16,712,000	7,855,000	KER26RTP001
3	County Areas - existing funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	66,054,000	31,045,000	KER26RTP001
3	State Highways - existing funds	Various Locations	State Highway Operations and Protection Program (SHOPP)	142,848,000	67,139,000	KER26RTP001
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**286,726,000**	**134,762,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

TAFT-MARICOPA SUBAREA (Continued)

Advanced Tech, Safe, Clean Transportation--Transportation Control Measures (TCM)

Transit, Passenger Rail, Low-Zero Emissions Infrastructure, Intellegent Transportation Systems (ITS)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	
1,2,3,4,5,6,7,8,9	Countywide	Vanpooling	Vanpooling, Park & Ride Lots	4,100,000	600,000	KER26RTP005	
1,2,3,4,5,6,7,8,9	Countywide	Bus Service	Operations and Maintenance (incl. fare box, TDA, fed.)	6,580,000	-	KER26RTP018	
1,5,8	Bakersfield	SR 99 HOV/M Lanes, RM	I-change at Panama Ln - HOV RM	4,500,000	618,300	KER08RTP105	2036
1,5,8	Bakersfield	SR 99 HOV/M Lanes, RM	I-change at SR 119 - HOV RM	4,500,000	618,300	KER08RTP105	2036
5,8	Bakersfield	SR 43 (future) HOV/M Lanes, RM	WUC I-change at Ming Av - HOV RM	3,400,000	467,100	KER08RTP139	2036
5,8	Bakersfield	SR 43 (future) HOV/M Lanes, RM	WUC I-change at White Ln - HOV RM	3,400,000	467,100	KER08RTP139	2036
5,8	Bakersfield	SR 43 (future) HOV/M Lanes, RM	WUC I-change at SR 119 - HOV RM	3,400,000	467,100	KER08RTP075	2036
1,2,3,4,5,6,7,8,9	Countywide	Intellegent Transportation. Sys.(ITS)	ITS related improvements / upgrades - Traffic Ops, etc.	70,000	-	KER26RTP019	
1,2,3,4,5,6,7,8,9	Countywide	Aviation	Capital, Maintenance and Operational Improvements	1,000,000	6,600,000	KER26RTP020	
1,2,3,4,5,6,7,8,9	Countywide	Various Locations	Other TCMs,--Alternative fuel/zero emission infrastructure, Promotion of alt. modes, alt. commuting, etc.	1,910,000	-	KER26RTP025	
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**32,860,000**	**9,837,900**	**Sub-total**	

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

***The largest portion of the Passenger Rail Program is funded through the CA High Speed Rail Authority (CHSRA) and like aviation and freight rail is included for information purposes only and beyond COG funding authority. $3.0B in HSR funding has been identified (fiscally constrained) for construction in the Kern region. An estimated $20 billion is unfunded for the ramaining segements in the Kern Region and can be found in Table 5.2. Continued delays in funding for the HSR project negate the possiblity of any inflation savings.

TAFT-MARICOPA SUBAREA (Continued)

Bicycle and Pedestrian Complete Streets Improvements and Maintenance

Bikeway Facilities

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start
5,8	Bakersfield/County	class I shared use path	Buena Vista Rec Area Loop (Lk Buena Vista to Lk BV) 7.7 mi.	7,799,800	1,071,600	KER26RTP058	0
5,8	Bakersfield/County	class I shared use path	Tupman Path (Enos Ln to Moose St) 5.6 mi.	5,672,600	779,400	KER26RTP075	0
8	County/Tupman	class I shared use path	Tule Elk Reserve (Tupman Path to Reserve St Pk) 1.3 mi.	1,316,800	180,900	KER26RTP081	0
8	Maricopa	class I shared use path	Wagy St (Maricopa Hwy to Welch St) .1 mi.	101,300	13,900	KER26RTP083	0
8	Maricopa	class II bike ln	Hazelton St (Main St to Poso St) .3 mi.	30,400	4,200	KER26RTP004	0
8	Maricopa	class II bike ln	Main St (Hazelton St to California St) .1 mi.	10,100	1,400	KER26RTP004	0
8	Maricopa	class II buffered bike ln	SR 166/33/Maricopa Hwy (Fresno St to Scott Dr) 1.1 mi.	222,900	30,600	KER26RTP004	0
8	Maricopa	class II buffered bike ln	SR 33/California St (Poso St to Kern St) .5 mi.	101,300	13,900	KER26RTP004	0
8	Maricopa	class III bike bl	Chico St (California St to Welch St) .1 mi.	5,600	800	KER26RTP004	0
8	Maricopa	class III bike bl	Elkhorn St (SR 33 to Fresno St) .4 mi.	22,500	3,100	KER26RTP004	0
8	Maricopa	class III bike bl	Fresno St (Poso St to Elkhorn St) .2 mi.	11,300	1,600	KER26RTP004	0
8	Maricopa	class III bike bl	Green St (Hazelton St to California St) .1 mi.	5,600	800	KER26RTP004	0
8	Maricopa	class III bike bl	Hazelton St (SR 166 to South City Limits) .3 mi.	16,900	2,300	KER26RTP004	0
8	Maricopa	class III bike bl	Stanislaus St (Klipstein St to School St) .2 mi.	11,300	1,600	KER26RTP004	0
8	Maricopa	class III bike bl	Union St (Maricopa Hwy SR 33 to Ruth St) .4 mi.	22,500	3,100	KER26RTP004	0
8	Maricopa	class III bike bl	Welch St (Chico St to Wagy St) .1 mi.	5,600	800	KER26RTP004	0
8	Maricopa/Caltrans	class II bike ln, Caltrans shldr	SR 33/166 (Clark St to South City Limits) 1. mi.	90,000	-	KER2xRTP000	2023
8	Taft	class II bike ln	SR 33 (Kern St to SR 119) .5 mi.	50,600	7,000	KER26RTP004	0
8	Taft	class II bike ln	SR 33 (West City Limits to Cascade Pl) 1.2 mi.	121,600	16,700	KER26RTP004	0
8	Taft	class II bike ln	10th St (Center St to F St) .7 mi.	63,000	-	KER2xRTP000	2021
8	Taft	class II bike ln	A St (Terrace Dr to S 10th St) .9 mi.	81,000	-	KER2xRTP000	2021
8	Taft	class II bike ln	Ash St (N 10th St to Airport Rd) 1.9 mi.	171,000	-	KER2xRTP000	2021
8	Taft	class II bike ln	SR 119 (Midway Rd to South City Limits) 6.6 mi.	594,000	-	KER2xRTP000	2023
8	Taft	class II bike ln	Wood St (S 10th St to SR 33) 1.1 mi.	99,000	-	KER2xRTP000	2021
8	Taft	class II buffered bike ln	Cedar St (Division Rd to Airport Rd) 2.1 mi.	425,400	58,400	KER26RTP004	0
8	Taft	class II buffered bike ln	SR 33 Kern St (Cascade Pl to 1st St) 1.2 mi.	243,100	33,400	KER26RTP004	0
8	Taft	class II buffered bike ln	1st St (West Side Hwy SR 33 to Calvin St) .3 mi.	54,000	-	KER2xRTP000	2021
8	Taft	class II buffered bike ln	2nd St (Calvin St to Williams Wy) .3 mi.	54,000	-	KER2xRTP000	2021
8	Taft	class II buffered bike ln	6th St (Oak St to Ash St) 1.1 mi.	198,000	-	KER2xRTP000	2021
8	Taft	class III bike bl	Airport Rd (Ash St to SR 119) 1.1 mi.	55,000	-	KER2xRTP000	2021
8	Taft	class III bike bl	Cadet Rd (SR 33 to Duval Rd) 2. mi.	112,600	15,500	KER26RTP004	0
8	Taft	class III bike bl	Church St (F St to Ranier Av) .9 mi.	45,000	-	KER2xRTP000	2021
8	Taft	class III bike bl	Gardner Field Rd (SR 33 to East City Limits) 4.2 mi.	236,400	32,500	KER26RTP004	0
8	Taft	class III bike bl	Midoil Rd (Thomas St to Terrace Dr) .7 mi.	35,000	-	KER2xRTP000	2021

8	Taft	class III bike bl	SR 33 (Cadet Rd to California St) 2.3 mi.	129,400	17,800	KER26RTP004	0
8	Taft	class III bike bl	2nd St (Calvin St to Supply Row) .6 mi.	30,000	-	KER2xRTP000	2021
8	Taft	class III bike bl	Harding Av (A St to E St) .4 mi.	20,000	-	KER2xRTP000	2021
8	Taft	class III bike bl	Oak St (Lierly Av to S 10th St) .2 mi.	10,000	-	KER2xRTP000	2021
8	Taft	class IV cycle track	10th St (Center St to Ash St) .6 mi.	180,000	-	KER2xRTP000	2021
8	Taft/County	class I	Gardner Field Rd (County to Aqueduct) 1.0 mi.	1,013,000	139,200	KER26RTP026	0
8	Taft/County	class I shared use path	Kern R. Pkwy (Western end of Path to L Buena Vista) 2.9 mi.	2,610,000	-	KER26RTP090	2023
8	Taft/County	class I shared use path	Taft Path (Kern River Parkway to Gardner Field Rd) 10.6 mi.	10,737,400	1,475,200	KER26RTP091	0
8	Taft/County	class II bike ln	A St (Arroyo Dr to Hilard St) 0.3 mi.	30,400	4,200	KER26RTP004	0
8	Taft/County	class II bike ln	Ash St (Emmons Park to Harrison St) 0.2 mi.	20,300	2,800	KER26RTP004	0
8	Taft/County	class II bike ln	Asher Av (Supply Row to South St) 0.5 mi.	50,600	7,000	KER26RTP004	0
8	Taft/County	class II bike ln	Cedar St (Division Rd to Tyler St) 0.4 mi.	40,500	5,600	KER26RTP004	0
8	Taft/County	class II bike ln	Cedar St (Harrison St to Airport Rd 1.6 mi.	162,100	22,300	KER26RTP004	0
8	Taft/County	class II bike ln	Division Rd (Grevillea St to Ash St) 0.7 mi.	70,900	9,700	KER26RTP004	0
8	Taft/County	class II bike ln	E Ash St (Adams St to Airport Rd) 0.9 mi.	91,200	12,500	KER26RTP004	0
8	Taft/County	class II bike ln	E St (Harding Av to 10th St) 0.6 mi.	60,800	8,400	KER26RTP004	0
8	Taft/County	class II bike ln	Elm St (Division Rd to Harrison St) 0.5 mi.	50,600	7,000	KER26RTP004	0
8	Taft/County	class II bike ln	Gardner Field Rd (County to Aqueduct) 0.5 mi.	50,600	7,000	KER26RTP004	0
8	Taft/County	class II bike ln	General Petroleum (2nd St to Wood St) 0.4 mi.	40,500	5,600	KER26RTP004	0
8	Taft/County	class II bike ln	Grevillea St (Division Rd to Harrison St) 0.5 mi.	50,600	7,000	KER26RTP004	0
8	Taft/County	class II bike ln	Harding Av (A St to E St) 0.2 mi.	20,300	2,800	KER26RTP004	0
8	Taft/County	class II bike ln	Olive Av (Supply Row to Wood St) 0.3 mi.	30,400	4,200	KER26RTP004	0
8	Taft/County	class II bike ln	Pico St (S 6th St to Asher Wy) 0.1 mi.	10,100	1,400	KER26RTP004	0
1,2,3,4,5,6,7,8,9	Countywide	Various locations	Construct Class I, II or III Bike Path; striping; signage	100,000	13,700	KER26RTP004	0
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**33,694,900**	**4,026,900**	**Sub-total**	

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

Bicycle and Pedestrian Complete Streets Improvements and Maintenance							
Pedestrian Facilities							
Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
8	Maricopa	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc.	203,300	27,900	KER26RTP025	0
8	Maricopa	Sidewalk Improvement	Stanislaus St (School St to Klipstein St) .2 mi.	48,400	6,600	KER26RTP025	0
8	Maricopa/Caltrans	Corridor Improvement	California St (Main St to Poso St) .4 mi.	130,000	17,900	KER26RTP025	0
8	Maricopa/Caltrans	Corridor Improvement	Klipstein St (Fiester St to Stanislaus St) .4 mi.	129,100	17,700	KER26RTP025	0
8	Maricopa/Caltrans	Sidewalk Improvement	Poso St (Stanislaus St to S Kern St) .2 mi.	38,300	5,300	KER26RTP025	0
8	Taft	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc.	3,684,800	506,300	KER26RTP025	0
8	Taft	Corridor Improvement	10th St (Ash St to Main St) .6 mi.	198,100	27,200	KER26RTP025	0
8	Taft	Corridor Improvement	6th St (Ash St to Main St) .8 mi.	246,700	33,900	KER26RTP025	0
8	Taft	Corridor Improvement	San Emidio St (N 10th St to 1st St) .8 mi.	76,600	10,500	KER26RTP025	0
8	Taft	High-Visibility Crosswalk	Kern St (6th St)	12,600	1,700	KER26RTP025	0
8	Taft	Sidewalk Improvement	Ash St (10th Street to 4th St) .7 mi.	153,300	21,100	KER26RTP025	0
8	Taft	Sidewalk Improvement	Olive Av (Supply Row to South St) .5 mi.	104,000	14,300	KER26RTP025	0
8	Taft	Sidewalk Improvement	Wood St (S 10th St to SR 33) 1.1 mi.	236,900	32,500	KER26RTP025	0
8	Taft/Caltrans	Corridor Improvement	Kern Av (Cascade Pl to Taft Hwy) 1.2 mi.	379,700	52,200	KER26RTP025	0
8	Taft/Caltrans	High-Visibility Crosswalk	SR 119 (Gardner Field Rd/E Main St)	12,600	1,700	KER26RTP025	0
8	Taft/County	Kern - Complete Streets/ITS Improven	Other future developments funded by mitigation, fees, etc.	791,900	108,800	KER26RTP025	0
8	Taft/County	Sidewalk Improvement	Cedar St (Lincoln Street to SR 119) 1. mi.	209,900	28,800	KER26RTP025	0
8	Taft/County	Sidewalk Improvement	Date St (Division Rd to Monroe St) .7 mi.	154,000	21,200	KER26RTP025	0
8	Taft/County	Sidewalk Improvement	Elm St (Lincoln Street to Harrison St) .5 mi.	106,600	14,600	KER26RTP025	0
8	Taft/County	Sidewalk Improvement	S 10th St (A Street to Buena Vista Place) .3 mi.	68,200	9,400	KER26RTP025	0
1,2,3,4,5,6,7,8,9	Countywide	Various locations	Safe, Complete Streets, Pedestrian Enhancements	-	-	KER26RTP025	0
1,2,3,4,5,6,7,8,9	Countywide	Various locations	Construct Complete Streets Improvements	-	-	KER26RTP025	0
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**6,985,000**	**959,600**	**Sub-total**	

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

TAFT-MARICOPA SUBAREA (Continued)

Priority Regional Projects

Freight Rail***

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
1,2,3,5,6,7,8,9	County/Tehachapi	Freight Rail	Double-track sections (Bakersfield to Mojave) - Phase 2	101,300,000	13,900,000	KER26RTP086	0
1,5,6,8	Shafter/Bakersfield	Freight Rail	Intermodal Rail Facility - Phase 3	100,000,000	-	KER26RTP087	2026
1,2,3,4,5,6,7,8,9	Countywide	Freight Rail	Private Sector Rail Network Improvments, supporting rail freight movement	56,300,000	7,700,000	KER26RTP089	0
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**257,600,000**	**21,600,000**	**Sub-total**	

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

***Freight rail projects are usually privately funded however some competetive government grant funding is available.

Priority Regional Projects

2026-2029 Major Roadway Improvements

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
1,5,6,7,8,9	Bakersfield	Centennial Corridor	At Rte 99 & 58 – operational improvements	84,000,000	-	KER22RTP003	2026
1,5,6,7,8,9	County	Centennial Corridor	Stockdale Hwy (SR 43 to Heath Rd) safety widening, traffic flow impvmts.	66,400,000	-	KER22RTP005	2026
1,2,3,4,5,6,7,8,9	County/Keene	Route 58	W of Tehachapi to General Beale Rd - new truck climbing lanes	140,000,000	-	KER22RTP006	2026
1,5,6,8	Shafter	Cherry Av	Intermodal Rail Freight Hub Connector Improvements - Phase I - Shafter Greenpass (KARGO 13.9)	111,100,000	-	KER23RTP001	2027
5,8	County/Taft	Route 119	Cherry Ave to Elk Hills Rd - safety widening, traffic flow impvmts. (Ph. 1 bypass)	117,400,000	16,100,000	KER08RTP022	2031
5,8	County/Bakersfield	Route 119	I-5 to Buena Vista - safety widening, traffic flow improvements	35,200,000	4,800,000	KER08RTP099	2036
5,6,8	County/Bakersfield	West Urban Corridor	White Lane to Westside Pkwy-construct new facility	130,300,000	17,900,000	KER08RTP139	2049
5,6,8	County/Bakersfield	West Urban Corridor	Taft Hwy to White Lane - construct new facillity	101,300,000	13,900,000	KER08RTP097	2049
8	Taft	Route 119	Elk Hills - County Rd to Tupman Ave - safety widening, traffic flow impvmts. (Ph. 2)	54,000,000	7,400,000	KER08RTP086	2049
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**839,700,000**	**60,100,000**	**Sub-total**	

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

TAFT-MARICOPA SUBAREA (Continued)

Regional Projects Under Construction / Recently Completed - 2025 Status

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Savings ($)**	RTP Project ID	Start
1,5,6,7,8,9	Bakersfield	Route 58	I-5 to 58/Cottonwood Rd - new freeway/operatational Improver	698,000,000	-	KER08RTP020	2016
1,5,6,7,8,9	Bakersfield	Passenger Rail	Amtrak Station - Phase 3	13,000,000	-	KER2xRTP000	2022
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**711,000,000**	-		

Fix-It-First, Keep-It-Local / Cost-Efficient--Roadway Safety, Maintenance, Operations

Next-In-Line - Local Streets and Roads (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maintenance Savings ($)**	RTP Project ID
1,2,3,4,5,6,7,8,9	Region	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	698,400,000	328,200,000	KER26RTP001
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**698,400,000**	**328,200,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

TABLE 5.2 - Beyond 2049 - Next-In-Line Projects (Unconstrained Program of Projects) (Continued)

Advanced Tech, Safe, Clean Transportation--Transportation Control Measures (TCM)

Next-In-Line - Transit, Passenger Rail, Aviation (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
1,2,3,4,5,6,7,8,9	Kern County, Bakersfield, Tehachapi	High Speed Rail	Northwest of Bakersfield to Palmdale connecting to Palmdale Metrolink Station	30,000,000,000	4,778,100,000	KER26RTP113
6.8	County	Buttonwillow Airport	Capital Improvements	-	-	KER26RTP117
1,2,4,5,6,8,9	County, Bksfld	Meadows Field (BFL)	Capital Improvements	54,600,000	8,700,000	KER26RTP121
1,2,4,5,6,8,9	County, Bksfld	Meadows Field (BFL)	Meadows Field Air Freight Terminal	75,020,000	11,900,000	KER26RTP122
8	County	Taft Airport	Capital Improvements	2,050,000	300,000	KER26RTP126
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**30,131,670,000**	**4,799,000,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

TABLE 5.2 - Beyond 2049 - Next-In-Line Projects (Unconstrained Program of Projects) (Continued)

Next-In-Line - Active Transportation (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
1,2,3,4,5,6,7,8,9	all	The intent of this plan is to fully fund bike and pedestrian projects as identified in the most recent active transportation plan. For a complete listing of projects see Table 5.1.				0
			Sub-total	**$0**	**$0**	**Sub-total**

TABLE 5.2 - Beyond 2049 - Next-In-Line Projects (Unconstrained Program of Projects) (Continued)

Next-In-Line - Freight rail (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
8	County	Intermodal hub	Sunset Line Intermodal Rail Facilities	20,000,000	3,200,000	KER27RTP138
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**20,000,000**	**3,200,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

TABLE 5.2 - Beyond 2049 - Next-In-Line Projects (Unconstrained Program of Projects) (Continued)

Next-In-Line - Major Roadway Improvements (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
1,5,8,9	Bakersfield	Route 58	New 58 from I-5 to Heath Rd at Stockdale Hwy - construct new	500,000,000	79,600,000	KER08RTP114
1,5,8,9	Bakersfield	Southern Urban Corridor	I-5 to Rt 58 - new facility	610,000,000	97,200,000	KER08RTP074
1,2,8	County	Copus Rd	Copus Rd Safety Realignment (KARGO 1.4)	19,150,000	3,100,000	KER26RTP168
1,2,8	County	Future Route 166	Arvin Greenpass Corr. Copus/David Rd; I-5 to Wheeler Rdge I	104,000,000	16,600,000	KER26RTP167
1,2,8	County	Future Route 166	Realign SR 166 to Copus Rd via Old River Rd (KARGO 1.5)	45,000,000	7,200,000	KER26RTP169
1,2,5,6,8	County	Interstate 5	Grapevine southbound weigh station relocation (KARGO 4.1)	100,000,000	15,900,000	KER18RTP004
1,2,5,8	County	Interstate 5	Southbound truck weigh station new location - Tejon Pass	66,600,000	10,600,000	KER26RTP150
1,5,6,7,8,9	County	Route 58	Route 223 new interchange (KARGO 2.3)	244,000,000	38,900,000	KER26RTP155
1,5,6,7,8,9	County	Route 58	Cultural Biological Interpretive Visitors Center (KARGO 2.4)	17,550,000	2,800,000	KER26RTP156
1,5,8,9	County/Bkfd	Route 58	I-5/Rt 58 Stockdale Hwy I-change improvements (KARGO 10.2	9,650,000	1,500,000	KER26RTP152
1,5,8,9	County/Bkfd	Route 58	SR 58 Stockdale Hwy Safety Passing Lanes (KARGO 10.3)	66,500,000	10,600,000	KER26RTP153
1,2,5,8	County/Grapevine	Interstate 5	Grapevine interchange - construct new interchange / relocate t	76,000,000	12,100,000	KER18RTP004
1,2,5,6,8	County/Lebec	Interstate 5	Grapevine to Lebec - truck passing lanes - habitat crossings (k	257,800,000	41,100,000	KER08RTP027
1,5,6,7,8,9	County/Tehachapi	Route 58	W of Teh. to Gen Beale Rd - truck climb/safety passing lanes seg 1 (KARGO 2.1)	230,000,000	36,600,000	KER08RTP035
1,5,6,7,8,9	County/Tehachapi	Route 58	W of Teh. to Gen Beale Rd - truck climb/safety passing lanes seg 3 (KARGO 2.2)	301,000,000	47,900,000	KER26RTP154
8	Maricopa	Route 166	Basic School Rd - reconstruct intersection grade	520,000	100,000	KER08RTP043
8	Maricopa	Route 33	Welch St to Midway Rd - widen to four lanes	88,000,000	14,000,000	KER08RTP029
8	Maricopa/Taft	Route 33	Safety improvements, extend existing passing lanes S. of Taft,	20,000,000	3,200,000	KER26RTP151
5,6,8	South metro	West Urban Corridor	Taft Hwy to I-5 - extend facility	100,000,000	15,900,000	KER08RTP075
8	Taft	Route 119	Rt 33 to Cherry Ave - safety widening	54,000,000	8,600,000	KER08RTP040
8	Taft	Route 119	Tupman Rd to I-5 - safety widening	60,000,000	9,600,000	KER08RTP041
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**2,969,770,000**	**473,100,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

TEHACHAPI SUBAREA

Regional Transportation Plan (RTP) 20+ Year Expenditure Program Summary By Major Expendature Categories with Forecast of Existing and Potential New Funding Sources	YOE Cost ($)**	Maintenance / Inflation Savings ($)**	Percent of expenditures county-wide
Fix-It-First, Keep-It-Local / Cost-Efficient--Roadway Safety, Maintenance, Operations	426,772,000	200,583,000	
Advanced Tech, Safe, Clean Transportation--Transportation Control Measures (TCM)	472,900,100	62,322,200	
Priority Regional Projects	671,900,000	47,000,000	
Early Expenditures Subtotal	**1,571,572,100**	**309,905,200**	**11.1%**
Next-In-Line Projects****	37,002,780,000	6,110,400,000	
Grand Total of All Projects Benefiting Subarea	**38,574,352,100**	**6,420,305,200**	**58.3%**
		Share of County Population:	3.9%

**Year of expenditure (YOE) 1) Assumes 3% annl. inflation, assumed extra funding allows delivery of projects 5 yrs. early resulting in inflation savings, 2) Prioritize preventative maint., lowers cost by est. 47%.

***Active Transportation (bike & pedestrian) projects identified in the Kern COG Active Transportation Plan are fully funded and listed in table 5.1.

****Next-In-Line (unconstrained) projects include unfunded high speed rail segments in Kern totalling an estimated $30 Billion. Any potential new local funding sources/savings shall not be used for this project.

Next-In-Line (unconstrained) projects have no funding identified yet. However, if early expenditure projects in Table 5.1 are delivered early and under budget, these projects would be the next in line for funding.

Fix-It-First, Keep-It-Local / Cost-Efficient--Roadway Safety, Maintenance, Operations

Roadway Safety, Maintenance and Operations

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maintenance / Inflation Savings ($)**	RTP Project ID
3	Tehachapi - potential new funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	18,397,000	8,647,000	KER26RTP001
3	Tehachapi - existing funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	72,715,000	34,176,000	KER26RTP001
3	County Areas - potential new funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	35,395,000	16,636,000	KER26RTP001
3	County Areas - existing funds	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	139,901,000	65,753,000	KER26RTP001
3	State Highways - existing funds	Various Locations	State Highway Operations and Protection Program (SHOPP)	160,364,000	75,371,000	KER26RTP001
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**426,772,000**	**200,583,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

TEHACHAPI SUBAREA (Continued)

Advanced Tech, Safe, Clean Transportation--Transportation Control Measures (TCM)

Transit, Passenger Rail, Low-Zero Emissions Infrastructure, Intellegent Transportation Systems (ITS)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID
1,2,3,4,5,6,7,8,9	Countywide	Vanpooling	Vanpooling, Park & Ride Lots	7,700,000	1,100,000	KER26RTP007
1,2,3,4,5,6,7,8,9	Countywide	Bus Service	Operations and Maintenance (incl. fare box, TDA, fed.)	12,190,000	-	KER26RTP007
1,2,3,4,5,6,7,8,9	Countywide	Intellegent Transportation. Sys.(ITS)	ITS related improvements / upgrades - Traffic Ops, etc.	130,000	-	KER26RTP014
1,2,3,4,5,6,7,8,9	Countywide	Aviation	Capital, Maintenance and Operational Improvements	1,850,000	-	KER26RTP015
7,9	County/Rosamond	Passenger Rail	Metrolink extension - Palmdale/Lancaster to Rosamond	414,000,000	56,900,000	KER26RTP021
1,2,3,4,5,6,7,8,9	Countywide	Various Locations	Other TCMs,--Alternative fuel/zero emission infrastructure, Promotion of alt. modes, alt. commuting, etc.	3,540,000	500,000	KER26RTP025
				439,410,000	**58,500,000**	**Sub-total**

*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

***The largest portion of the Passenger Rail Program is funded through the CA High Speed Rail Authority (CHSRA) and like aviation and freight rail is included for information purposes only and beyond COG funding authority. $3.0B in HSR funding has been identified (fiscally constrained) for construction in the Kern region. An estimated $20 billion is unfunded for the ramaining segements in the Kern Region and can be found in Table 5.2. Continued delays in funding for the HSR project negate the possiblity of any inflation savings.

TEHACHAPI SUBAREA (Continued)

Bicycle and Pedestrian Complete Streets Improvements and Maintenance

Bikeway Facilities

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Inflation Savings ($)**	RTP Project ID	Start
9	County/BV Springs	class II bike ln	Bear Valley Rd (Cumberland Rd to Hwy 202) 6.8 mi.	688,800	94,600	KER26RTP004	0
9	County/BV Springs	class II bike ln	Bear Valley Rd(Cummings Vly Rd to Proposed Rd)1.25 mi	112,500	-	KER2xRTP000	2023
9	County/BV Springs	class II bike ln	Bear Valley Rd (SR 202 to Cummings Valley Rd) .25 mi.	25,300	3,500	KER26RTP004	0
9	County/BV Springs	class II bike ln	Cumberland Rd (Bear Vly Rd to Bear Vly Springs) 3.6 mi.	364,700	50,100	KER26RTP004	0
9	County/Cummings V.	class II bike ln	Giraudo Rd (Pellisier Rd to Bailey Rd) 0.5 mi.	50,600	7,000	KER26RTP004	0
9	County/Cummings V.	class II bike ln	Pellisier Rd (Banducci Rd to Giraudo Rd) 2 mi.	202,600	27,800	KER26RTP004	0
9	County/Golden Hills	class II bike ln	Bailey Rd (Giraudo Rd to Cummings Valley Rd 1.5 mi.	151,900	20,900	KER26RTP004	0
9	County/Golden Hills	class II bike ln	Banducci Rd (Comanche Point Rd to Pellisier Rd) 2.5 mi.	253,200	34,800	KER26RTP004	0
9	County/Golden Hills	class II bike ln	Banducci Rd (SR 202 to Highline Rd) 0.2 mi.	20,300	2,800	KER26RTP004	0
9	County/Golden Hills	class II bike ln	Cummings Valley Rd (Bailey Rd to Bear Valley Rd 1 mi.	90,000	-	KER2xRTP000	2023
9	County/Golden Hills	class II bike ln	Cummings Valley Rd (Bailey Rd to SR 202) 0.4 mi.	36,000	-	KER2xRTP000	2023
9	County/Golden Hills	class II bike ln	Golden Hills Bl. (Santa Barbara Dr to Highline Rd 1.1 mi.	111,400	15,300	KER26RTP004	0
9	County/Golden Hills	class II bike ln	Highline Rd (Tucker Rd to Banducci Rd) 3.1 mi.	314,000	-	KER2xRTP000	0
9	County/Golden Hills	class II bike ln	Old Town Rd (Mariposa Rd to Tehachapi Rd) 0.7 mi.	70,900	9,700	KER26RTP004	0

9	County/Golden Hills	class II bike ln	SR 202 (Bear Valley Rd to Woodford Tehachapi Rd) 5.7 mi.	577,400	79,300	KER26RTP004	0
9	County/Golden Hills	class II bike ln	SR 202 Valley Bl (Tucker Rd to Woodford Tehachapi Rd 1.5 r	151,900	20,900	KER26RTP004	0
9	County/Golden Hills	class II bike ln	Woodford Tehachapi Rd (202 Valley Bl to Highline Rd) 1 mi.	101,300	13,900	KER26RTP004	0
9	County/Golden Hills	class III bike bl	Stallion Springs Rd/Comanche Point Rd (Banducci Rd to Banc	174,500	24,000	KER26RTP004	0
9	County/Golden Hills/Caltrans	class II bike ln, Caltrans shldr	SR 202 (Tehachapi Bl to Bear Valley Rd) 5.7 mi.	577,400	79,300	KER26RTP004	0
9	Tehachapi	class I shared use path	East City Path (Tucker Rd to Mount View Av) .5 mi.	506,500	69,600	KER26RTP092	0
9	Tehachapi	class I shared use path	Orchard Path Highline Rd .3 mi.	270,000	-	KER26RTP097	2021
9	Tehachapi	class I shared use path	Tehachapi Bl (S Hayes St to Monolith St) 2. mi.	1,800,000	-	KER26RTP098	2023
9	Tehachapi	class I shared use path	Tehachapi Bl (Steuber Rd to Snyder Av) 1.4 mi.	1,260,000	-	KER26RTP099	2021
9	Tehachapi	class I shared use path	Valley Bl (S Snyder Av to Steuber Rd) 1.4 mi.	1,260,000	-	KER26RTP100	2021
9	Tehachapi	class II bike ln	Anita Dr (S Snyder Av to Dennison Rd) .4 mi.	40,500	5,600	KER26RTP004	0
9	Tehachapi	class II bike ln	Challenger Dr (Burnett Rd to Capital Hills Pkwy) 1.1 mi.	111,400	15,300	KER26RTP004	0
9	Tehachapi	class II bike ln	Cherry Ln (Tucker Rd to Elm St) .7 mi.	70,900	9,700	KER26RTP004	0
9	Tehachapi	class II bike ln	Classico Dr (Pinon St to Alder Av) .1 mi.	10,100	1,400	KER26RTP004	0
9	Tehachapi	class II bike ln	Dennison Rd (SR 58 to Highline Rd) 2.1 mi.	212,700	29,200	KER26RTP004	0
9	Tehachapi	class II bike ln	E C St (Pepper Dr to S Snyder Av) .2 mi.	20,300	2,800	KER26RTP004	0
9	Tehachapi	class II bike ln	E I St (N Curry St to N Mojave St) .4 mi.	40,500	5,600	KER26RTP004	0
9	Tehachapi	class II bike ln	E J St (N Curry St to N Hayes St) .4 mi.	40,500	5,600	KER26RTP004	0
9	Tehachapi	class II bike ln	E Orchard Pkwy (Classico Dr to S Curry St) .1 mi.	10,100	1,400	KER26RTP004	0
9	Tehachapi	class II bike ln	Enterprise Wy (Mill St to Tucker Rd) 1.1 mi.	111,400	15,300	KER26RTP004	0
9	Tehachapi	class II bike ln	H St (N Green St to S Hayes St) .6 mi.	60,800	8,400	KER26RTP004	0
9	Tehachapi	class II bike ln	Industrial Pkwy (N Mill St to N Curry St) .2 mi.	20,300	2,800	KER26RTP004	0
9	Tehachapi	class II bike ln	Mojave St (J St to E H St) .1 mi.	10,100	1,400	KER26RTP004	0
9	Tehachapi	class II bike ln	N Curry St (E J St to W H St) .1 mi.	10,100	1,400	KER26RTP004	0
9	Tehachapi	class II bike ln	N Curry St (Industrial Pkwy to W J St) .1 mi.	10,100	1,400	KER26RTP004	0
9	Tehachapi	class II bike ln	N Mill St (Challenger Dr to W H St) .8 mi.	81,000	11,100	KER26RTP004	0
9	Tehachapi	class II bike ln	Pepper Dr (S Mojave St to E C St) .1 mi.	10,100	1,400	KER26RTP004	0
9	Tehachapi	class II bike ln	Pinon St (Brandon Ln to Dennison Rd) .5 mi.	45,000	-	KER2xRTP000	2023
9	Tehachapi	class II bike ln	Pinon St (Classico Dr to Applewood Dr) .1 mi.	10,100	1,400	KER26RTP004	0
9	Tehachapi	class II bike ln	S Hayes St (Pepper Dr to E H St) .3 mi.	30,400	4,200	KER26RTP004	0
9	Tehachapi	class II bike ln	E St (Mulberry St to S Mojave St) .7 mi.	63,000	-	KER2xRTP000	2023
9	Tehachapi	class II bike ln	H St (N Mill St to N Green St) .6 mi.	54,000	-	KER2xRTP000	2023
9	Tehachapi	class II bike ln	Mount View Av (W D St to Maple St) .1 mi.	9,000	-	KER2xRTP000	2023
9	Tehachapi	class II bike ln	Pinon St (S Curry St to Brandon Ln) .5 mi.	45,000	-	KER2xRTP000	2023
9	Tehachapi	class II bike ln	S Snyder Av (E Tehachapi Bl to Valley Bl) .5 mi.	45,000	-	KER2xRTP000	2023
9	Tehachapi	class II bike ln	Steuber Rd (E Tehachapi Bl to Highline Rd) 1.2 mi.	108,000	-	KER2xRTP000	2023

9	Tehachapi	class II bike ln	Tehachapi Willow Springs Rd (E Teh Bl to Highline Rd) 1.1 mi.	99,000	-	KER2xRTP000	2023
9	Tehachapi	class II bike ln	Tucker Rd SR 202 (Enterprise Wy to Tehachapi Bl) .7 mi.	63,000	-	KER2xRTP000	2023
9	Tehachapi	class II buffered bike ln	E Tehachapi Bl (Dennison Rd to Teh Willow Spr Rd) 1. mi.	202,600	27,800	KER26RTP004	0
9	Tehachapi	class II buffered bike ln	Tucker Rd (Tehachapi Bl to Highline Rd) 1.5 mi.	303,900	41,800	KER26RTP004	0
9	Tehachapi	class II buffered bike ln	W Tehachapi Bl (Mt View Av to S Snyder Av) 1.2 mi.	243,100	33,400	KER26RTP004	0
9	Tehachapi	class II buffered bike ln	W Valley Bl (McIntosh St to Las Colinas St) .3 mi.	60,800	8,400	KER26RTP004	0
9	Tehachapi	class III bike bl	Applewood Dr (Elm St to Pinon St) .2 mi.	11,300	1,600	KER26RTP004	0
9	Tehachapi	class III bike bl	Brentwood Dr (Clearview St to Cherry Ln) .9 mi.	50,600	7,000	KER26RTP004	0
9	Tehachapi	class III bike bl	Clearview St (Valley Bl to White Oak Dr) .3 mi.	16,900	2,300	KER26RTP004	0
9	Tehachapi	class III bike bl	Elm St (Cherry Ln to Applewood Dr) .2 mi.	11,300	1,600	KER26RTP004	0
9	Tehachapi	class III bike bl	Elm St (Maple St to Cherry Ln) .5 mi.	28,100	3,900	KER26RTP004	0
9	Tehachapi	class III bike bl	Maple St (Mt View Av to S Mill St) .3 mi.	16,900	2,300	KER26RTP004	0
9	Tehachapi	class III bike bl	Pinon St (Applewood Dr to S Curry St) .2 mi.	11,300	1,600	KER26RTP004	0
9	Tehachapi	class III bike bl	S Green St (H St to C St) .3 mi.	16,900	2,300	KER26RTP004	0
9	Tehachapi	class III bike bl	S Mojave St (E Tehachapi Bl to Pepper Dr) .3 mi.	16,900	2,300	KER26RTP004	0
9	Tehachapi	class III bike bl	White Oak Dr (S Curry St to Clearview St) .2 mi.	11,300	1,600	KER26RTP004	0
9	Tehachapi/County	class II bike ln	White Pine Dr (Tehachapi Bl to Mariposa Rd) 0.4 mi.	40,500	5,600	KER26RTP004	0
1,2,3,4,5,6 7,8,9	Countywide	Various locations	Construct Class I, II or III Bike Path; striping; signage	100,000	13,700	KER26RTP004	0
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**11,756,000**	**836,100**	**Sub-total**	

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

Bicycle and Pedestrian Complete Streets Improvements and Maintenance							
Pedestrian Facilities							
Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
9	Tehachapi	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc.	1,210,800	166,400	KER26RTP025	
9	Tehachapi	Corridor Improvement	Curry St (E St to Pinon St) .9 mi.	283,000	38,900	KER26RTP025	
9	Tehachapi	Corridor Improvement	D St (Mt View Av to Robinson St) .7 mi.	222,700	30,600	KER26RTP025	
9	Tehachapi	Corridor Improvement	East E St (Mt View Av to Snyder Av) 1.2 mi.	370,400	50,900	KER26RTP025	
9	Tehachapi	Corridor Improvement	Green St (J St to C St) .5 mi.	154,400	21,200	KER26RTP025	
9	Tehachapi	Corridor Improvement	Hayes St (H St to Pepper Dr) .3 mi.	97,500	13,400	KER26RTP025	
9	Tehachapi	Corridor Improvement	I St (Curry St to Hayes St) .5 mi.	158,800	21,800	KER26RTP025	
9	Tehachapi	Corridor Improvement	Mt View Av (Tehachapi Blvd to Valley Blvd) .5 mi.	161,300	22,200	KER26RTP025	
9	Tehachapi	Corridor Improvement	Robinson St (E St to D St) .1 mi.	23,400	3,200	KER26RTP025	
9	Tehachapi	Corridor Improvement	Tehachapi Blvd (Tucker Rd to Pauley St) 1. mi.	311,800	42,800	KER26RTP025	
9	Tehachapi	Corridor Improvement	Valley Blvd (Curry St to Dennison Rd) 1. mi.	311,200	42,800	KER26RTP025	
9	Tehachapi	High-Visibility Crosswalk	Dennison Rd (Tehachapi Bl)	12,600	1,700	KER26RTP025	
9	Tehachapi	High-Visibility Crosswalk	Park Rd (elementary school entrance)	3,200	400	KER26RTP025	
9	Tehachapi	High-Visibility Crosswalk	S Hayes St (E Tehachapi Bl)	3,200	400	KER26RTP025	
9	Tehachapi/County	Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc.	17,881,500	2,456,800	KER26RTP025	
9	Tehachapi/Caltrans	Sidewalk Improvement	SR 202 (Woodford-Tehachapi Rd to Tucker Rd) 1.5 mi.	327,500	45,000	KER26RTP025	
9	Tehachapi/County	Corridor Improvement	San Diego St (Burgundy Av to Wharton Av) .5 mi.	158,100	21,700	KER26RTP025	
9	Tehachapi/County	Sidewalk Improvement	Park Rd (Madre St to Santa Maria Dr) .2 mi.	42,700	5,900	KER26RTP025	
1,2,3,4,5,6 7,8,9	Countywide	Various locations	Safe, Complete Streets, Pedestrian Enhancements	-	-	KER26RTP025	
1,2,3,4,5,6 ,7,8,9	Countywide	Various locations	Construct Complete Streets Improvements	-	-	KER26RTP025	
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**21,734,100**	**2,986,100**	**Sub-total**	

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

TEHACHAPI SUBAREA (Continued)

Priority Regional Projects							
Freight Rail* **							
Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
1,2,3,5,6,7 ,8,9	County/Tehachapi	Freight Rail	Double-track sections (Bakersfield to Mojave) - Phase 2	101,300,000	13,900,000	KER26RTP086	
1,2,3,4,5,6 ,7,8,9	Countywide	Freight Rail	Private Sector Rail Network Improvments, supporting rail freight movement	56,300,000	7,700,000	KER26RTP089	
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**157,600,000**	**21,600,000**	**Sub-total**	

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

***Freight rail projects are usually privately funded however some competetive government grant funding is available.

Priority Regional Projects

2026-2029 Major Roadway Improvements

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Inflation Savings ($)**	RTP Project ID	Start
1,5,6,7,8,9	Bakersfield	Centennial Corridor	At Rte 99 & 58 – operational improvements	84,000,000	-	KER22RTP003	2026
1,5,6,7,8,9	County	Centennial Corridor	Stockdale Hwy (SR 43 to Heath Rd) safety widening, traffic flow impvmts.	66,400,000	-	KER22RTP005	2026
7,9	County/California City	Route 58	SR 58 Cal City Bl to Edwards AFB N. Gate - safety improvements Phase 1 (KARGO 12.1&2)	38,400,000	-	KER22RTP007	2026
1,2,3,4,5,6,7,8,9	County/Keene	Route 58	W of Tehachapi to General Beale Rd - new truck climbing lanes	140,000,000	-	KER22RTP006	2026
3,4,7,9	County/Ridgecrest	Route 14	Redrock / Inyokern Rd to Rt 178 - safety widening, traffic flow improvements (Ph. 2)	47,300,000	6,500,000	KER08RTP017	2031
1,2,5,6,9	County/Bakersfield	Route 99	Beardsley Canal to N of 7th Standard Rd - safety widening, traffic flow improvements	102,200,000	14,000,000	KER08RTP138	2036
3,4,7,9	County/Indian Wells V.	Route 14	Redrock / Inyokern Rd to Rt 178 - safety widening, traffic flow improvements (Ph. 3)	36,000,000	4,900,000	KER08RTP024	2036
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**514,300,000**	**25,400,000**	**Sub-total**	

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 years early resulting in an inflation savings.

TEHACHAPI SUBAREA (Continued)

Regional Projects Under Construction / Recently Completed - 2025 Status

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)	Savings ($)**	RTP Project ID	Start
1,5,6,7,8,9	Bakersfield	Route 58	I-5 to 58/Cottonwood Rd - new freeway/operatational Improver	698,000,000	-	KER08RTP020	2016
1,5,6,7,8,9	Bakersfield	Passenger Rail	Amtrak Station - Phase 3	13,000,000	-	KER2xRTP000	2022
1,5,6,9	County/Lost Hills	Route 46	Brown Material Rd to I-5 - i-change upgrade at I-5 Ph. 4B	40,000,000	-	KER08RTP018	2022
1,5,6,9	County/Lost Hills	Route 46	Brown Material Rd to I-5 - i-change upgrade at I-5 Ph. 4C	37,000,000	-	KER08RTP018	2023
1,5,6,9	Lost Hills	Route 46	Brown Material Rd to I-5 - i-change upgrade at I-5 Ph. 4A	27,000,000	-	KER14RTP001	2016
5,7,9	Tehachapi	Freight Rail	Double-track sections (Bakersfield to Mojave) - Phase 1	111,700,000	-	KER2xRTP000	2017
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**926,700,000**	-		

Fix-It-First, Keep-It-Local / Cost-Efficient--Roadway Safety, Maintenance, Operations

Next-In-Line - Local Streets and Roads (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maintenance Savings ($)**	RTP Project ID
1,2,3,4,5,6,7,8,9	Region	Various Locations	Roadways, bridges (RR, canals, etc), safety widenings; rehab/reconstruct., signalization, bike/ped imprvmts, etc	698,400,000	328,200,000	KER26RTP001
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**698,400,000**	**328,200,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

TEHACHAPI SUBAREA (Continued)

Advanced Tech, Safe, Clean Transportation--Transportation Control Measures (TCM)

Next-In-Line - Transit, Passenger Rail, Aviation (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
3.4.7.9	Eastern California	Local Passenger Rail	Mammoth Lakes to Lancaster/Palmdale (2005 E. Sierra Public Transit Study)	3,335,000,000	531,200,000	KER26RTP105
1,2,3,4,5,6,7,8,9	Kern County, Bakersfield, Tehachapi	High Speed Rail	Northwest of Bakersfield to Palmdale connecting to Palmdale Metrolink Station	30,000,000,000	4,778,100,000	KER26RTP113
1,2,4,5,6,8,9	County, Bksfld	Meadows Field (BFL)	Capital Improvements	54,600,000	8,700,000	KER26RTP121
1,2,4,5,6,8,9	County, Bksfld	Meadows Field (BFL)	Meadows Field Air Freight Terminal	75,020,000	11,900,000	KER26RTP122
3,7,9	County	Mojave Air/Space Port	Capital Improvements	102,300,000	16,300,000	KER26RTP123
9	Tehachapi	Tehachapi Municipal Airport	Capital Improvements	9,860,000	1,600,000	KER26RTP127
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**33,576,780,000**	**5,347,800,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

TEHACHAPI SUBAREA (Continued)

Next-In-Line - Active Transportation (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
1,2,3,4,5,6,7,8,9	all	The intent of this plan is to fully fund bike and pedestrian projects as identified in the most recent active transportation plan. For a complete listing of projects see Table 5.1.				0
			Sub-total	**$0**	**$0**	**Sub-total**

TEHACHAPI SUBAREA (Continued)

Next-In-Line - Freight rail (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
1,5,6,9	County	UPRR	UP Tehachapi Pass Additions Seg 1 (KARGO 2.71-3)	104,000,000	16,600,000	KER27RTP145
1,5,6,9	County	UPRR	UP Tehachapi Pass Improvements (KARGO 2.8)	16,400,000	2,600,000	KER27RTP146
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**120,400,000**	**19,200,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

TEHACHAPI SUBAREA (Continued)

Next-In-Line - Major Roadway Improvements (Unconstrained Projects)

Sub Areas* Benefttd.	Jurisdiction(s)	Project	Scope	YOE Cost ($)**	Maint./Inflation Savings ($)**	RTP Project ID
1,9	Arvin	Route 223	East Arvin city limits to Rt 58 - safety widening	64,700,000	10,300,000	KER08RTP049
1,4,5,9	Bakersfield	Route 58	Comanche Dr - construct UPRR grade sep/upgrade interchan(	54,000,000	8,600,000	KER08RTP037
1,5,8,9	Bakersfield	Route 58	New 58 from I-5 to Heath Rd at Stockdale Hwy - construct new	500,000,000	79,600,000	KER08RTP114
1,5,8,9	Bakersfield	Southern Urban Corridor	I-5 to Rt 58 - new facility	610,000,000	97,200,000	KER08RTP074
7,9	California City	CCB/Northgate Bl/140th St	SR 58 Cal City Bl to Edwards AFB N. Gate - safety improveme	56,850,000	9,100,000	KER08RTP054
9	County	Red Apple Rd	Tucker Rd to Westwood Blvd - safety widening	4,300,000	700,000	KER08RTP058
1,5,6,7,8,9	County	Route 58	Route 223 new interchange (KARGO 2.3)	244,000,000	38,900,000	KER26RTP155
1,5,6,7,8,9	County	Route 58	Cultural Biological Interpretive Visitors Center (KARGO 2.4)	17,550,000	2,800,000	KER26RTP156
1,5,8,9	County/Bkfd	Route 58	I-5/Rt 58 Stockdale Hwy I-change improvements (KARGO 10.2	9,650,000	1,500,000	KER26RTP152
1,5,8,9	County/Bkfd	Route 58	SR 58 Stockdale Hwy Safety Passing Lanes (KARGO 10.3)	66,500,000	10,600,000	KER26RTP153
1,5,9	County/Keene	Route 58	Near Hart Flat/Keene - expand commiercial truck weigh statior	22,250,000	3,500,000	KER08RTP034
1,5,6,7,8,9	County/Tehachapi	Route 58	W of Teh. to Gen Beale Rd - truck climb/safety passing lanes seg 1 (KARGO 2.1)	230,000,000	36,600,000	KER08RTP035
1,5,6,7,8,9	County/Tehachapi	Route 58	W of Teh. to Gen Beale Rd - truck climb/safety passing lanes seg 3 (KARGO 2.2)	301,000,000	47,900,000	KER26RTP154
9	Tehachapi	Dennison Road	Green St/ Dennison Rd @ UPRR - construct grade separation	69,000,000	11,000,000	KER08RTP121
9	Tehachapi	Route 202	Tucker to Woodford-Tehachapi Rd - safety widening	9,700,000	1,500,000	KER08RTP047
9	Tehachapi	Route 58	Dennison Rd - construct interchange	33,000,000	5,300,000	KER08RTP036
9	Tehachapi	Route 58	E. Tehachapi Blvd. - Construct Interchange operational / safet	18,000,000	2,900,000	KER22RTP005
7,9	Tehachapi	Teh Willow Sps(WS)Rd	Rt 58 to Rosamond Blvd - safety widening	151,000,000	24,000,000	KER08RTP064
7,9	Tehachapi	Teh WS Rd/Av A/United	Tehahcapi-Willow Spriings Rd, Av A, United Greenpass netwo	122,000,000	19,400,000	KER26RTP177
9	Tehachapi	Valley Blvd	Tucker Rd to Curry St - safety widening	23,700,000	3,800,000	KER08RTP065
*1) Arvin-Lamont, 2) Frazier Park, 3) Indian Wells Valley, 4) Lake Isabella, 5) Metro Bakersfield, 6) North Kern, 7) Southeast Kern, 8) Taft-Maricopa, 9) Tehachapi				**2,607,200,000**	**415,200,000**	**Sub-total**

**Year of expenditure (YOE) assumes 3% annual inflation. Additional funding assumed to allows delivery of projects 5 yrs. early resulting in inflation savings, and helps prioritize preventative maintenance, lowering cost by est. 47%.

APPENDIX H

Response to Comments

COMMENT LETTERS

List of Commenters on the Draft RTP

RTP Letter/Email Number	Draft Program EIR Letter (PEIR) Number	Organization	Commenter Name	Comment Date	Response Page Number
1	-	Resident	Kelly Carden	6-20-26	H-4
2	-	Resident	Heather Benes	6-22-26	H-5
3	-	Resident	Patti Kumazawa	6-19-26	H-6
4	-	Resident	A.J. McGehean	6-21-26	H-9
5	-	Resident	Angel Medina	6-20-26	H-9
6	-	Resident	Barry Swenson	6-19-26	H-9
7	-	Resident	Bill Murray	6-19-26	H-10
8	-	Resident	Deanna Mullins	6-19-26	H-11
9	-	Resident	Gustavo Ruiz	6-20-26	H-11
10	-	Resident	Jenn	6-19-26	H-12
11	-	Resident	John Mildern	6-19-26	H-13
12	-	Resident	Kim Castaneda	6-20-26	H-14
13	-	Resident	Sarah Fields	6-19-26	H-14
14	-	City of Delano	Brandon Rodriguez	6-29-26	H-16
15		Resident	Leslie Pie	6-26-26	H-16
16	-	Kern Community College District	Ellen Morris	7-2-26	H-17
17	5	Leadership Council for Justice and Accountability	Abby Power and community members	7-2-26	H-17
18	-	Caltrans	Lorena Mendibles	7-2-26	H-24
19	4	Center on Race, Poverty & the Environment et al	Natalia Ospina et al	7-2-26	H-34
20	3	Mojave Air & Space Port	David Smith	6-26-26 (PEIR)	H-42
21	-	Mojave Air & Space Port	David Smith	6-26-26	H-42
22	2	San Joaquin Valley Air Pollution Control District	Mark Montelongo	7-2-26	H-45
23	1	California Department of Fish and Wildlife	Julie Vance	7-2-26	H-51
24	-	Resident	Nelson Walker	7-1-26	H-51
25	-	Resident	Gayle Kaye	7-1-26	H-53
26	-	Resident	Pamela Roberts	7-1-26	H-55
27	-	Resident	Ginny Reeser	7-4-26 (late)	H-55
28	-	California High Speed Rail	Ben Lichty	7-31-26 (late)	H-56

29	-	Resident	Ryan Hinds	7-2-26	H-58
36		Resident	Tanita Grey	8-15-26 (late)	H-58
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30		Leadership Council for Justice and Accountability	Abby Power	6-18-26	H-60
31	-	Resident	Nikador Julian	6-18-26	H-61
32	-	Resident	Laura Felix	6-18-26	H-62
33	-	Resident	Olivia Muñoz	6-18-26	H-63
34	-	Resident	Jose Muñoz	6-18-26	H-64
35	-	Resident	Marianne Helika Trujillo de Julian	6-18-26	H-64

2026 Regional Transportation Plan

Comments and Responses

As part of development of the RTP, stakeholders, technical staff, and the public, were given opportunity to comment. The public review period was held May 8, 2026 to July 2, 2026.

Email 1: Kelly Carden, 6-20-26

Comment 1-1:
The Rosamond Boulevard grade separation at the Union Pacific Railroad — project KER08RTP133, sixty-nine million dollars, unconstrained since 2008 — needs a Project Study Report initiated in the 2027 FTIP cycle and a credible path to the constrained program. Sixteen years is long enough. If it is never going to be funded, the plan should say so honestly. If it is going to be funded, it needs a timeline.

Response 1-1:

We understand the interest in advancing the Rosamond Boulevard/Union Pacific Railroad grade separation project. The project's inclusion in the unconstrained program recognizes its regional significance and preserves its eligibility for consideration should future funding opportunities become available. Initiating a Project Study Report (PSR) in a future Federal Transportation Improvement Program (FTIP) cycle would require an identified funding source and sponsorship by the implementing agency. At this time, Kern COG is not able to commit the project to the 2027 FTIP or provide a timeline for advancing it into the fiscally constrained program. Kern COG will continue to work with Caltrans and the County of Kern and regional partners to pursue funding opportunities as they become available.

Comment 1-2:

The Rosamond Boulevard SR-14 interchange needs to be in the funded pipeline. It is the only community interchange on SR-14 for more than twenty thousand residents. It has received landscaping. That is not investment.

Response 1-2:

Thank you for your comment. Kern COG recognizes the importance of the Rosamond Boulevard/State Route 14 interchange as a key access point for the Rosamond community. Kern COG will continue to work with Caltrans and the County of Kern and regional partners to pursue funding opportunities as they become available.

Comment 1-3:
While the grade separation works toward funding, I am asking Kern COG to study two near-term surface alternatives. First, develop the Sierra Highway and Patterson Road intersection, extend Patterson through to 10th Street West, and connect back to Rosamond Boulevard. Right now when a train stops and emergency vehicles reroute, they are on unmaintained dirt roads. Paving those connections would

give first responders a road they can actually use and give the rest of the community an alternate route on any given day.

Response 1-3:

Kern COG recognizes the importance of maintaining reliable emergency access and mobility during rail crossings. Kern COG will share this recommendation with the appropriate agencies, including the County of Kern and Caltrans, for consideration in future planning efforts.

Comment 1-4:
Second, extend Holiday Avenue from 30th Street West to the SR-14 frontage road. The west side of Rosamond has grown significantly. A frontage road connection gives those residents direct southbound freeway access and a critical alternate route when Rosamond Boulevard is unavailable.

Response 1-4:

Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted.

Comment 1-5:
Finally, Sierra Highway needs a bicounty widening study coordinated with the Los Angeles County Metropolitan Transportation Authority. It is Rosamond's primary surface connection to Lancaster and the Antelope Valley. The county line should not be the reason this study never happens.

Response 1-5:

Kern COG recognizes the importance of Sierra Highway as a regional connection between Rosamond and the Antelope Valley. While a bicounty widening study is not currently identified as a regional planning priority, Kern COG will continue coordinating with regional partners to evaluate transportation needs and opportunities along the corridor.

Email 2: Heather Benes, 6-22-26

Comment 2-1:
I am writing to suggest paving projects for roads in east Kern County. I live in Ancient Valley. Several families connect with Backus Road and the 14 freeway by 20th Street West and 25th Street West. Pavement between Backus Road and Gibbs, Avenue on either one or both of those roads would be appreciated. Those roads are a muddy quagmire when they are not producing dust.

Response 2-1:
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. The 2026 RTP includes pavement rehabilitation projects in Mojave (Chapter 5-4). These projects may be

eligible for Transportation Impact Fee funding, which the County of Kern prioritizes among competing needs.

Letter 3: Patti Kumazawa, 6-19-26

Comment 3-1:
In Mojave, change the middle west-bound Business 58 lane at the intersection of Business 58 and 14 to a combination left/right turn lane:

The traffic turning left from the 58 to the southbound 14 backs up to the entrance of the Mojave Airport almost every workday afternoon (0.8 miles).

Response 3-1:
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. The 2026 RTP includes signalization and synchronization projects in Mojave (Chapter 5-4). These projects may be eligible for Transportation Impact Fee funding, which the County of Kern prioritizes among competing needs.

Comment 3-2:
In Rosamond, **extend the pavement on 30th Street West south from Rosamond Boulevard to Avenue A (4 miles)**. The Board of Supervisors keeps approving new housing subdivisions on the west side of Rosamond, but ALL the traffic from these new homes to Highway 14 have to use Rosamond Boulevard. Commuters have to pass Rosamond High School at the same time school starts in the morning. Couple 2 this with the congestion between Sierra Highway and 30th Street West that makes Edwards commuters from Rosamond and Los Angeles County late and the congestion puts school children in danger trying to cross Rosamond Boulevard to get to Rosamond Elementary School.

Response 3-2:
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. The 2026 RTP includes safety widening projects in Mojave (Chapter 5-4). These projects may be eligible for Transportation Impact Fee funding, which the County of Kern prioritizes among competing needs.

Comment 3-3:
Pave Dawn Road from the Highway 14 interchange east to Sierra Highway (0.8 miles). With the new steel recycling plant being built on Sopp Road, heavy tractor trailer traffic on Rosamond Boulevard, Sierra Highway and Backus Road will damage those roadways. The future Willow Rock Energy Storage Center is slated for construction on the northwest corner of the intersection. Easier access to Sierra Highway from the south will drive growth in what could become an important industrial area/job creator between Mojave and Rosamond.

Response 3-3:
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. The 2026 RTP includes pavement rehabilitation projects in Rosamond (Chapter 5-4). These projects may be eligible for Transportation Impact Fee funding, which the County of Kern prioritizes among competing needs.

Comment 3-4a:
California City exit on Highway 58
a. Expedite creation of an **overpass from California City Boulevard over Highway 58** to enable safer commuting from California City. Those commuters are now taking risks trying to cross the west bound lanes, turn left and accelerate to 70 miles per hour before fast lane traffic smashes into them to get to their work at Edwards.

Response 3-4a:
The 2026 RTP includes the SR 58 California City Blvd to Edwards AFB N Gate Safety improvement project (Draft RTP p. 5-40). KCOG and Kern County are partnering on the development of this project to address safety concerns along this critical corridor that serves regional travel, goods movement, and access to Edwards Air Force Base. This project is the required first phase of a full interchange at SR 58/California City Blvd. The project will essentially build a frontage road from California City Blvd to Northgate Blvd (Muroc Rd/Rosamond Blvd). This road is needed for diverting traffic during the closure of the intersection for construction of the future unfunded interchange.

Comment 3-4b:
b. Alternatively, **build a frontage road from California City Boulevard to Muroc Road/Rosamond Boulevard or realign California City Boulevard** from the curve at 35.101886, -117.917598 to run southeast to 140th Street/Muroc Road. Then the Edwards on ramp on the 58 could also serve California City. Either of these will get us one step closer to Highway 58 joining Interstate 40.

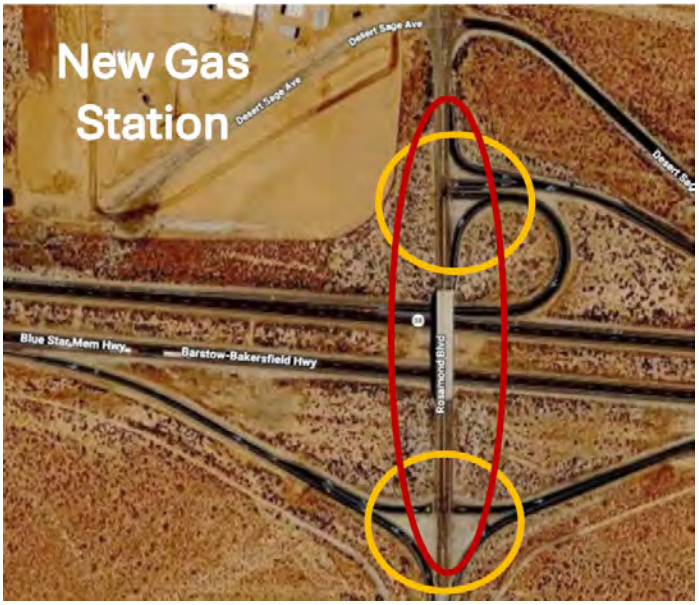
Response 3-4b:
The 2026 RTP includes the SR 58 California City Blvd to Edwards AFB N Gate Safety improvement project (Draft RTP p. 5-40). KCOG and Kern County are partnering on the development of this project to address safety concerns along this critical corridor that serves regional travel, goods movement, and access to Edwards Air Force Base.

Comment 3-5a:
Muroc Road/Rosamond Boulevard overpass at Highway 58
a. **Add signals or new on-ramps on the overpass (yellow below).** With the new gas station at the Edwards exit, tractor trailers are backed up across the bridge frequently while they try to turn LEFT onto the east-bound 58. It is especially bad when base commuters are leaving in the afternoon.

Response 3-5a:
The 2026 RTP includes the SR 58 California City Blvd to Edwards AFB N Gate Safety improvement project (Chapter 5-40). KCOG and Kern County are partnering on the development of this project to

address safety concerns along this critical corridor that serves regional travel, goods movement, and access to Edwards Air Force Base. Interchange improvements are an optional sub-phase to the above project dependent on funding availability.

Comment 3-5b:
b. Rebuild and reinforce the existing pavement on the overpass (red below). The new tractor truck traffic has pulverized the old asphalt, creating dangerous potholes.



Response 3-5b:
The 2026 RTP includes the SR 58 California City Blvd to Edwards AFB N Gate Safety improvement project (Draft RTP p. 5-40). KCOG and Kern County are partnering on the development of this project to address safety concerns along this critical corridor that serves regional travel, goods movement, and access to Edwards Air Force Base. Interchange improvements are an optional sub-phase to the above project dependent on funding availability.

Comment 3-6:
Build truck turn-outs on Tehachapi-Willow Springs Road. This would increase safety in the short term. Currently overweight(?) trucks trying to avoid the weigh station in the Tehachapi Pass on the 58 take this short cut. When the trucks slow down to 3 miles per hour going up the summit, drivers try to pass the trucks in areas where there is no passing lane.

Response 3-6:
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. Table 5.2 on page 5-49 of the Draft RTP lists a project to make safety improvements to Tehachapi-Willow Springs Rd.

Email 4: A.J. McGehean, 6-21-26

Comment 4-1:
Everyday I come home from work at Edwards AFB, I have people riding my ass when I make a right turn onto 40th street going westbound on Rosamond blvd.

It makes no sense to me why they have one (turn lane) on the opposite side of the street with vacant land and can't put one where we have just as much traffic going to Guido's and residential housing.

It's a safety issue as people will cut around me in the middle of oncoming traffic because they don't want to slow down. There has been at least one accident there already. Do we need to have a fatality before something is done?

Response 4-1:
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. The 2026 RTP includes signalization and synchronization projects in Rosamond (Draft RTP p. 5-4). These projects may be eligible for Transportation Impact Fee funding, which the County of Kern prioritizes among competing needs.

Email 5: Angel Medina, 6-20-26

Comment 5-1:
I was told to email this email address with comments about the roads in Mojave. I'd say the left lane on the 14 southbound has a ton of pot holes in it. Between the end of the bridge and before the left turn leading into Purdue Ave.

Response 5-1:
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. The 2026 RTP includes pavement rehabilitation projects in Mojave (Draft RTP p. 5-4).

Email 6: Barry Swenson, 6-19-26

Comment 6-1:
To get to the SR14, we must travel East on Rosamond Blvd and endure the significant amounts of traffic there during morning and afternoon school hours as well as the routine rush hour traffic or we could take 60th W to Ave A and attempt that route, but it's significantly longer.

Are there any plans to develop and pave any of the numerous "roads" between 20th W and 40th W that run from Rosamond Blvd to Ave. A? This would relieve a significant amount of traffic and eliminate the necessity of having to endure the traffic and relieve congestion at the same time. It gets so stupid crazy during morning school and work commute time that people will drive in the right lane for the SR14 on-

ramp and then at the last minute attempt to cut in to the line going over the over-pass. When they can't get in, they're stopping those who just want to get on the SR14. West bound gets 2 lanes on the over-pass, but East bound is a single lane. We need another lane.

Response 6-1:
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. The 2026 RTP includes pavement rehabilitation projects in Rosamond (Draft RTP p. 5-4). These projects may be eligible for Transportation Impact Fee funding, which the County of Kern prioritizes among competing needs.

Comment 6-2:
The Acacia St and Rosamond Blvd street light timing is an abomination. Traffic sitting at 20th W and Rosamond Blvd see a green light turn red for a single car coming off the SR14 long before it even has to stop. The light subsequently turns red for E-W traffic, but the single car gets to cruise right on through with barely a pause. 10s of cars who just got their green are now stopping again for 1? Please make it make sense, but most importantly, please fix it. Allow the backups past 20th W to clear a bit before releasing a few cars that just arrived at the light.

There should be alternate RR crossings from E-W instead of the single one at Rosamond Blvd. When that guy got hit by the train a while back, and the train stopped across Rosamond Blvd for hours, the resulting chaos was insane. Anyone on the East side is trapped and that is inexcusable. Finish 15th St down to another E-W road and put in a crossing or go down to Ave. A. Either way, something needs done about this.

Response 6-2:
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. The 2026 RTP includes signal synchronization projects in Rosamond (Draft RTP p. 5-4) and an unfunded grade separation on Rosamond Blvd (Draft RTP p. 5-46). The RTP also discusses the KARGO Study (Draft RTP p. 5-58). The KARGO study (https://www.kerncog.org/kargo/) includes a project to create a 2nd RR crossing at Patterson Rd or Avenue A. This alternative route would be needed during the construction of a RR grade separation at Rosamond Blvd.

Email 7: Bill Murray, 6-19-26

Comment 7-1:
I have raised Concern about having Fog lines painted on 20th st west between Rosamond Blvd. and Ave A here in Rosamond a couple of times

My issue is this night driving is dangerous due to the bright lights from oncoming vehicle's headlights so when you try to avoid the light by looking at the edge of the road Yiu can't see the difference between the edge of the street and the little cannel between the street and the sidewalk 20th street west was

repaved just last year I just don't understand why there were no fog lines painted while they had the stripe painters there at that time the work was being done

Response 7-1:
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. The 2026 RTP includes safety widening projects in Rosamond (Draft RTP p. 5-4). These projects may be eligible for Transportation Impact Fee funding, which the County of Kern prioritizes among competing needs.

Comment 7-2:
I also have an ongoing issue on Rosamond Blvd. and B street Freeway off ramp We need some sort of solid barrier, just the other night I witnessed a car cutting straight across from the right turn freeway off ramp cut right across the blvd to make a left turn onto B street, almost hitting the car in front of me

The present alleged barriers are pretty much useless and are constantly being replaced I feel there is a better solution

Response 7-2:
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. The 2026 RTP includes safety widening projects in Rosamond (Draft RTP p. 5-4). These projects may be eligible for Transportation Impact Fee funding, which the County of Kern prioritizes among competing needs.

Email 8: Deanna Mullins, 6-19-26

Comment 8-1:
I know Avenue A needs repaved. Sometimes potholes are being filled in every other week. From Sierra Hwy to 60th St West.

Response 8-1:
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. The 2026 RTP includes pavement rehabilitation projects in Rosamond (Draft RTP p. 5-4).

Email 9: Gustavo Ruiz, 6-20-26

Comment 9-1:
I appreciate the look out to fix our local streets. I have been living here for over 20 years and it would be a blessing to get my neighborhood and at least one of the two streets Lee and Martin Ave to get fixed.

Response 9-1:
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. The 2026 RTP includes pavement rehabilitation projects in Mojave (Draft RTP p. 5-4).

Email 10: Jenn, 6-19-26

Comment 10-1:
Hey I live in Rosamond, and would like to see Knox Ave paved all the way to 35st West. It's a short run but it makes no sense that it is dirt when on either side it's paved. Would like see option when this is done, and buried power and utilities.

Response 10-1:
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. The 2026 RTP includes pavement rehabilitation projects in Rosamond (Draft RTP p. 5-4). These projects may be eligible for Transportation Impact Fee funding, which the County of Kern prioritizes among competing needs.

Comment 10-2:
I would also like to see eagle way that crosses Rosamond Blvd to no longer be allowed to cross straight or make a left from eagle onto Rosamond Blvd. Too many people are making that crossing extremely dangerous especially during rush hour. It's too close to become a light. It just needs to stop being a thoroughfare.

Response 10-2:
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. The 2026 RTP includes signal synchronization projects in Rosamond (Draft RTP p. 5-4). These projects may be eligible for funding through the Transportation Impact Fee and these limited funds are prioritized accordingly by the County of Kern. These projects may be eligible for Transportation Impact Fee funding, which the County of Kern prioritizes among competing needs.

Comment 10-3:
I would like to see Rosamond high school pickup line moved off Rosamond Blvd, and a pedestrian walkway over Rosamond instead of the ground crossing at Eagle Way. This is probably unlikely, but crossings need to be at lights, period.

Response 10-3:
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. The

2026 RTP includes pedestrian/sidewalk improvement projects on Rosamond Blvd (Draft RTP p. 5-36). These projects may be eligible for funding through the Transportation Impact Fee and these limited funds are prioritized accordingly by the County of Kern.

Comment 10-4:
I would also like to see bump out curbs for turning onto Rosamond Blvd to slow people trying to roll red lights on right turns.

Response 10-4:
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. The 2026 RTP includes signal synchronization and safety widening projects in Rosamond (Draft RTP p. 5-4). These projects may be eligible for Transportation Impact Fee funding, which the County of Kern prioritizes among competing needs.

Email 11: John Mildern, 6-19-26

Comment 11-1:
Rosamond blvd is a nightmare during the Edwards commute. It is the only way to cross the 14. Having several schools located on Rosamond blvd is less than ideal as well. Any time there is any accident or construction or delay at all, the traffic is extremely hampered or outright stopped.

I am requesting that Holiday Ave be paved running East/West from 30th St all the way to Sierra hwy (in all the places it's not currently paved) and create an overpass over the 14. This will create an alternative route to pull some traffic off of Rosamond blvd as well as making the school crossings safer for kids in the mornings and afternoons.

Response 11-1:
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. The 2026 RTP includes pavement rehabilitation projects in Rosamond (Draft RTP p. 5-4). These projects may be eligible for Transportation Impact Fee funding, which the County of Kern prioritizes among competing needs.

Comment 11-2:
The second request is to pave 30th Street all the way down to Avenue A. This would create an alternate route and means to get on the 14 for those on the West side of the 14 in Rosamond without having to use that bottleneck. The unpaved stance between Holiday Ave and Ave A is approximately 2 miles and there is already an on and off ramp at Ave A. With a new large development about to be built on Rosamond blvd and 30th St (including Tesla superchargers), the amount of traffic in this area will increase exponentially. Especially with the superchargers pulling through traffic off of the 14. This would further help alleviate congestion on Rosamond blvd.

Response 11-2:
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. The 2026 RTP includes pavement rehabilitation projects in Rosamond (Draft RTP p. 5-4). These projects may be eligible for Transportation Impact Fee funding, which the County of Kern prioritizes among competing needs.

Email 12: Kim Castaneda, 6-20-26

Comment 12-1:
I'm not sure who was in charge of getting Ave. A fixed between Sierra Hwy. and the freeway, but it looks like a patchwork quilt, and the patches are falling apart. That entire section needs to be redone and done right.

Response 12-1:
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. The 2026 RTP includes pavement rehabilitation projects in Rosamond (Draft RTP p. 5-4).

Email 13: Sarah Fields, 6-19-26

Comment 13-1:
Metrolink expansion from Lancaster to Rosamond plan is great and would be very beneficial for connecting Southeastern Kern residents to the Greater LA metro area (travel to airports, events, etc)

Response 13-1:
Thank you for your comment.

Comment 13-2:
Pave 30th or 25th West from Holiday Ave south to Avenue A. This would provide an additional route for west side Rosamond residents to access the freeway. This will aid in the event of an evacuation in the area or just general congestion reduction during school hours that conflicts with commuter traffic. Rosamond Blvd can frequently back up from the SR14 overpass to 30th West during high traffic times, and there are no alternate routes. More development (housing, shopping centers) is going on in the westside Rosamond area so this issue will continue to get worse.

Response 13-2:
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. The 2026 RTP includes pavement rehabilitation projects in Rosamond (Draft RTP p. 5-4). These projects

may be eligible for Transportation Impact Fee funding, which the County of Kern prioritizes among competing needs.

Comment 13-3:
Pave either Orange St or Holiday St between 30th West and 25th West. This will allow commuter traffic to avoid the school drop off area on Rosamond blvd potentially reducing the volume of cars that interact with crossing guards and children at 30th West and Rosamond Blvd and generally allowing residents who live south of Rosamond blvd and west of Hwy 14 alternate travel paths to local businesses reducing congestion on Rosamond blvd.

Response 13-3:
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. The 2026 RTP includes pavement rehabilitation projects in Rosamond (Draft RTP p. 5-4). These projects may be eligible for Transportation Impact Fee funding, which the County of Kern prioritizes among competing needs.

Comment 13-4:
Fix the pedestrian crossing at Rosamond Blvd and Eagle Way. Either add stop signs or traffic lights or remove the pedestrian crossing option or add traffic calming features to slow people down. It is difficult to see when the pedestrian lights are active and I witnessed several close calls with pedestrians there.

Response 13-4:
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. The 2026 RTP includes pedestrian/sidewalk improvement projects in Rosamond (Draft RTP p. 5-36). These projects may be eligible for Transportation Impact Fee funding, which the County of Kern prioritizes among competing needs.

Comment 13-5:
No longer allow unprotected lefts for traffic turning from Eagle Way onto Rosamond Blvd (via curbs or other options) (or add stop signs or a traffic light). I have witnessed several accidents and many close calls from vehicles on Eagle Way attempting to make a left onto Rosamond Blvd. This is for traffic coming from both north and south sides of Eagle Way.

Response 13-5:
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. The 2026 RTP includes signalization projects in Rosamond (Draft RTP p. 5-4). These projects may be eligible for Transportation Impact Fee funding, which the County of Kern prioritizes among competing needs.

Comment 13-6:
Pave Silver Queen road between Sierra Hwy and United st and add a railroad crossing to improve access to the Mojave Landfill for area residents.

Response 13-6:
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. The 2026 RTP includes pavement rehabilitation projects in the County (Draft RTP p. 5-4).

Comment 13-7:
Pie in the sky request: add a 2nd SR 14 overpass for Rosamond and appropriate paved feeder road over the railroad tracks at Sierra Hwy to allow traffic to/from Edwards AFB an alternate route to SR 14 vs just Rosamond Blvd. Somewhere between the Ave A and Rosamond Blvd exit on SR14. Traffic frequently backs up on Rosamond blvd from Edwards AFB commuters who have no alternative routes prior to the Sierra Hwy railroad crossing and few alternate routes after Sierra Hwy.

Response 13-7:
Kern COG will continue working with the County of Kern, Caltrans, and other partner agencies to evaluate transportation needs and identify opportunities to improve access between State Route 14, Rosamond, and Edwards Air Force Base through future regional transportation planning efforts.

Email 14: Brandon Rodriguez (City of Delano), 6-29-26

Comment 14-1:
Only comments are similar to previous. It appears our High Street Flyover project is mislabeled as a "Height Street overpass" on pdf page 199 and 668. If this can be revised to "High Street Flyover/Overpass" , that would be ideal.

Response 14-1:
Thank you for the comment. The project references to "Height Street overpass" will be revised to "High Street Flyover/Overpass".

Email 15: Leslie Pie, 6-26-26

Comment 15-1:
I'm requesting for someone to consider paving Jackson Ave, between 60th and 58th :) the dirt sometimes gets extremely uneven (like it is now) and especially during heavy rains is not the safest! If budget does not allow, perhaps the city can invest in touching up the dirt instead, making it smoother and more driveable.

Response 15-1:
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. The 2026 RTP includes pavement rehabilitation projects in Rosamond (Draft RTP p. 5-4). These projects may be eligible for Transportation Impact Fee funding, which the County of Kern prioritizes among competing needs.

Letter 16: Ellen Morris (Kern Community College District), 7-2-26

Please refer to 16 - Kern CCD Comments on the Kern COG Regional Transportation Plan for full text of comment

Comment 16-1:
We are pleased to offer the following suggestions for incorporation in the draft Kern COG Regional Transportation Plan. The two success stories could be incorporated into Appendix E, and they would be referenced in the list on Page 4-58A.

Page 4-58 A Great Start: Sustainable Community Success Stories (See Appendix E)

Please consider adding two strategies that are initiatives of the Kern Community College District:

1. 21st Century Energy Center
2. California Renewable Energy Laboratory

Response 16-1:
Thank you for the suggested success stories. We will consider amending them in as part of the next amendment or update to the document.

Letter 17: Abby Power and community members (Leadership Council for Justice and Accountability), 7-2-26

Comment 17-1:
"…We urge Kern COG to ensure that the benefits of active transportation and pedestrian safety improvements are prioritized throughout the RTP. This would be consistent with the RTP's stated goals around Reliability/Safety, Equity, Sustainability, and Livability/Quality of Life.[5] "

Response 17-1:
Kern COG will continue to move toward implementing the goals of the RTP. Note that consistent with those goals, this RTP fully funds the active transportation improvements listed in the plan.

Comment 17-2:
"Kern COG also has a responsibility to uphold its civil rights obligations. Under Title VI of the Civil Rights Act of 1964 and related environmental justice requirements, Kern COG must not cause further harm to disadvantaged communities or communities of color through its planning decisions. We are glad to see

that Policy 33 in the RTP is included to "Proactively implement Federal Title VI and Environmental Justice requirements to ensure equity.[6]"

Response 17-2:
Kern COG remains committed to implementation of its policies and goals in alignment with Federal law. Appendix D includes an Integrated Performance Measures Analysis for Environmental and Title VI that demonstrates that this plan's program of projects protects Environmental Justice and federal Title VI areas from disproportionate negative or adverse impacts.

Comment 17-3:
"Sub policies 33.1, 33.2, and 33.3 provide ways to ensure that freight and other industry-related projects do not result in adverse impacts on disadvantaged communities. We ask Kern COG to confirm their commitment to ensuring all projects in the RTP adhere to these policies as written:

- 33.1: 'Avoid, minimize, and/or mitigate disproportionately high and adverse human health or environmental effects, including social and economic impacts, on traditionally disadvantaged communities, especially racial minority and low income communities.'
- 33.2: 'Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.'
- 33.3: 'Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.'"

Response 17-3:
Kern COG is committed to implementing the goals and policies adopted by the Kern COG Board. The analysis in Appendix D confirms the policies are being implemented.

Comment 17-4:
2. Complete Streets Projects for Pedestrian Safety
2.1 SR 184 Corridor: Fuller Acres and Unidos por el Agua
"…Given these conditions, LCJA and residents of Fuller Acres and Unidos por el Agua request the following projects be included comprehensively in the RTP:

- Priority 1: A Complete Streets project encompassing this section of SR 184 as well as the interior community streets of Fuller Acres and Unidos por el Agua. This should include sidewalks, curb and gutter, and traffic-calming measures such as speed bumps, in addition to other elements. We ask Kern COG and Caltrans to determine the specific infrastructure needs through consultation and planning with residents of both communities. Caltrans has stated that this project would require the construction of a drainage basin along SR 184. Moreover, Kern County has also documented the need for a drainage basin and has conducted preliminary studies for site identification and acquisition. The selection and acquisition of this site should be planned early on in the process so that it does not cause further delays in the construction of sidewalks along SR 184 in Fuller Acres and Unidos por el Agua.
- Priority 2: In the interim, a short-term safety project to address pedestrian safety issues due to a lack of infrastructure until the Complete Streets project is completed. We also ask Kern COG and Caltrans to work with residents to identify the appropriate infrastructure. Ideas that have been shared so far include speed radar signs, flashing pedestrian beacons, protected bike lanes, and a

gravel walking path. This infrastructure should ensure that residents who live on both the East and West sides of SR 184 can walk and cross this road safely."

Response 17-4:
The 24-year expenditure plan of the RTP identifies $3.1M project for pedestrian facilities on SR 184, and $303,900 for a class II bike lane and expanded Caltrans shoulder on SR 184 (RTP Draft pages 5-20 and 5-35) that could be used for portions of these projects on the state highway including lights, crosswalks and drainage. Safety projects such as speed bumps may be eligible for $4.2B lump sum Roadway/Bridge maintenance funding (Draft RTP page 5-4). Kern COG has forwarded these comments to the responsible agencies including the County of Kern and Caltrans, and will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. To those ends, Kern County has demonstrated evidence of existing project planning and prioritization efforts to address the noted issues. In addition, Kern COG will coordinate a meeting with Leadership Counsel to discuss advancing these projects. Kern COG is updating the 2018 Active Transportation Plan and invites Leadership Council to work with us on its update. The update will be used to update the 2030 RTP.

Comment 17-5:
"The RTP currently includes a project in this corridor, identified as: County/Lamont/Caltrans Corridor Improvement SR 184/Weedpatch Highway (Brundage Ln to E Bear Mountain Blvd), KER26RTP025. The current rehabilitation efforts do not include sidewalks along SR 184 in Fuller Acres and Unidos por el Agua. For this reason, we urge Kern COG to ensure that this project remains in the RTP, even after the current rehabilitation efforts conclude, with the explicit goal of securing design, engineering, and construction funding to execute a Complete Streets project for these communities. If this project is not the appropriate way to achieve this, then the RTP should instead include a separate near-term project that does include this aim. "

Response 17-5:
Kern COG will continue to provide support to the state and local agencies that are directly responsible for implementing the noted project. In alignment with State and Federal safety goals as well as RTP goals, Kern COG will continue to monitor all transportation corridors in Kern County for safety issues and support appropriate transportation safety solutions.

Comment 17-6:
"We would like to highlight that Appendix E of the RTP describes this "SR 184 Lamont Bike and Pedestrian Improvements" project as one that "will provide a safer route for pedestrians, and bike traffic along residential, commercial, and institutional frontages and close a major bike and pedestrian facility gap in these disadvantaged communities.[15] However, Kern COG cannot fulfill this statement unless sidewalks are constructed along SR 184 from Dublin Ln to E Panama Ln. This request is also consistent with the RTP's Policy 16.1, which directs Kern COG to work with Caltrans to improve safety on SR 184 among other state routes.[16] "

Response 17-6:
The 24 year expenditure plan of the RTP (Draft pages 5-20 and 5-35) includes in a $3.1M project for Pedestrian facilities, $303,900 for a class II bike lane and expanded Caltrans shoulder on SR 184 that could be used for these projects on the state highway. Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans, and will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. In addition, Kern COG will coordinate a meeting with Leadership Counsel to discuss advancing these projects. Kern COG is updating the 2018 Active Transportation Plan and invites Leadership Counsel to work with us on its update. The update will be used to update the 2030 RTP.

Comment 17-7:
"In addition to pedestrian safety, active transportation projects like sidewalks can have significant benefits for disadvantaged communities. Fuller Acres and Unidos por el Agua are part of the Arvin/Lamont AB 617 community, which was selected due to local air pollution levels exceeding the majority of communities in California. Vehicles account for 49.2% of NOx emissions within this 617 boundary, with light and medium-duty vehicles contributing to 16.9% and heavy-duty diesel trucks contributing to 32.3% of the overall NOx inventory .[17] Adding sidewalks along the east side of Weedpatch Highway can help to reduce single-occupancy vehicle trips in this area, especially as the sidewalks would provide a safe route to the Kern Transit bus stop."

Response 17-7:
Air quality improvement is a key piece of Kern COG's mission. Kern COG will forward these comments to the County of Kern and Caltrans as appropriate. Kern COG will support solutions that improve safety, implement RTP policies and improve air quality.

Comment 17-8:
"Lastly, residents of Fuller Acres and Unidos por el Agua have expressed the need for better signage of locations and times of the Kern Transit buses that run on SR 184. We ask Kern COG to coordinate with Kern Transit, as increased utilization of public transportation will help residents get to their destinations and reduce emissions from single-occupancy vehicles. "

Response 17-8:
Kern COG has forwarded these comments to the Lamont School District, County of Kern, Kern Transit and Caltrans . Kern COG will continue to support coordinated solutions that improve safety and implement RTP policies.

Comment 17-9:
"…For these reasons, the community of Shirley Lane needs a Complete Streets and Safe Routes to School project included in the RTP. We urge Kern COG to both include this project in the RTP and to work with the necessary state and county agencies to install sewer lines so that the project can move forward. In the interim, we also ask that Kern COG work with residents of Shirley Lane on traffic calming measures, drainage improvements, and maintenance of vegetation in order to increase the safety of residents and elementary school students. "

Response 17-9:
Kern COG has forwarded these comments to the appropriate agencies including the County of Kern and Caltrans. Kern COG will support solutions that improve livability and quality of life.

Comment 17-10:
"…Residents request Kern COG's and the County of Kern's support with addressing this issue with the ultimate goal of making the thoroughfare into a paved, public street. We recommend incorporating a policy to: "Program access road improvement projects in rural communities for safe and reliable transportation" and "Identify easements, right of ways, and private roads used as a public road to convert to public roads as necessary and feasible, and to implement safety improvement projects."

Response 17-10:
To respond to this request, Kern COG met with several responsible agencies including the County of Kern and Caltrans regarding this issue. Kern COG will continue to support coordinated solutions with responsible agencies that improve livability, quality of life, and safety.

Comment 17-11:
"…we recommend Kern COG and the County of Kern to include a project to address safety concerns on the canal bank in the community of Doney Street, including flood prevention and mitigation on SR 184, determining easements and releasing a portion of the way for public domain, and adding pavement. "

Response 17-11:
To respond to this request, Kern COG met with several responsible agencies including the County of Kern and Caltrans regarding this issue.

Comment 17-12:
"LCJA urges Kern COG not to advance projects that would widen SR 184 to four lanes or otherwise increase truck traffic through Fuller Acres and Unidos por el Agua. Policy 22.2 in the RTP is to "Program safety related infrastructure improvements such as safety widening of Pond Rd, 7th Standard Rd, Wheeler Ridge Rd, SR 43, SR 46, SR 184 and other high volume truck routes in response to freight movement activities in these areas."[18] Any widening project in this section of the SR 184 corridor should be designed to improve safety for existing road users, not to promote an increase in truck traffic. "

Response 17-12:
To respond to this request, Kern COG met with several responsible agencies including the County of Kern and Caltrans regarding this issue Kern COG will support coordinated solutions that improve transportation safety and implement RTP policies including improved livability and quality of life.

Comment 17-13:
"We ask for clarification on the scope of the RTP project "County/Lamont-Fuller Acres Route 184 from Panama Road to Route 58: Safety widening and traffic flow improvements" (KER08RTP100, programmed for 2036).[19] We are concerned that this project would be designed to widen SR 184 to four lanes and specifically request that it does not increase the number of lanes on SR 184 for two reasons. "

Response 17-13:
To respond to this request, Kern COG met with several responsible agencies including the County of Kern and Caltrans regarding this issue. The specific project noted remains conceptual and the form of that project has not yet been determined. Recognizing that local conditions vary throughout the transportation network, Kern COG is committed to supporting transportation solutions that improve mobility, accessibility, reliability/safety, efficiency, livability/quality of life, sustainability and equity. As such, Kern COG is will support project that move these goals forward.

Comment 17-14:
"In addition, the RTP includes a project from the KARGO Phase 3 to construct the Lamont/Arvin Greenpass, encompassed by projects KER26RTP160, KER26RTP164, and KER26RTP165. As written in the KARGO Phase 3, this project may increase truck traffic on Panama Lane, impacting Fuller Acres residents who live on this road. While we agree with this project's goal to remove truck traffic from Weedpatch Highway in the Fuller Acres/Lamont corridor, we request that Kern COG ensure that truck traffic does not increase on Panama Lane, limiting it to trucks from existing facilities that require use of this road, such as Kern Energy, to help reduce truck related emission exposure in residential communities. "

Response 17-14:
To respond to this request, Kern COG met with several responsible agencies including the County of Kern and Caltrans regarding this issue. Kern COG will support coordinated solutions that improve transportation safety and implement RTP policies. The KARGO Community Prosperity/Protection Study endeavored to shift freight traffic away from sensitive receptors like schools and residences, local downtown contexts, and corridors with a collision history in more populated areas like Lamont. It is notable that the study forecasts that if developed, the Lamont/SE Bakersfield Green-Pass Network would reduce average daily trips on both existing SR184 by 5% and Cottonwood Rd by 7%.

Comment 17-15:
"Lastly, we must note that policies which encourage capacity increasing projects are inconsistent with the Climate Action Plan for Transportation Improvements 2.0 ("CAPTI") and the California Transportation Plan 2050 which aim to reduce vehicle miles traveled. In adherence with Executive Order N-79-20, CAPTI 2.0 provides transportation agencies an investment framework towards reducing emissions from the transportation sector and moving towards multi-modal transportation options in low-income disadvantaged communities. CAPTI prioritizes investing in projects that reduce public health harms and maximizing benefits for communities, infrastructure for pedestrians and cyclists, and projects that do not increase vehicle miles traveled.[22] Kern COG, the County of Kern, and Caltrans must assess alternative strategies to address safety related improvements in a manner which does not increase capacity on SR 184 and does not lead to more environmental and public health impacts. Moreover, the CTP 2050 identifies various strategies to address safety related issues which should be considered by all relevant agencies. We urge Kern COG to revise RTP and KARGO policies that are inconsistent with state policies and undermine climate goals. "

Response 17-15:
Kern COG believes these project concepts are in alignment with statewide goals and policies. These projects are intended to move forward with developing a zero-emission freight transportation system that avoids and mitigates environmental justice impacts, reduces criteria and toxic air pollutants, improves freight's economic competitiveness and efficiency, and integrates multimodal design and planning into infrastructure development. Additionally, CAPTI 2.0 Strategy S2.2 recognizes that "A one-size-fits all strategy may not be suitable for rural projects." And "Implementation of these strategies in rural areas require more nuanced guidance given the limited research. This action will commit Caltrans to conducting any necessary additional studies or identifying technical research that can inform guidance for rural projects to better account for projects that are unlikely to induce travel demand, in consultation with regional and local rural stakeholders."

Comment 17-16:
"Policy 21: In this policy, Kern COG commits to coordinating planning efforts so that goods movement is efficient, economical, and environmentally sound while "mitigating impacts to all communities."[23] We are glad to see the goal of mitigating the impact of goods movements on communities, however the sub-policies do not include directions to coordinate directly with residents to do so. Proper community engagement is crucial to ensure that mitigation measures are successful and are set up to reduce harm to residents, especially in disadvantaged communities who have historically faced significant pollution burden due to goods movement and been left out of planning conversations. LCJA urges Kern COG to include a sub-policy to Policy 21 that describes how they will coordinate directly with communities to ensure mitigation measures are properly designed and implemented."

Response 17-16:
Thank you for your recommendation. Kern COG is committed to community and public engagement in alignment with State law, Federal law and the Kern COG Public Involvement Procedure (PIP). Section 5 of the PIP specifically deals with community member involvement. The PIP is available here- https://www.kerncog.org/wp-content/uploads/2012/12/Draft_2023_PIP.pdf. In addition, Kern COG will add a subtask 21.7 describing how communities are given an opportunity to provide input on mitigation measures at the project level.

To better protect local communities from goods movement and other transportation impacts, project lead agencies preparing an environmental document that tiers off the programmatic EIR for this RTP, are required under CEQA to communicate to local agencies through the project level environmental document review process on how they plan to mitigate localized impacts (CEQA Guidelines §§15063, 15070–15075, 15152, 15168.). See also response 17-17.

Comment 17-17:
"Policy 30.5: This policy states that "Kern COG, through its Environmental Review Program/Intergovernmental Review process will facilitate and encourage implementing and local agencies to use CEQA streamlining and/or tiering from the RTP/SCS environmental document as appropriate."[24] LCJA asks Kern COG to clarify how this tiering process will be structured so that it does not allow individual freight or roadway projects in disadvantaged communities to avoid the community-level review needed to identify and mitigate localized impacts. "

Response 17-17:
See EIR Response 5-1.

Comment 17-18:
" Policy 33.6: Policy 33.6 currently directs Kern COG to allocate discretionary funding to meet the maintenance needs of existing communities first.[25] We recommend this policy be revised to also explicitly include "infrastructure deficiencies" as well, so that communities like Fuller Acres, Unidos por el Agua, and Shirley Lane that currently lack basic pedestrian infrastructure are not excluded from this funding priority. "

Response 17-18:
Thank you for your recommendation. Please note that this policy prioritizes maintenance needs of existing communities, including the three North Lamont area communities. In addition, Kern COG is committed to supporting projects that improve livability and quality of life and this RTP fully funds all bike and pedestrian facilities identified in the Kern COG 2018 Active Transportation Plan. Kern COG has received a grant from Caltrans to update this Plan over the next two years. The Plan will be used to inform the next update of the RTP scheduled for 2030.

Letter 18: Lorena Mendibles (Caltrans), 7-2-26

Please refer to 18 - Caltrans comment letter for full text of comment

Comment 18-1:
"Through collaboration with their member agencies, KCOG demonstrates significant commitment to meeting state objectives. The organization emphasizes both innovative approaches and ongoing practices designed to positively impact disadvantaged communities throughout Kern County.

KCOG has actively promoted public involvement throughout each phase of the planning process. The organization maintains ongoing collaboration with federal, state, and local partners, as well as stakeholders, working closely with the community to clarify challenges, explore alternatives, and identify solutions. Meaningful community engagement and outreach serve as the cornerstone for developing the 2026 RTP/SCS. "

Response 18-1:
Thank you for your comment.

Comment 18-2:
"…It is recommended that the RTP narrative include references to key state plans and studies. Specifically, the 2023 California Freight Mobility Plan, which is currently being updated for 2027—and the 2022 California Statewide Truck Parking Study, which provides valuable information regarding current and future truck parking needs, should be added. Additionally, the Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) ought to be cited in the freight section of this chapter. While TCEP appears elsewhere in the Plan, its mention here would enhance clarity and alignment.

Incorporating these state freight resources will support Caltrans' guidance and investment decisions for freight facilities across California. "

Response 18-2:
Thank you for your comment. In close partnership with state agencies, Kern COG staff regularly reviews and provides input on state and Caltrans district plans during their development through the agencies' outreach and coordination processes. This work is supported through the Overall Work Program and helps ensure MPO staff remain informed of state initiatives and strategies that may be relevant to the RTP. The RTP, however, is fundamentally a locally driven, bottom-up planning document that reflects the transportation needs and priorities identified by Kern County's communities. Continued updates to state planning documents that recognize and align with the locally identified priorities reflected in RTPs will help strengthen coordination between state and regional planning efforts.

Comment 18-3:
"…Transit priorities for the region should include strengthening first- and last-mile transit connections, expanding transportation options, and improving mobility for rural and transit-dependent populations.

Chapter 5 does a great job highlighting how Kern Transit, Golden Empire Transit District (GET), and other local providers help link communities through a mix of bus, rail, and intercity transit services. Recommended strategies mentioned, such as vanpool expansion, rideshare partnerships, volunteer driver programs, and enhanced coordination with employers and schools have the potential to significantly improve transit accessibility and efficiency.

By maintaining close coordination with Caltrans and identifying transit needs within Caltrans transportation projects, including ongoing efforts like the Centennial Corridor, State Route 99 improvements, and High-Speed Rail this can ensure transit elements are factored into highway projects, foster multimodal connectivity, and identify new
funding opportunities. "

Response 18-3:
Kern COG is committed to prioritizing first- and last-mile transit connectivity through the strategies in Chapter 5 and via ongoing collaboration with Caltrans and local transit providers. Kern COG will continue to coordinate with Caltrans to identify new funding for transportation projects and ensure multimodal elements are integrated into projects.

Comment 18-4:
"Draft FTIP, Page 150, EA 06-44256, PPNO 3386E Reported the final R/W RIP expenditure report at CCA (Expenditures updated from $600k to $749k for RW Support and from $2,750k to $2,936k for RW Capital. No share adjustments). "

Response 18-4:
The revision has been incorporated into the document.

Comment 18-5:
"Draft RTP/SCS, Page 196, Sub Area 7-County/Mojave-Intermodal hub:
This project is no longer going ahead. The land was rezoned. "

Response 18-5:
This project is in the unconstrained project listing, therefore it is not funded nor included in land use assumptions. The project is a place holder should a similar project be developed at or near this location.

Comment 18-6:
"Draft RTP/SCS, Page 624, Ridgecrest/County-class II bike ln-Brady st:
D9 ATP Regional Transportation Plan (RTP) 20+ Year Expenditure Program Summary By Major Expenditure Categories with Forecast of Existing and Potential New Funding Sources. "

Response 18-6:
Thank you for your comment.

Comment 18-7:
"Draft RTP/SCS, Page 626, Sub Area 3, 4, 7, 9-County/Ridgecrest:
D9 traffic flow and widening 26-2029 "

Response 18-7:
Thank you for your comment.

Comment 18-8:
" Draft RTP/SCS, Page 627, Sub Area 3, 7-Johannesburg-US 395-San Bdo County Line:
Please clarify how "safety widening" is being defined. There have been shoulder improvement projects throughout this area. "

Response 18-8:
A safety widening refers to projects adding lanes on a relatively uncongested route primarily for safety rather than capacity. For example, adding passing lanes on a 2-lane highway to reduce head-on passing collisions. Note that nearly all of Kern's rural roadways are relatively uncongested so any widenings on these roadways are primarily for safety.

Comment 18-9:
" 4-i. Development pattern and housing allocation consistency (Gov. Code §65584.04(I)(1)). The SCS land use pattern and RHNA discussion are strong, but the plan lacks an explicit consistency statement linking the forecasted development pattern to the allocation of housing units. Please add a direct consistency finding citing § 65584.04(a)(1). "

Response 18-9:
Thank you for the comment. Added a direct citing "The SCS development pattern is consistent with the RHNA allocation as required by Government Code §65584.04(a)(1)" to RTP p. 4-33.

Comment 18-10:
"7-b. System Performance Report — comparison to prior reports (23 CFR 450.324(f)). The performance framework and target attainment are well documented, but the report does not clearly compare progress toward targets against performance reported in the previous RTP. Please add a side-by-side or narrative comparison to prior performance "

Response 18-10:
On July 13, 2026 23 CFR § 450.324 was amended to remove subsection "(f)" in the official text. The regulation is structured with subsections (a) through (e), but "(f)" is no longer part of the current codification. The closest related language in § 450.324 is in paragraph (e), which requires MPOs to validate data used in preparing RTP updates on the latest available estimates and assumptions. This validation and data-based updating process is included in Performance Measure discussion in RTP Appendix D. Note that forecasted performance measures are based on the regional travel model demand model. Documentation on the travel demand model is referenced by the RTP in several locations and can be found online at https://www.kerncog.org/model-documentation/ .

Note that many performance measures are based on the latest observed data. Kern COG's performance measure methodology is overseen by the Environment/Social Equity & Business/Industry Roundtable forum. This group made the determination that EJ and Title VI areas would be compared in performance to the County as a whole. The reports are compared to performance measure results in prior cycles during the roundtable process. Note that for all 22 performance measures, 21 demonstrate that the RTP expenditure plan benefits EJ & Title VI areas more than the County as a whole. 7 measures partially meet the target set by the roundtable. The one measure that doesn't is the federal PM-2 D-20 National Highway System transportation Sustainability/Preservation measure which is not able to be broken out by EJ/Title VI areas because road/bridge condition benefit all travelers countywide.

Note also that in 2022 Kern Council of Governments was recognized by Caltrans DRISI as an Innovator, for its Integrated Performance Measure Process, which received a California Local Technical Assistance Program (LTAP) Build-A-Better-Mousetrap (BABM) competition as 1st Runner-Up in the Smart Transformation category. A full presentation on our award winning performance measure methodology is available on line at: https://www.kerncog.org/wp-content/uploads/2022/09/Integrated_PM_Process_2022.pdf .

Comment 18-11:
" 2.Disposition of comments (23 CFR 450.316(a)(2)). Outreach results are summarized, but the draft does not include a summary, analysis, and report on the disposition of significant written and oral comments received on the draft RTP. Please add this to the final plan in Appendix H once the comment period closes. "

Response 18-11:
Appendix H will have a Summary of the Comments and Responses received during the public comment period.

Comment 18-12:
"4.Federal land management agency involvement (23 CFR 450.316(d)). Given the federal lands within the region (e.g., Edwards AFB, China Lake, BLM/Forest Service lands), the draft does not document consultation with federal land management agencies during plan development. Please add this documentation. "

Response 18-12:

The following was added to Appendix C – 2026 RTP Outreach Program p. C- 2: Kern COG has maintained a high-level consultation with some federal land management agencies (23 CFR 450.316(d)) on RTP/SCS oversight committees including the Transportation Planning Policy Committee where Edwards AFB represents the military bases from the Joint Planning Policy Board, and the Regional Planning Advisory Committee where the Tejon Indian Tribe is a sitting member. Note also that RTP outreach events were hosted by the National Parks Service at Chavez National Monument, and Tejon Indian Tribe Headquarters.

In addition, Kern COG mailed the notice of availability of the Draft RTP and associated documents to the following agencies on the FLMA Database available online at https://www.planning.dot.gov/FLMA_Database.aspx :

- ***Bureau of Land Management (BLM), Bakersfield Field Office, 35126 McMurtrey Ave, Bakersfield, CA 93308***
- ***BLM, Ridgecrest Field Office, 300 S Richmond Rd, Ridgecrest, CA 93555***
- ***Department of Defense, Edwards AFB, 90 Farrel Drive, Bldg 5620 Edwards AFB, CA 93524***
- ***Department of Defense, Naval Air Weapons Station China Lake, NAWS China Lake Headquarters 1 Administration Circle, China Lake, CA 93555***
- ***National Parks Service, Cesar E. Chavez National Monument, 29700 Woodford Tehachapi Rd, Keene, CA 93531***
- ***U.S. Fish and Wildlife Service, Bitter Creek National Wildlife Refuge, 2493 Portola Rd Ste A, Ventura, CA 930003***
- ***U.S. Fish and Wildlife Service, Tulare Basin Wildlife Management Area, 10811 Corcoran Road, Delano, CA 93215***
- ***US Forest Service, Los Padres National Forest6750 Navigator Way Ste 150, Goleta, CA 93117***
- ***US Forest Service, Sequoia National Forest, 1839 S Newcomb, Porterville, CA 93257***

Mailers were sent out to this list during the development of the Draft RTP during the 2023, 2025 and 2027 FTIP updates as well.

Comment 18-13:
"5.Consultation with resource and preservation agencies (23 CFR 450.324(g)).Consultation is implied through the policy and environmental discussion, but the plan does not specify where and how agencies responsible for land use, natural resources, environmental protection, conservation, and historic preservation were consulted. Please add a clear citation to that location. "

Response 18-13:
The following was added to Appendix C – 2026 RTP Outreach Program p. C- 2: Kern COG has also maintained a high level consultation with some resource and preservation agencies (23 CFR

450.324(g)) on RTP/SCS oversight committees including the Transportation Planning Policy Committee (Caltrans Districts 6 & 9, Golden Empire Transit District, Edwards AFB, China Lake NAWS), Transportation Technical Advisory Committee (Caltrans Districts 6 & 9, Golden Empire Transit District), and the Regional Planning Advisory Committee (Caltrans Districts 6 & 9, Golden Empire Transit District, Tejon Indian Tribe). In addition, all the committee meetings are held on-line, and several resource/preservation agencies. such as the Air Resources Board. are emailed the agendas and invited to attend these oversight committee meetings.

The CEQA Notice of Completion released May 15, 2026, for the RTP environmental document identified the following lead agencies for State Clearinghouse distribution:

- *Air Resources Board*
- *Caltrans Districts 6 & 9*
- *Caltrans Planning*
- *Central Valley Flood Protection Board*
- *Department of Conservation*
- *Energy Commission*
- *Fish & Game Region #4*
- *Department of Food & Agriculture*
- *Department of Forestry and Fire Protection*
- *Housing & Community Development*
- *Native American Heritage Commission*
- *Department of Parks & Recreation*
- *Public Utilities Commission*
- *Regional Water Quality Control Board # 5 and 6*
- *Resources Agency*
- *State Water Resources Control Board (SWRCB): Clean Water Grants*
- *SWRCB: Water Quality*
- *SWRCB: Water Rights*
- *Department of Toxic Substances Control*
- *Department of Water Resources*

These resource and preservation agencies are notified every 4 years with the update to the RTP and associated environmental document.

In addition to consultation during the RTP environmental process, Kern COG has a policy to provide comments on environmental documents from resource and preservation agencies to facilitate consultation. Kern COG has several policies to leverage the environmental review process to promote consultation with resource and preservation agencies:

RTP Policy 16 states: Work with Caltrans, COG member agencies, and other interested parties to prepare environmental studies and design engineering plans, reducing impacts to all communities.

RTP Policy 27.2 states: Use the California Environmental Quality Act (CEQA) review process to inform stakeholders and decision makers on the impacts of future sensitive land use developments near vital transportation infrastructure necessary to handle increasing air traffic and international cargo, as well as increasing inland port activity and to handle increasing local, intercity, and interregional transit use.

RTP Policy 30.5 states: Continue to use the CEQA review process to inform stakeholders and decision makers on the impacts of sensitive land use developments near vital transportation infrastructure. Kern COG, through its Environmental Review Program/Intergovernmental Review process will facilitate and encourage implementing and local agencies to use CEQA streamlining and/or tiering from the RTP/SCS environmental document as appropriate. The RTP/SCS Program EIR provides identification of environmental conditions and anticipated impacts from development at a programmatic level allowing individual jurisdictions to focus on site-specific impacts as may be needed.

Comment 18-14:
"6.State Wildlife Action Plan comparison (23 CFR 450.324(g)(1)–(2)). The draft does not include a comparison with the California State Wildlife Action Plan or available inventories of natural and historic resources. Please add this comparison or note where it appears in the EIR. "

Response 18-14:
The Wildlife Action Plan is referenced in the EIR on pages 2.0-18 and 4.4-48.

Comment 18-15:
"11.Public Transit–Human Services Transportation Plan consistency (23 CFR 450.306(h)). The draft does not clearly state the coordination and consistency with the regional Coordinated Public Transit–Human Services Transportation Plan. Please add a statement and supporting reference. "

Response 18-15: Kern COG has updated RTP to reflect this request (Text added to RTP p. 5-73) as follows.

Over the past three years, CTSA's ridership has increased by 8.1% and is currently delivering a healthy 15.2% farebox return, exceeding the 10% requirement under the Transportation Development Act. The 2018 Coordinated Human Services Transportation Plan (CHSTP), which includes CTSA services, is consistent with the 2026 RTP/SCS and meets the coordination requirements outlined in 23 CFR 450.306(h). An updated CHSTP will be completed by 2027 and will continue to align with these federal coordination requirements and the RTP/SCS. The current CHSTP is available online at: https://www.kerncog.org/public-transportation/.

Comment 18-16:
"1.STIP fund estimate consistency (Gov. Code § 65080(b)(4)(A)). The draft does not seem to include a clear consistency statement between the first four years of the fund estimate and the four-year STIP fund estimate. Please add this statement. "

Response 18-16:
This statement "The first four years of the RTP CIP are consistent with the first four years of the approved 2026 State Transportation Improvement Program (STIP) (Gov. Code § 65080(b)(4)(A))" has been added to document Page 5-49 and referenced in the RTP Checklist.

Comment 18-17:
"7.ITIP consistency (2016 STIP Guidelines, Section 33). It is not clear if plan the plan contains a statement on consistency between RTP projects and the Interregional Transportation Improvement Program (ITIP). Please add this consistency statement. Checklist page number 5-50 referenced seems to be incorrect. "

Response 18-17:
The RTP checklist reference has been updated to Page 5-49.

Comment 18-18:
"8.RTIP consistency (2016 STIP Guidelines, Section 19). The monitoring chapter 8, pg. 8-2references the FTIP and RTIP, but a direct, formal consistency statement between RTP projects and the RTIP is not evident. Please add an explicit statement. Checklist page number 5-50 referenced seems to be incorrect."

Response 18-18:
The RTP checklist reference has been updated to Page 5-49.

Comment 18-19:
"9.Financial strategies for SIP TCMs (23 CFR 450.324(f)(11)(vi)). TCM categories and air quality funding are discussed, but the plan does not clearly describe the specific financial strategies that ensure SIP-identified Transportation Control Measures can be implemented. Please add this for the applicable nonattainment/maintenance designation. "

Response 18-19:
This statement "The TIP/RTP provide for the timely completion or implementation of the TCMs in the applicable air quality plans. In addition, nothing in the TIP or RTP interferes with the implementation of any TCM in the applicable implementation plan, and priority is given to TCMs" to document page 5-93 and referenced in the RTP checklist.

For comments 18-20 to 18-26:
"Comments below are documented in the Transportation Conformity Analysis section, corresponding with items on the Conformity Analysis Documentation checklist in the Draft Conformity Analysis for the 2027 FTIP and the 2026 RTP Appendix A."

Comment and Response 18-20: Please reference Comment and Response 18-20 of Draft Conformity Analysis for the 2027 Federal Transportation Improvement Program (2027 FTIP) and the 2026 Regional Transportation Plan (2026 RTP)

Comment and Response 18-21: Please reference Comment and Response 18-21 of Draft Conformity Analysis for the 2027 Federal Transportation Improvement Program (2027 FTIP) and the 2026 Regional Transportation Plan (2026 RTP)

Comment and Response 18-22: Please reference Comment and Response 18-22 of Draft Conformity Analysis for the 2027 Federal Transportation Improvement Program (2027 FTIP) and the 2026 Regional Transportation Plan (2026 RTP)

Comment and Response 18-23: Please reference Comment and Response 18-23 of Draft Conformity Analysis for the 2027 Federal Transportation Improvement Program (2027 FTIP) and the 2026 Regional Transportation Plan (2026 RTP)

Comment and Response 18-24: Please reference Comment and Response 18-24 of Draft Conformity Analysis for the 2027 Federal Transportation Improvement Program (2027 FTIP) and the 2026 Regional Transportation Plan (2026 RTP)

Comment and Response 18-25: Please reference Comment and Response 18-25 of Draft Conformity Analysis for the 2027 Federal Transportation Improvement Program (2027 FTIP) and the 2026 Regional Transportation Plan (2026 RTP)

Comment and Response 18-26: Please reference Comment and Response 18-26 of Draft Conformity Analysis for the 2027 Federal Transportation Improvement Program (2027 FTIP) and the 2026 Regional Transportation Plan (2026 RTP)

Comment 18-27:
"…It is recommended that KCOG prepare, when appropriate, to address the following areas of future focus:

- Advanced Air Mobility (AAM) Services
- Wayside equipment for electrified aircraft, and electric aviation in general.
- Sustainable Aviation Fuel (SAF), currently in the testing stages for commercial aircraft, but will eventually trickle down to general aviation. "

Response 18-27:
Thank you for your comment.

Comment 18-28:
"Managing the finances required for airport maintenance can pose significant challenges. While grants are subject to availability, there are resources that can assist the County in securing financial aid through the California Aid to Airports Program (CAAP), with a particular focus on the Airport Improvement Program, Acquisition and Development Program, or Local Airport Loan Program. These avenues may offer valuable support in addressing financial needs related to airport upkeep. "

Response 18-28:
Thank you for your comment. We appreciate your recognition of the financial challenges associated with maintaining airport infrastructure and your suggestions regarding potential funding opportunities. Kern COG will continue to coordinate with airports throughout Kern County to identify infrastructure needs, share information on available funding opportunities, and support collaborative efforts that help maintain and improve the region's aviation system.

Comment 18-29:
"Caltrans Aeronautics provides an Airport Land Use Compatibility training program tailored for Airport Land Use Commissions (ALUC) and local planning staff upon request. This program is designed to

familiarize participants with the airport land use compatibility process, criteria, and to address any specific questions or concerns that Commissioners or planning staff may have. Feel free to contact aeronautics-planning@dot.ca.gov for any inquiries or to express interest in scheduling a training session.

California Department of Transportation State Dollars for Your Airport: https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/-/media/dot-media/programs/aeronautics/documents/1016-state-dollars-for-your-airport-october-2019-a11y.pdf

Caltrans Local Airport Loan Program: Airport Loans | Caltrans "

Response 18-29:
Thank you for your comment and for sharing these resources. We appreciate your support and will continue coordinating with airports and our partner agencies.

Comment 18-30:
"…From a freight perspective, rail projects are well identified, but truck freight—which plays a vital role in moving goods—could benefit from having more clearly defined goals and targets. Kern County's leadership in agriculture also suggests the plan could highlight cold chain and refrigerated transport, which are essential for perishable goods. To further strengthen the plan, freight suggests the following improvements to the Draft 2026 RTP/SCS:

- Add clear objectives that connect goals with performance measures.
- Clearly differentiate policies from actions.
- Improve cross-referencing so reviewers and funders can easily see which projects support specific goals and targets, including those related to truck travel time reliability, safety, and mobility. "

Response 18-30:
Thank you for your comments. At the time of writing of this document, Kern COG had not yet completed the KARGO goods movement study which contains new freight strategies and recommendations. We plan to incorporate the freight recommendations of that study and use them update the RTP goals and policies in Table 2-1. Note that the Policies and Actions in Table 2-1 are logically differentiated by the whole numbers and bold highlights, and the associated Actions are differentiated by the decimal numbers. Kern COG revised the column header to better clarify this. Table 2-1 also includes which Policy/Action fulfills which Goal(s). Table 2-3 (same as Table D-3 in Appendix D), clearly indicate which Performance Measures (PMs) correspond to each goal. Appendix D contains a detailed discussion of 22 integrated PMs.

Freight related goals discussed in Appendix D – Integrated Performance Measure Analysis include specific goals and targets related to travel time reliability, safety and mobility. The performance measures (PM) are for all vehicles including trucks. What benefits all vehicles also benefit trucks. PM analysis D-4 provides a mobility/reliability analysis of Average Travel Time – Peak Highway Trips and D-22 Federal PM3 travel time reliability on the national highway. Both demonstrate that the targets established by a community roundtable were met. Tables D-19 and D-20 provide an analysis of accident statistics, and Federal PM1 forecast of accidents. These measures both partially met the roundtable targets. Appendix D includes PM conclusionary statements for EJ/Title VI, Smart Mobility, Health Equity, Federal PMs, and System-wide.

Draft RTP page 2-36 points out that Kern COG's RTP has been recognized as a best practice in Environmental Justice (EJ) analysis for small to mid-sized MPOs, as noted in the 2010 California Transportation Commission RTP Guidelines and recognized by the Caltrans Division of Research, Innovation and System Information, Build-a-Better-Mousetrap competition for Smart Transformation in 2022.

Comment 18-31:
" Draft RTP/SCS, Appendix D (page 440), the statement that Title VI 'not only bars intentional discrimination but also prohibits unjustified disparate impact discrimination' should be updated. On December 10, 2025, the U.S. Department of Justice amended should be updated its Title VI regulations to eliminate disparate impact liability (2025-22448.pdf). Section D-3 should also recognize that Article 1, Section 31 of the California Constitution prohibits granting preferential treatment based on race, sex, color, ethnicity, or national origin. "

Response 18-31:
The statement "The Department of Justice's Title VI regulations rule (2025-22448.pdf) eliminates disparate-impact liability in favor of intentional discrimination standards, aligning with Executive Order 14281. The action rescinds regulations prohibiting practices with unintentional discriminatory effects to conform with the 1964 Civil Rights Act's original intent. Article 1, Section 31 of the California Constitution (enacted as Proposition 209 in 1996) prohibits state government entities from discriminating against or granting preferential treatment to any individual or group on the basis of race, sex, color, ethnicity, or national origin in public employment, public education, and public contracting." was added to Appendix D, page D-1.

Comment 18-32:
" We appreciate your attention to our feedback and look forward to its inclusion in the Final KCOG documents. The RTP is a great opportunity to document the planning process and provide the public with a clear overview of anticipated growth and development. KCOG is encouraged to reference the 2024 RTP guidelines and include complete streets information to strengthen its strategies and address challenges. Please provide an updated RTP Checklist and a copy of the final RTP, including appendices, the environmental document, and a digital version of all materials. "

Response 18-32:
Thank you for your comment. An updated checklist is included in the final document.

Letter 19: Natalia Ospina (Center on Race, Poverty & the Environment), Anabel Marquez (Committee for a Better Shafter), Dora Hernandez-Jara (Community Organized for Leadership, Opportunity, Neighborhood Inclusion, and Advancement), Estela Escoto (Committee for a Better Arvin), Diana Mireles (Comité Progreso de Lamont), Yolanda Vega (Delano Guardians), 7-2-26

Please refer to Letter *19 - CRPE et al 2026 RTP EIR Letter* for full text of comment

Please reference Letter 4 in EIR: 2.0 Comments and Responses

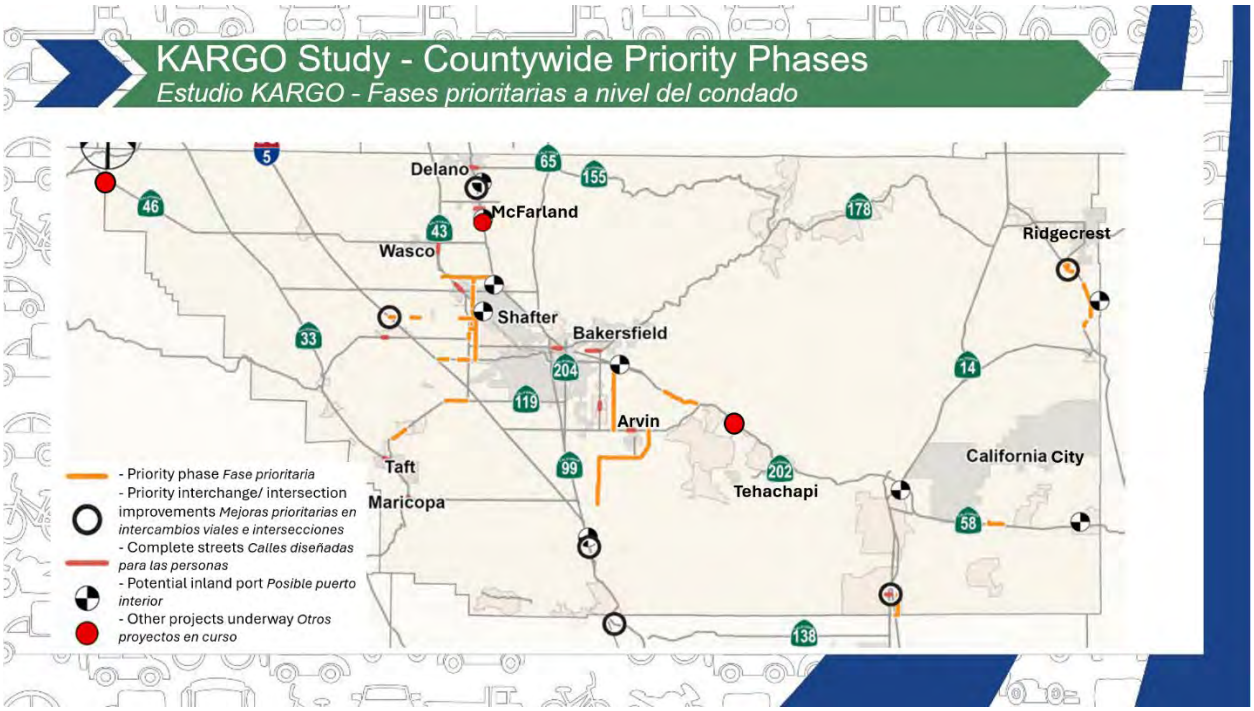
Comment 19-1:
Greenpass Projects: "…we ask that the RTP discuss strategies and actions that will move the Greenpasses forward in the short-term."

Response 19-1:
The RTP includes policies and efforts to move Greenpasses forward in the short-term.

1) Draft RTP page 2-15 Policy/Action 22.3 states. "Create truck bypass routes or 'greenpass' expressway routes to re-direct trucking activity away from existing and planned communities and sensitive receptors. Greenpass routes provide opportunities for more bike and pedestrian friendly complete street implementation in the core areas of communities."

2) Draft RTP page 5-40 identifies $222.2M for the two segments of the Shafter Greenpass by 2029 in the short-term. The funding for this project is being driven by existing development at the Wonderful Industrial Park and an inland port now under construction. The Draft RTP assumptions include private sector funding for the Shafter Greenpass. Greenpasses for Arvin, Lamont and Delano are currently not funded prior to the horizon year of the plan, but are included on the unconstrained list making it easier to identify future funding for these projects. Note that the KARGO study that proposed these projects (see figures below) was not approved until after the Draft RTP was circulated for public review. Kern COG adopted a resolution with the approval of the KARGO study to amend the Greenpasses into local general plan circulation elements moving the greenpasses forward even further. Kern COG staff is committed to work with local agencies to find funding for these projects and once identified, will process an amendment to the plan or incorporate into the 2030 plan update. Note that the Shafter Greenpass has been prioritized because it connects to the intermodal rail facility under construction at the Wonderful Industrial Park.

[The following Graphics of Greenpasses and inland ports provided to CRPE during 7/21 meeting are from KARGO Study. The study is referenced on Draft RTP pages 5-58 to 5-59]



How Much Does Each Priority Phase Cost by County Subarea?
¿Cuánto cuesta cada fase prioritaria por subárea del condado?

$812.72M
Total priority phase for each subarea
Fase de prioridad total para cada subárea

Project Name	Cost Estimate
Arvin/Maricopa/Taft Green-pass Network (Phase 1.1)	$92,200,000
SR 58 Tehachapi Grade Improvements (Phase 2.1)	$155,000,000
Delano/McFarland Green-pass Network (Phase 3.3)	$1,170,000
I-5 Grapevine Improvements (Phase 4.1)	$44,950,000
Lamont/SE Bakersfield Green-pass Network (Phase 5.1)	$111,000,000
US 395 Goods Movement/Safety Improvements (Phase 6.1 & 6.2)	$94,700,000
NW Bakersfield Green-pass Network (Phase 7.1 & 13.7)	$75,850,000
Rosamond Green-pass Network (Phase 8.2)	$46,150,000
SR 33/7th Standard Rd Safety Improvements (Phase 9.3 & 9.5)	$66,100,000
SR 58/Stockdale Hwy Connection to I-5 Corridor Improvements (Phase 10.3)	$44,900,000
Wasco Ave/HSR Frontage Road (Phase 11.1)	$41,850,000
California City Blvd Extension to EAFB North Gate Safety Corridor (Phase 12.1)	$38,850,000
Grand Total	**$812,720,000**

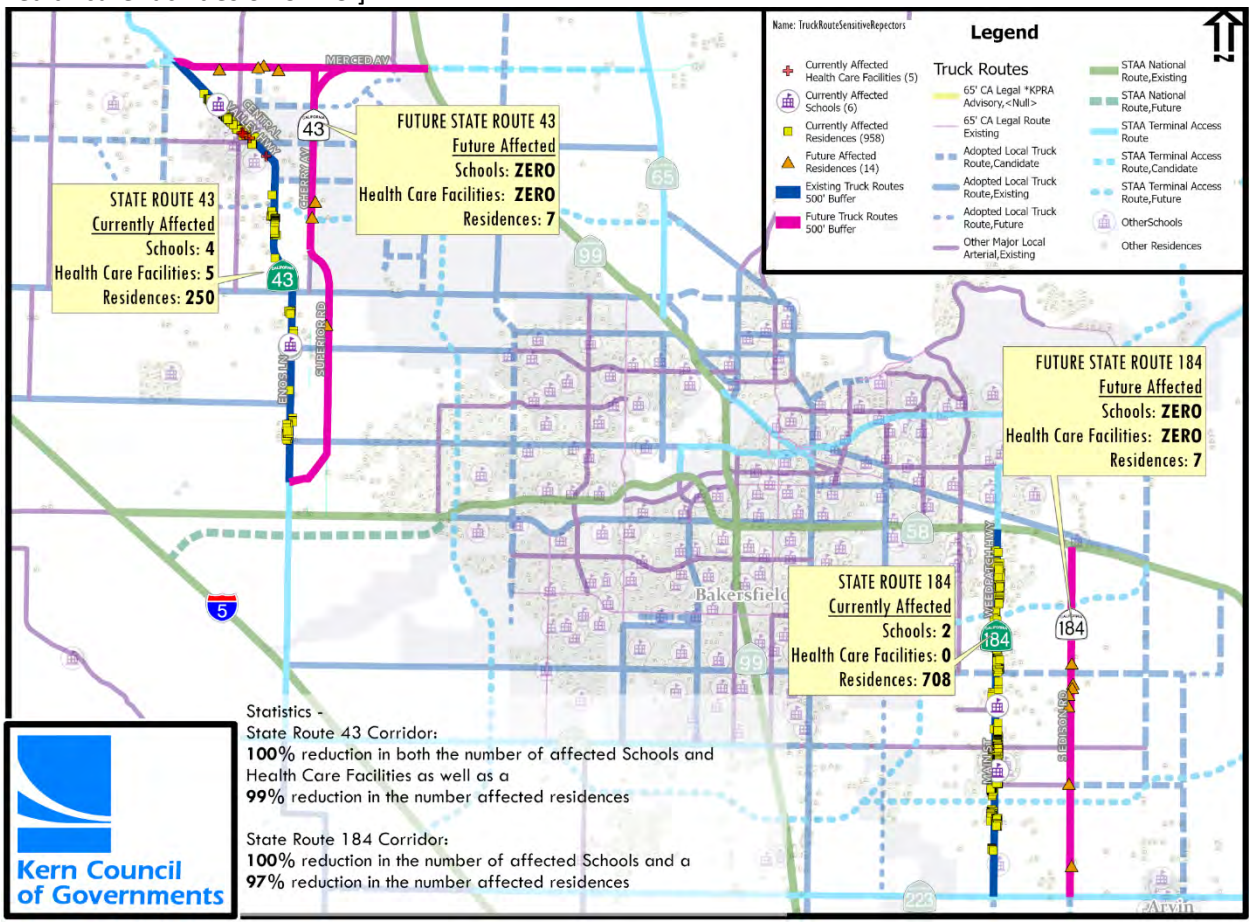
Kern Council of Governments

Comment 19-2:
Protections for Environmental Justice Communities from Freight Pollution: "…We ask that the RTP incorporate the following strategies to adequately protect environmental justice communities from pollution harms…

1. Setbacks from highways, railyards and rail lines, and warehouses/distribution centers. The setbacks recommended by CARB in its 2005 Air Quality and Land Use Handbook[21] should be treated as a floor rather than a ceiling. The Handbook is based on dated health studies, since more recent studies have found pollution impacts at longer distances.[22] It is inappropriate to dismiss the CARB distances due to the proliferation of cleaner vehicles since 2005.
2. Robust implementation of the San Joaquin Valley Air District's Indirect Source Review Rule. While the RTP references ISR implementation regarding advancing public transit there is no discussion of how the ISR should be applied to warehouses and railyard projects.[23] Rule 9510 explicitly applies to any development of light or heavy industrial spaces above a certain size and any transportation or transit development project where construction exhaust emissions equal or exceed two (2.0) tons of NOx or two (2.0) tons of PM10.
3. The RTP should also consider other strategies that would reduce direct exposure from freight pollution (ARB, 2017, Strategies to Reduce Air Pollution: Exposure Near High-Volume Roadways https://ww2.arb.ca.gov/sites/default/files/2017-10/rd_technical_advisory_final.pdf)"

[Graphic of Greenpasses provided to CRPE during 7/21 meeting]

[Note: Greenpass analysis map from KARGO Study below: The Cherry Av Shafter Greenpass reduces the number of residential units impacted from 250 to 7 and re-routes trucks away from 4 schools and 5 health care facilities on SR 43.]



Response 19-2:

In response to these comments, Kern COG is updating the RTP as follows.

Strategy 1. - Draft RTP page 5-151, Table 5-9 Air Quality Recommendations on Siting New Sensitive Land Uses Such as Residences, Schools Daycare Centers, Playgrounds or Medical Facilities quotes CARB Advisory Recommendations from a 2005 CARB Handbook, yet to be updated. The RTP states that the setbacks in Table 5-9 should only be used if no other studies are available. Kern COG has updated the text on Draft RTP page 5-151 to recommend that these setbacks should be considered a minimum and has added a footnote referencing the more recent R. Spencer-Hwang study indicating greater setbacks should be developed. https://pmc.ncbi.nlm.nih.gov/articles/PMC6279983/ .

Note that these setbacks are from the California Air Resources Board, 2005 Air Quality and Land Use Handbook (http://www.arb.ca.gov/ch/landuse.htm) and should be considered minimums. More recent studies such as an R. Spencer-Hwang study indicate greater setbacks may be needed https://pmc.ncbi.nlm.nih.gov/articles/PMC6279983/ .

Strategy 2. – Kern COG expanded the discussion of Rule 9510 on Draft RTP page 5-96 to discuss its important application on major warehousing and manufacturing facilities.

The following text was added: "Air District ISR Rule 9510 also applies to major warehousing and manufacturing facilities to the extent they meet Section 2.0 of the rule. Developments may be subject to this Rule if, upon full buildout, the project would equal or exceed exhaust emissions equal or exceeding two tons of NOx or two tons of PM. Section 5.0 of the rule requires an Air Impact Assessment (AIA) application be submitted no later than applying for project-level approval from a public agency so that proper mitigation and clean air design under the ISR Rule can be incorporated into the public agency's project-level analysis."

Strategy 3. – Kern COG expanded the discussion and added a footnote on Draft RTP referencing the additional strategies found in CARB's Technical Advisory on Strategies to Reduce Air Pollution: Exposure Near High-Volume Roadways 2017. The following footnote was added to Draft RTP p. 5-151 to the last paragraph before Table 5-9.

Note that additional strategies can be found in CARB's Technical Advisory on Strategies to Reduce Air Pollution: Exposure Near High-Volume Roadways 2017
https://ww2.arb.ca.gov/sites/default/files/2017-10/rd_technical_advisory_final.pdf***. These strategies include: 1) Speed reduction mechanisms, including roundabouts; 2) Traffic signal management; 3) Speed limit reductions on high-speed roadways (>55 mph); 4) Design that promotes air flow and pollutant dispersion along street corridors; 5) Solid barriers, such as sound walls; 6) Vegetation for pollutant dispersion; and 7) Indoor high efficiency filtration.***

Comment 19-3:
Over-reliance on Mode Shift: "…we ask that the RTP: 1) describe in detail the basis on which it relies on mode shift to conclude there will be an overall reduction in truck traffic and 2) explore more practical strategies around the electrification of both rail and trucks…"

19-3 Response:
The commenter asserts that while the 2026 RTP refers to the efficiency of moving cargo by rail rather than by truck, the RTP does not adequately describe how more intermodal railyards or inland ports

would reduce local truck traffic. The commenter also suggests exploring more practical strategies around the electrification of both rail and trucks.

The RTP references a study sponsored by the San Joaquin Valley Air Pollution Control District, the California Inland Port Feasibility Analysis, 2020, which supports the theory that inland ports have the potential to reduce overall truck trip volumes and associated emissions. However, the RTP does not assume any reduction in truck volumes or associated emissions benefits from these projects. These potential benefits were not incorporated into the RTP because the extent and timing of future truck-to-rail diversion remain uncertain and are not reasonably foreseeable; excluding them also avoids overstating potential emission reductions. The 2026 RTP shows an increase in overall truck traffic as discussed in the PEIR. See PEIR Master Response 2 for additional information regarding truck volumes and Kern COG's modeling for the 2026 RTP.

Furthermore, the RTP does explore strategies with respect to electrification of rail and trucks. RTP Policy 15.3 states "Maintain and enhance existing roadway infrastructure and vehicles with emerging technology to provide for more efficient use and reduce emissions, including electrification and clean fuel technology." Policy 26.1 states "Develop clean trucking technology on highways: provide assistance applying for numerous existing programs; encourage revisions to building codes that require electric charging stations and new warehouse/manufacturing facilities and incentives for electric charging."

Under these policies Kern COG completed the Kern Medium & Heavy-Duty ZEV Infrastructure Blueprint. That identifies 1 Hydrogen Clean Fuels Station and 6 heavy-duty truck ZEV charging stations including the first all-electric, off-grid solar truck stop that opened in 2025. Kern COG is also expanding the discussion on Other Goods Movement Studies about the Blueprint in Draft RTP page 5-61.

Comment 19-4:
Local Infrastructure Investments: "The RTP should also prioritize investments in local road projects in environmental justice communities, including sidewalk and curb projects to benefit pedestrians… We ask that the following strategies be incorporated in the Plan…
• Infrastructure investments (including sidewalk projects) to improve traffic safety and reduce fatalities. This is especially important because Appendix D indicates that injuries, fatalities, and property damage will increase more in rural environmental justice communities than in the rest of the county if the RTP is implemented.[29]
• Enhanced emergency preparedness per RTP Policies and Recommendations,[30] which should include emergency planning around hydrogen fueling stations, hydrogen transportation and hydrogen storage.
• Flood prevention infrastructure investments related to road projects to prevent road flooding as well as flooding of neighborhoods. This should be done alongside other agencies responsible for the management of the 100-year floodplains across the county.
• Infrastructure investments to mitigate impacts from extreme heat, such as rail buckling of UP and BNSF mainlines."

Response 19-4:
The RTP prioritizes local infrastructure investments: Draft RTP policies 4.3 and 5.2 on page 2-5, seek to fully fund pedestrian/bicycle facilities. Draft RTP page 5-4 Table 5-1 has the "Fix-It-First, Keep-It-

Local…" grouped projects listing which includes $4.2B for Roadways, bridges (RR, canals, etc.), safety widenings, rehab/reconstruction, signalization, bike/ped improvements and more that is controlled by local governments or Caltrans countywide over the next 24 years. Table 5-1 pages 5-7 to 5-39 contain over 1,000 pedestrian/bicycle complete streets projects that were identified in the 2018 Active Transportation Plan. Kern has received a Caltrans grant to update the Active Transportation Plan providing an opportunity to add projects to the plan. Appendix G demonstrates that each subarea of the County Early Expenditures is greater than its respective population. This is possible because some projects benefit more than one sub area. For example, the Arvin-Lamont Subarea is receiving 10% of the Early Expenditures while only have 4% of the county population. This is another example of how the plan prioritizes local infrastructure investment.

In response to the comments, Kern COG is updating the RTP as follows.

Emergency Preparedness: Draft RTP page 5-143 Kern COG expanded Policy 6.a. to include emergency preparedness and training on hydrogen transportation, fueling and storage.

"Safety includes emergency preparedness and training on hydrogen transportation, fueling and storage.

"Flood Prevention Infrastructure Investments: Draft RTP p. 4-63 in the Adaptive Planning for Climate Change section of the Sustainable Communities Strategy includes the following projects to address climate change flooding: "Kern County Flood Plain Management Department has developed a plan to improve flood control from extreme weather events in uncontrolled drainage basins. The plan prioritizes projects that benefit disadvantaged communities."

Infrastructure Investments: Draft RTP p. 4-63 Kern COG added a project to encourage railroads to implement strategies to prevent "sun kinks" caused by increased temperatures.

- ***Several U.S. railroads, including Union Pacific, and researchers are implementing programs to reduce the risk of sun kinks — dangerous track buckles caused by steel rail expansion in extreme heat. Best practices include: 1) Prevention: Maintain high rail neutral temperature, inspect and adjust rails seasonally, and use reflective coatings (can reduce temps by as much as 20%); 2) Mitigation: Apply speed limits during extreme heat, use shade structures, and consider active cooling systems; 3) Innovation: Explore geothermal or refrigerant-based rail cooling for high-risk corridors. These combined approaches — from simple reflective coatings to advanced cooling systems — are helping U.S. railroads adapt to hotter climates and reduce the frequency and severity of potentially dangerous sun kinks.***

Comment 19-5:
Warehouse Road Fees: "…We ask that the RTP or subsequent Nexus Studies include an evaluation of requiring road fees for any new warehouse as part of a CUP…"

Response 19-5:
Kern COG has expanded the discussion on Draft RTP p. 5-58 regarding future Nexus Studies to include a road fee as part of a CUP. Added the following text to the end of the first bullet Logistic Mitigation Fee sentence on Draft RTP p. 5-58, "and can be required through several mechanisms including a Conditional Use Permit (CUP)."

Comment 19-6:
Managed Transition from Fossil Fuels: "We ask the RTP include a discussion of the implications of a managed transition off fossil fuels, including but not limited to, for the future of bulk hauling of oil and pipelines…"

Response 19-6:
Kern COG expanded the discussion on Draft RTP p. 5-96 Needs & Issues section under the Transportation Air Emissions Reduction Action Element on the potential impacts from state fossil fuels transition and SB 237 approved in 2025.

Transition from Fossil Fuels to Clean Alternatives – In 2025, SB 237 was enacted to help maintain California's energy reliability and affordability as the state advances its clean energy transition. The legislation strengthens pipeline integrity and establishes requirements for pipeline reactivation, improving the safety and reliability of in-state oil transportation while expanding opportunities to use pipelines to meet California's fuel demand. Greater reliance on pipelines can reduce truck transportation of crude oil from production areas such as Kern County to refineries statewide, improving safety, reducing highway congestion, and lowering transportation-related emissions. SB 237 also seeks to maintain an adequate in-state crude oil supply during the transition to cleaner fuels. This supports continued refinery production of transportation fuels, but also essential petroleum-based products, including asphalt, plastics, lubricants, solvents, and adhesives, which will continue to be needed throughout and long after the energy transition. SB 237 requires the California Energy Commission to submit an assessment to the Legislature and Governor that evaluates the recommendations and strategies put forward by the Commission's Vice Chair in his June 27, 2025, letter to Governor Gavin Newsom. (https://www.energy.ca.gov/sites/default/files/2025-07/CEC%27s_Respone_to_Governor_Newsom%27s_Letter_June-27-2025_ada.pdf). The letter established a need for evaluating policies and strategies to ensure that "Californians have access to safe, affordable, and reliable transportation fuels and that petroleum refiners continue to see value in serving the California market..."

Comment and Response 19-7: Please reference Letter 4 in EIR: 2.0 Comments and Responses – Response 4-2

Comment and Response 19-7a: Please reference Letter 4 in EIR: 2.0 Comments and Responses – Response 4-3

Comment and Response 19-7b: Please reference Letter 4 in EIR: 2.0 Comments and Responses – Response 4-4

Comment and Response 19-7c: Please reference Letter 4 in EIR: 2.0 Comments and Responses – Response 4-5

Comment and Response 19-7d: Please reference Letter 4 in EIR: 2.0 Comments and Responses – Response 4-6

Comment and Response 19-7e: Please reference Letter 4 in EIR: 2.0 Comments and Responses – Response 4-7

Comment and Response 19-7f: Please reference Letter 4 in EIR: 2.0 Comments and Responses – Response 4-8

Comment and Response 19-8: Please reference Letter 4 in EIR: 2.0 Comments and Responses – Response 4-9

Comment and Response 19-9: Please reference Letter 4 in EIR: 2.0 Comments and Responses – Response 4-10

Comment and Response 19-10: Please reference Letter 4 in EIR: 2.0 Comments and Responses – Response 4-11

Comment and Response 19-11: Please reference Letter 4 in EIR: 2.0 Comments and Responses – Response 4-12

Comment and Response 19-12: Please reference Letter 19 in Conformity Analysis for the 2027 Federal Transportation Improvement and the 2026 Regional Transportation Plan

Letter 20: David Smith (Mojave Air & Space Port), 6-26-26

Comments for Program EIR

Comments and Responses 20-1 to 20-5: Please reference Letter 3 in EIR: 2.0 Comments and Responses – Response 3-1 to 3-6

Letter 21: David Smith (Mojave Air & Space Port), 6-26-26

Comments for Draft RTP/SCS

Please refer to Letter 21 - MASP_RTP_Letter for full text of comment

Comment 21-1:
" 1.Recognition of Mojave Air & Space Port as a Strategic Regional Transportation Asset

The RTP recognizes aerospace, aviation, logistics, manufacturing, military activities, and goods movement as important components of Kern County's economy. MASP requests that the Final RTP further acknowledge the unique role of Mojave Air & Space Port as a federally licensed commercial spaceport, nationally recognized aerospace testing and development center, major industrial employment center, transportation and logistics hub supporting aerospace manufacturing, research, testing, and operations, and an important contributor to regional economic development and innovation. "

Response 21-1:
Kern COG has updated RTP to reflect this request (Text added to Draft RTP p. 5-134) as follows.

"Mojave Air and Space Port emerged as the leading aerospace test center for commercial operations in North America. Mojave Air & Space Port serves as a federally licensed commercial spaceport and nationally recognized aerospace testing and development center. It is also a major industrial employment hub in easter Kern County. The facility's role in advanced manufacturing, research, flight testing, and commercial space operations, along with its function as a regional transportation and logistics center, contributes significantly to the county's goods-movement. Mojave Air and Space Port has amassed more first flights and significant newsworthy flight activity than any other airport in the world over the past twenty years. Mojave Air and Space Port and industrial park are currently home to more than 60 companies engaged in flight development to light industrial to highly advanced aerospace design, flight test and research and even heavy rail industrial manufacturing. The potential for space tourism continues to be great, though other states are fiercely competing for this business."

Comment 21-2:
"2.Transportation Access to Aerospace and Industrial Employment Centers

MASP encourages continued prioritization of transportation investments that improve access to major employment centers in eastern Kern County. "

Response 21-2:
Kern COG acknowledges MASP's comment. The Draft 2026 RTP/SCS identifies employment centers and the corridors serving them in Chapter 4, including Figure 4-6 (Kern County Military Installations) and Figures 4-11 and 4-12 (Transit Priority and Strategic Employment Place Types), which support continued prioritization of access improvements in eastern Kern County.

Comment 21-3:
"3.Freight Mobility and Oversized Cargo Movement

MASP encourages Kern COG to continue supporting investments that preserve and improve freight mobility, regional connectivity, and access to major transportation corridors serving eastern Kern County. "

Response 21-3:
The Draft 2026 RTP/SCS identifies freight corridors in Chapter 5 (Figure 5-38 Primary Truck Goods Movement Facilities) and includes continued long-range investments supporting regional connectivity in Chapter 5 (Table 5-1: Constrained Capital Improvement Program).

Comment 21-4:
" 4.Transportation System Resiliency and Emergency Access

Future transportation planning efforts should continue to consider the importance of resilient transportation infrastructure serving remote and strategically important employment centers. "

Response 21-4:
Thank you for your comment. Draft RTP p. 4-62 promotes resilient transportation infrastructure.

Comment 21-5:

" 5.Emerging Aviation Technologies

MASP is actively involved in advanced aerospace activities, including commercial spaceflight, flight testing, advanced aircraft development, and future mobility technologies. "

Response 21-5:
Thank you for your comment. See Response 21-1

Comment 21-6:
"6.Continued Coordination

MASP requests continued engagement with airport operators, aerospace stakeholders, industrial employers, and logistics providers during future RTP updates and transportation planning efforts. "

Response 21-6:
Thank you for your comment. Consistent with Policies 1, 2, 24.1, 27.3, 30.3 & 30.4, Kern COG will continue to coordinate with airport operators, aerospace stakeholders, industrial employers, and logistics providers in future RTP/SCS updates and regional transportation planning.

Comment 21-7:
" The RTP recognizes aerospace, logistics, military operations, renewable energy, manufacturing, and goods movement as defining components of the Kern County economy. The RTP also identifies aviation as a critical component of the regional transportation system. MASP requests that the final RTP further acknowledge the role of Mojave Air & Space Port as a nationally significant aerospace test and development center, a licensed commercial spaceport, a hub for advanced aviation technologies, a major industrial employment center in eastern Kern County, and a transportation asset supporting aerospace manufacturing, research, testing, logistics, and future mobility technologies. MASP further requests that future transportation planning efforts consider access improvements serving aerospace and industrial employers; freight mobility supporting oversized and specialized aerospace cargo; workforce transportation needs associated with aerospace employment centers; transportation resiliency supporting emergency response and continuity of operations; and coordination between transportation planning and airport/spaceport operational requirements. "

Response 21-7:
Kern COG has updated the RTP to reflect this request (Text added to RTP p. 5-138) at the end of the "Airport Ground Access/Intermodal Connectivity" section as follows:

"At and around the Mojave Air & Space port, planning efforts must consider access improvements serving aerospace and industrial employers; freight mobility supporting oversized and specialized aerospace cargo; workforce transportation needs associated with aerospace employment centers; transportation resiliency supporting emergency response and continuity of operations; and coordination between transportation planning and airport/spaceport operational requirements."

Letter 22: Mark Montelongo (San Joaquin Valley Air Pollution Control District), 7-2-26

Please refer to Letter 22 - SJVAPCD comment letter for full text of comment

Please reference Letter 2 in EIR: 2.0 Comments and Responses

Comment 22-1:
" Land Use Planning/Project Siting…. The District recommends that future development incorporate strategies that reduce VMTs and require the cleanest available heavy-duty trucks, vehicles, and off-road equipment, including zero and near-zero technologies. VMTs can be reduced through encouragement of mix-use development, walkable communities, etc. Additional design element options can be found at: https://ww2.valleyair.org/media/ob0pweru/clean-air-measures.pdf "

Response 22-1:
See EIR Response 2-2. Draft RTP p. 4-47 Table 4-7 Quantified SCS Strategy Types and Categories documents strategies that reduce VMT from passenger vehicle travel. Clean truck technologies are encouraged by Policy 26.1. Draft RTP Freight Action Element beginning p. 5-58 further describes clean truck technologies and includes numerous Near- and Long-term actions that promote them.

Comment 22-2:
" In addition, the District recommends that future development incorporate strategies that will advance implementation of the best practices listed in Tables 5 and 6 of California Air Resource Board's (CARB's) Freight Handbook Concept Paper, to the extent feasible. This document compiles best practices designed to address air pollution impacts as "practices" which may apply to the siting, design, construction, and operation of freight facilities to minimize health impacts on nearby communities. The concept paper is available at: https://ww2.arb.ca.gov/sites/default/files/2020-03/2019.12.12%20-%20Concept%20Paper%20for%20the%20Freight%20Handbook_1.pdf "

Response 22-2:
Thank you for your comment. See EIR Response 2-3, Kern COG added the following footnote to Table 5-10.

[22]The update to the 2005 ARB Freight Handbook has be superseded by the AB 617 Community Emission Reduction Program (CERP) containing community specific strategies and is available at: https://community.valleyair.org/ . A concept paper for the Handbook update was released in 2019 and contains a comprehensive list of more generic strategies for freight projects. The Concept paper is available at: *https://ww2.arb.ca.gov/sites/default/files/2020-03/2019.12.12%20-%20Concept%20Paper%20for%20the%20Freight%20Handbook_1.pdf*

Comment 22-3:
"Project Related Emissions: The District recommends that the DPEIR stipulate that future development projects within the RTP/SCS identify and characterize project construction and operational air emissions. The District recommends the air emissions be compared to the District significance thresholds as identified in the District's Guidance for Assessing and Mitigating Air Quality Impacts: https://ww2.valleyair.org/media/g4nl3p0g/gamaqi.pdf. The District recommends that future projects be

mitigated to the extent feasible, and that future projects with air emissions above the aforementioned thresholds be mitigated to below these thresholds. "

Response 22-3:
See EIR Response 2-4.

Comment 22-4:
"…Future development environmental reviews of potential impacts on air quality should incorporate the following items:

2a) Construction Emissions

The District recommends, to reduce impacts from construction-related diesel exhaust emissions, future development projects should utilize the cleanest available off-road construction equipment.

2b) Operational Emissions

Future development projects operational (ongoing) air emissions from mobile sources and stationary sources should be analyzed separately. For reference, the District's significance thresholds are identified in the District's Guidance for Assessing and Mitigating Air Quality Impacts: https://ww2.valleyair.org/media/g4nl3p0g/gamaqi.pdf.

Recommended Mitigation Measure: At a minimum, project related impacts on air quality should be reduced to levels below the District's significance thresholds through incorporation of design elements such as the use of cleaner Heavy Heavy-Duty (HHD) trucks and vehicles, measures that reduce Vehicle Miles Traveled (VMTs), and measures that increase energy efficiency. More information on transportation mitigation measures can be found at: https://ww2.valleyair.org/media/ob0pweru/clean-air-measures.pdf

2c) Recommended Model for Quantifying Air Emissions

Future development project-related criteria pollutant emissions from construction and operational sources should be identified and quantified. Emissions analysis should be performed using the California Emission Estimator Model (CalEEMod), which uses the most recent CARB-approved version of relevant emissions models and emission factors. CalEEMod is available to the public and can be downloaded from the CalEEMod website at: www.caleemod.com. "

Response 22-4:
See EIR Response 2-4. In addition, we agree that project-related criteria pollutant emissions from construction and operations should be quantified using the California Emissions Estimator Model (CalEEMod) available at www.caleemod.com .

Comment 22-5:
" Health Risk Screening/Assessment… To determine potential health impacts on surrounding receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) a Prioritization and/or a Health Risk Assessment (HRA) should be performed for future development projects that may be approved under implementation of the Project. These health risk determinations should quantify and

characterize potential Toxic Air Contaminants (TACs) identified by the Office of Environmental Health Hazard Assessment/California Air Resources Board (OEHHA/CARB) that pose a present or potential hazard to human health.

Health risk analyses should include all potential air emissions from the project, which include emissions from construction of the project, including multi-year construction, as well as ongoing operational activities of the project. Note, two common sources of TACs can be attributed to diesel exhaust emitted from heavy-duty off-road earth moving equipment during construction, and from ongoing operation of heavy-duty on-road trucks. "

Response 22-5:
See EIR Response 2-5.

Comment 22-6:
"Prioritization (Screening Health Risk Assessment):

A "Prioritization" is the recommended method for a conservative screening-level health risk assessment. The Prioritization should be performed using the California Air Pollution Control Officers Association's (CAPCOA) methodology. Please contact the District for assistance with performing a Prioritization analysis.

The District recommends that a more refined analysis, in the form of an HRA, be performed for any project resulting in a Prioritization score of 10 or greater. This is because the prioritization results are a conservative health risk representation, while the detailed HRA provides a more accurate health risk evaluation. "

Response 22-6:
See EIR Responses 2-6 & 2-7

Comment 22-7:
"Health Risk Assessment:

Prior to performing an HRA, it is strongly recommended that land use agencies/ project proponents develop and submit for District review a health risk modeling protocol that outlines the sources and methodologies that will be used to perform the HRA.

A development project would be considered to have a potentially significant health risk if the HRA demonstrates that the health impacts would exceed the District's established risk thresholds, which can be found here: https://ww2.valleyair.org/permitting/ceqa/.

A project with a significant health risk would trigger all feasible mitigation measures. The District strongly recommends that development projects that result in a significant health risk not be approved by the land use agency…..

Recommended Measure: Development projects resulting in TAC emissions should be located an adequate distance from residential areas and other sensitive receptors to prevent the creation of a significant health risk in accordance to CARB's Air Quality and Land Use Handbook… "

Response 22-7:
See EIR Response 2-8

Comment 22-8:
" Ambient Air Quality Analysis: An Ambient Air Quality Analysis (AAQA) uses air dispersion modeling to determine if emissions increases from a project will cause or contribute to a violation of State or National Ambient Air Quality Standards. The District recommends an AAQA be performed for any future development projects that may be approved under implementation of the Project with emissions that exceed 100 pounds per day of any pollutant.

An AAQA uses air dispersion modeling to determine if emission increase from a project will cause or contribute to a violation of State or National Ambien Air Quality Standards. An acceptable analysis would include emissions from both project-specific permitted and non-permitted equipment and activities. The District recommends consultation with District staff to determine the appropriate model and input data to use in the analysis… "

Response 22-8:
See EIR Response 2-9. Kern COG agrees that projects in the SJV portion of Kern that exceed 100 pounds per day of any pollutant should perform a project level AAQA.

Comment 22-9:
"5a) Voluntary Emission Reduction Agreement: Future development projects could have a significant impact on air quality. The District recommends the DPEIR include a feasibility discussion on implementing a Voluntary Emission Reduction Agreement (VERA) as a mitigation measure for future development projects that may be approved under implementation of the Project that are determined to exceed the District's CEQA significance thresholds… "

Response 22-9:
See EIR Response 2-10.

Comment 22-10:
"5b) Truck Routing…The District recommends HHD truck routing patterns for future development projects be evaluated, with the aim of limiting exposure of residential communities and sensitive receptors to emissions. This evaluation would consider the current truck routes, the quantity and type of each truck (e.g., Medium Heavy-Duty, HHD, etc.), the destination and origin of each trip, traffic volume correlation with the time of day or the day of the week, overall Vehicle Miles Traveled (VMT), and associated exhaust emissions. The truck routing evaluation would also identify alternative truck routes and their impacts on VMT and air quality. "

Response 22-10:
See EIR Response 2-11. Draft RTP Policy 22.3 states: "Create truck bypass routes or "greenpass" expressway routes to re-direct trucking activity away from existing and planned communities and sensitive receptors." This policy is consistent with this recommendation.

Comment 22-11:
"5c) Electric Infrastructure: To support and accelerate the installation of electric vehicle charging equipment and development of required infrastructure, the District offers incentives to public agencies, businesses, and property owners of multi-unit dwellings to install electric charging infrastructure (Level 2 and 3 chargers). The purpose of the District's Charge Up! Incentive program is to promote clean air alternative-fuel technologies and the use of low or zero-emission vehicles. The District recommends that the future development project proponents consider the installation of electric vehicle chargers at project sites, and at strategic locations… "

Response 22-11:
See EIR Response 2-12.

Comment 22-12:
" 5d) Locomotives, and Railcar Movers/Switchers

Per Mitigation Measure MM AIR-2, a proposed new transportation-related State Implementation Plan measure includes "Accelerated Introduction of Cleaner Line-Haul Locomotives." Replacing older locomotives is important to reduce the public's exposure to diesel emissions, including PM2.5 in the form of diesel particulate and NOx. These pollutants negatively impact human health, especially for sensitive populations such as children and the elderly. New, clean-technology locomotives generate significantly lower emissions than older, uncontrolled diesel locomotives.

The District offers the following incentive program for locomotive fleets interested in transitioning to newer, clean technology:

- Heavy-Duty Program – https://ww2.valleyair.org/grants/locomotive-program/. Locomotive replacements, including switcher locomotives and railcar movers can be funded as an eligible project category under the District's utilizing funding provided to support AB 617.These projects are administered according to the Carl Moyer Program guidelines."

Response 22-12:
See EIR Response 2-12.

Comment 22-13:
" District's Bikeway Incentive Program: Incorporating design elements (e.g., installing bikeways) that enhance walkability and connectivity can result in an overall reduction of VMT and improve air quality within the area. Since future development projects approved under implementation of the Project may install bikeways, they may be eligible for funding through the District's Bikeway Incentive Program. The Bikeway Incentive Program provides funding for eligible Class 1 (Bicycle Path Construction), Class II (Bicycle Lane Striping), or Class III (Bicycle Route) projects. These incentives are designed to support the construction of new bikeway projects to promote clean air through the development of a widespread, interconnected network of bike paths, lanes, or routes and improving the general safety conditions for commuter bicyclists. Only municipalities, government agencies, or public educational institutions are eligible to apply. More information on the grant program can be found at… "

Response 22-13:
See EIR Response 2-12.

Comment 22-14:
"District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources: Stationary Source emissions include any building, structure, facility, or installation which emits or may emit any affected pollutant directly or as a fugitive emission. District Rule 2010 (Permits Required) requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to Operate (PTO) from the District. District Rule 2201 (New and Modified Stationary Source Review) requires that new and modified stationary sources of emissions mitigate their emissions using Best Available Control Technology (BACT). Future development projects may be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and may require District permits. Prior to construction, project proponents shall obtain an ATC permit from the District for equipment/activities subject to District permitting requirements…"

Response 22-14:
See EIR Response 2-12.

Comment 22-15:
"District Rule 9510 - Indirect Source Review (ISR) : The purpose of District Rule 9510 is to reduce the growth in both NOx and PM emissions associated with development and transportation projects from mobile and area sources; specifically, the emissions associated with the construction and subsequent operation of development projects. The ISR Rule requires developers to mitigate their NOx and PM emissions by incorporating clean air design elements into their projects. Should the proposed development project clean air design elements be insufficient to meet the required emission reductions, developers must pay a fee that ultimately funds incentive projects to achieve off-site emissions reductions.

Accordingly, future development projects may be subject to District Rule 9510 if upon full buildout, the project would equal or exceed any of the following applicability thresholds, depending on the type of development and public agency approval mechanism…District Rule 9510 also applies to any transportation or transit development projects where construction exhaust emissions equal or exceed two tons of NOx or two tons of PM…In the case the future development project is subject to District Rule 9510, per Section 5.0 of the rule, an Air Impact Assessment (AIA) application is required to be submitted no later than applying for project-level approval from a public agency so that proper mitigation and clean air design under ISR can be incorporated into the public agency's analysis… "

Response 22-15:
Thank you for this comment. See EIR Response 2-12. Kern COG expanded the discussion of Rule 9510 on RTP page 5-97 to discuss its important application on major warehousing and manufacturing facilities.
The following text was added: "Air District ISR Rule 9510 also applies to major warehousing and manufacturing facilities. Developments may be subject to this Rule if, upon full buildout, the project would equal or exceed exhaust emissions equal or exceeding two tons of NOx or two tons of PM. Section 5.0 of the rule requires an Air Impact Assessment (AIA) application be submitted no later than

applying for project-level approval from a public agency so that proper mitigation and clean air design under the ISR Rule can be incorporated into the public agency's project-level analysis."

Comment 22-16:
"District Rule 9410 (Employer Based Trip Reduction)**:** Future development projects may be subject to District Rule 9410 (Employer Based Trip Reduction) if the project would result in employment of 100 or more "eligible" employees. District Rule 9410 requires employers with 100 or more "eligible" employees at a worksite to establish an Employer Trip Reduction Implementation Plan (eTRIP) that encourages employees to reduce single-occupancy vehicle trips, thus reducing pollutant emissions associated with work commutes. Under an eTRIP plan, employers have the flexibility to select the options that work best for their worksites and their employees. "

Response 22-16:
See EIR Response 2-12.

Comment 22-17:

"Other District Rules and Regulations: Future development projects may also be subject to the following District rules: Rule 4102 (Nuisance) and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). "

Response 22-17:
See EIR Response 2-12.

Comment 22-18:
"District Comment Letter: The District recommends that a copy of the District's comments be provided to the Project proponent."

Response 22-18:
See EIR Response 2-13.

Letter 23: Julie Vance (California Department of Fish and Wildlife), 7-2-26

Please reference Letter 1 in EIR: 2.0 Comments and Responses

Email 24: Nelson Walker, 7-1-26

Comment 24-1:
"I believe the biggest challenges that our community faces with streets are the traffic patterns between Rosamond High School and the railroad tracks in east Rosamond. The mix of school traffic, morning commuters, and railroad traffic can make Rosamond Blvd a pain in the morning and evening. "

Response 24-1:
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. The 2026 RTP includes signalization and synchronization projects in Rosamond (Draft RTP p. 5-4). These projects may be eligible for Transportation Impact Fee funding, which the County of Kern prioritizes among competing needs.

Comment 24-2:
"Begin plans for Rosamond Blvd to go over or under the rail lines. That will reduce periodic slowdowns doing the morning and evening commutes due to rail traffic. "

Response 24-2:
The Rosamond Blvd/Union Pacific Railroad grade separation project is included in Chapter 5 of the RTP as an unconstrained project, recognizing its regional significance and preserving its eligibility for consideration should future funding opportunities become available. Kern COG will continue to work with Caltrans and the County of Kern and regional partners to pursue funding opportunities as they become available.

Comment 24-3:
"Continue fine tuning the traffic signal timing at Rosamond Blvd and Acacia St (often the SR14 South offramp). This regularly causes delays for Rosamond Blvd travelers. "

Response 24-3:
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. The 2026 RTP includes signalization and synchronization projects in Rosamond (Draft RTP p. 5-4). These projects may be eligible for Transportation Impact Fee funding, which the County of Kern prioritizes among competing needs.

Comment 24-4:
"Pave or improve the grading of Holiday Ave between 30th St and Clark St. Right now it is barely passable. This will greatly improve those bringing their children to school at Westpark from the small neighborhood on the west side of SR14 on the south end of Rosamond. "

Response 24-4:
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. The 2026 RTP includes pavement rehabilitation projects in Rosamond (Draft RTP p. 5-4). These projects may be eligible for Transportation Impact Fee funding, which the County of Kern prioritizes among competing needs.

Comment 24-5:
"Pave Dawn Rd (north of Rosamond) between Sierra Hwy and SR14. This creates a viable alternate route from East Rosamond to West Rosamond in case of a bad accident close to the bridge over SR14 on Rosamond Blvd.

Response 24-5:
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. The 2026 RTP includes pavement rehabilitation projects in Rosamond (Draft RTP p. 5-4). These projects may be eligible for Transportation Impact Fee funding, which the County of Kern prioritizes among competing needs.

Comment 24-6:
"Consider expanding Rosamond Blvd from 5 lanes to 7 lanes between Rosamond High School and the railroad tracks to allow dedicated turning lanes to/from SR14 on/offramps and turning lanes onto side streets between SR14 and the railroad tracks "

Response 24-6
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. The 2026 RTP includes safety widening projects in Rosamond (Draft RTP p. 5-4). These projects may be eligible for Transportation Impact Fee funding, which the County of Kern prioritizes among competing needs.

Email 25: Gayle Kaye, 7-1-26

Comment 25-1:
"I understand that Kern COG can fund The Rosamond Boulevard grade separation at the railroad, improve the SR 14 interchange, study near term road Alternatives that give our emergency vehicles a paved route*, give West Rosamond direct freeway access and DEFINITELY widen Sierra Highway!** It has been brought to my attention these needs have been in the planning documents for too long without action. It is time to move them forward. "

Response 25-1:
Thank you for your comment. Kern COG recognizes the importance of improving transportation access, mobility, and safety in the Rosamond area. The RTP identifies both funded and long-term regional transportation needs; however, inclusion in the plan does not constitute a funding commitment. Advancing projects require coordination among project sponsors, Caltrans, Kern County, and other partner agencies, as well as the identification of available funding. Kern COG will continue working with its regional partners to prioritize transportation investments, pursue funding opportunities, and support the advancement of projects that address the region's transportation needs. The RTP also

discusses the KARGO Study (Draft RTP p. 5-58). The KARGO study (https://www.kerncog.org/kargo/) includes a project to create a 2nd RR crossing at Patterson Rd or Avenue A. This alternative route would be needed during the construction of a RR grade separation at Rosamond Blvd, while providing emergency vehicles a paved alternative route when the Rosamond RR crossing is blocked by a train.

Comment 25-2:
"An accident between a car and a dirt bike happened between 60th and 55th on a dirt road. When calling 911 we were unable to give direct location. Responders came to the area and drove around looking for the accident…. There is another young neighbor with heart problems on unpaved 55th St. When it rains all the dirt roads are not passable for heavy emergency vehicles. I have 4W drive and I can barely make it home and have been stuck many times.
* 2 years ago with the heavy rains, I counted 17 vehicles of all sizes and weights having to be towed off the dirt 55th street within 200 feet south of the asphalt. I wrote and begged for 2 years asking for the ground asphalt that was dumped on Sierra Hwy north of Rosamond Blvd. If they brought it, we could spread it. We have spent thousands of dollars over the years having dirt dumped fill dirt. And yet we still have to pay taxes for the pavement and lights."

Response 25-2
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. The 2026 RTP includes pavement rehabilitation projects in Rosamond (Draft RTP p. 5-4). These projects may be eligible for Transportation Impact Fee funding, which the County of Kern prioritizes among competing needs.

Comment 25-3
"Recently with 2 Fire evacuations in 8 days, several roads were blocked surrounding us not letting help in, or me to get out. Many others were faced with the same predicament. Would have loved to evacuate, but couldn't. That needs to be addressed too. "

Response 25-3:
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate.

Comment 25-4:
"Sierra Highway
Often I have to haul horses on Sierra Highway. I follow the speed limit rules for hauling a trailer. People are not kind and have often tried to run me off the road. Honked relentlessly, pulled in front of me and then slammed on their brakes to "teach me a lesson" I guess. If Sierra Hwy was widened we could have slow lane for the Big Rigs and people with trailers, and people who want to follow the speed law. Too many people who do not follow the rules out there "

Response 25-4:
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. The 2026 RTP includes safety widening projects in Rosamond (Draft RTP p. 5-4). These projects may be eligible for Transportation Impact Fee funding, which the County of Kern prioritizes among competing needs.

Email 26: Pamela Roberts, 7-1-26

Comment 26-1:
" This email is in regards of road improvements to be done on 35th street west south of Rosamond blvd! The community would like to see a sidewalk's finished on both sides of 35th street west south of Rosamond blvd.
There is already part sidewalks from the new track homes that were completed in 2020 and 2026, but it doesn't continue all the way to Rosamond blvd where there is a single light and Dollar General store. 35th Street West is a heavy traffic road and with sections of the sidewalks not completed on both sides of the road this forces the pedestrians that are walking with strollers, riding bikes and pedestrians walking to and from the Dollar General store walking out into the street.
This is a big concern for the safety of all pedestrians and cyclists using 35th Street west where the traffic is driving fast and school buses used to commute to and from Westpark Elementary School. "

Response 26-1:
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. The 2026 RTP includes pavement rehabilitation projects in Rosamond (Draft RTP p. 5-4) and pedestrian/sidewalk improvement projects in Rosamond (Draft RTP p. 5-36). These projects may be eligible for Transportation Impact Fee funding, which the County of Kern prioritizes among competing needs.

Email 27: Ginny Reeser, 7-4-26 (this comment was received after the public comment period)

Comment 27-1:

I am so sorry for being late in sending this to you. We would like to have Ave A in Rosamond repaved. It starts at the 14 freeway going west to 90th St W. The road keeps getting patched up and it is getting worse. It would be nice to have the stripe going down the street repainted.

Response 27-1:
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. The

2026 RTP includes pavement rehabilitation projects in Rosamond (Draft RTP p. 5-4). These projects may be eligible for Transportation Impact Fee funding, which the County of Kern prioritizes among competing needs.

Letter 28: **Ben Lichty (California High Speed Rail) 7-31-26** (this comment was received after the public comment period)

Comment 28-1:
…By linking communities across the state, high-speed rail will expand access to jobs, education, and affordable housing, while reducing greenhouse gas emissions and providing an alternative to congested highways and airports. This vision is consistent with the Kern Council of Government's 2026 Regional Transportation Plan (RTP) Sustainable Community Strategy and 2026 RTP/SCS – Program Environmental Impact Report.

Response 28-1: High-speed rail's statewide mobility and sustainability objectives align with the 2026 RTP/SCS and Program EIR by supporting expanded access to jobs and housing, reducing GHG emissions, and providing an alternative to congested interregional corridors.

Comment 28-2:
Bakersfield Rail Station

The Authority notes the 2026 Business Plan and Capital Cost Basis of Estimate Report, the Business Plan's Technical Supporting Document, identifies a potential interim station location north of 7th Standard Road.

As Kern COG is aware, the Authority continues to engage with Kern County, the City of Bakersfield, and other regional stakeholders regarding potential interim service concepts and station options that could support early passenger operations while maintaining flexibility for future system development and integration with long-term regional transportation objectives.

These discussions remain ongoing and the Authority has not made any final decisions regarding station location, interim station concepts, or future phasing strategies as it relates to Kern County. Accordingly, the RTP/SCS could reflect that station planning and related operational considerations remain under evaluation.

Response 28-2: Kern COG acknowledges that the interim station concept was introduced by the Authority relatively recently and without prior coordination with Kern County or Kern COG. As station planning and related operational considerations continue to evolve, Kern COG will incorporate these elements into the RTP.

Kern COG has updated the RTP to reflect this request (Text added to RTP p. 5-78)

High Speed Rail Station Area Vision Plan

In 2018, the City of Bakersfield completed the first vision plan in the State for a high-speed rail station, identifying a station location at F Street and SR 204 (see Figure 5-12). The plan includes projects, programs, and policies designed to make transit, walking, and cycling more attractive than driving to the station, including a mobility hub at the future station. The plan's traffic study in Appendix B also calls for Business Access Transit (BAT) lanes on Chester Avenue and California Avenue, where a Rapid Bus/BRT service currently operates. The California High Speed Rail Authority is coordinating with Kern County, the City of Bakerfield, and regional partners on station options. The California High Speed Rail Authority 2026 Business Plan listed a potential interim station location north of 7th Standard Road. Discussions are ongoing and final decisions have not been made. Planning and related operational considerations in Kern County remain under evaluation.

Comment 28-3:
F Street and SR 204

The Authority continues to support the transformation of SR 204 at F Street into an at-grade boulevard at the entrance to the future Bakersfield HSR station which would provide multi-modal site access, including safe access for bicyclists and pedestrians.

Response 28-3:
The comment is acknowledged. Kern COG appreciates High Speed Rail support for the transformation for SR 204.

Comment 28-4:
Projected Growth and Induced Demand

The RTP's planning assumptions include projected growth that appears to exceed growth trends in comparable cities in California. As a result, the Authority remains concerned about planned Transportation Improvement Projects (TIP), including the widening of SR 204, that would increase highway capacity and induced demand in a system that is already crowded. Furthermore, the highway widening would exacerbate the transition from highway to local road and would affect station access and parking. The SR204 project should not be advanced until the projected capacity increases are built.

Response 28-4:
Regional growth assumptions were prepared by a consulting economist and approved by the Kern COG Board in 2024. The forecast was adjusted downward significantly from the previously adopted forecast. In 2027/28, Kern COG will perform its regular update of the regional growth forecast. If the forecast is high it will be updated for the 2030 RTP update. Delays in the HSR project getting to Bakersfield may require a reduction in growth. Note however, Metropolitan Bakersfield has existing land use entitlements that will last for decades beyond the 23-year horizon of the plan. The question in Kern is not if, but when will the growth occur. However, if growth is reduced, the level of potential induced travel would also be reduced. Note that your comment incorrectly states that the widening on SR 204 over the Kern River bottleneck is in the near-term TIP. It is only listed in the RTP long-term fiscally constrained RTP.

Regarding induced demand, the proposed widening is for a managed bus/HOV/HOT lane project, so there is no planned expansion of free-flow lanes on the existing SR 204 expressway/freeway. The project is needed to ensure that connecting buses can reach the HSR station at F Street and SR 204 from the Northwest and the BFL Intl. Airport, without getting stuck in traffic on a corridor that is LOS F today. Note also, that currently there are no parallel bottleneck corridors that are crossing the Kern River, so the amount of induced demand would be minimal. According to TomTom's vehicle travel data from Uber and other sources (https://www.tomtom.com/traffic-index/city/bakersfield-ca/) Metropolitan Bakersfield is one of the least congested mid-sized metropolitan areas is the nation with a 25.5% average congestion level compared to the LA Metro at 60%.

We agree that SR 204 capacity increases are necessary before SR 204 is widened across the Kern River and before the HSR station at F Street becomes operational. The intersection improvements and possibly roundabouts on the SR 204 corridor are needed at the intersections of Union Avenue, Q Street, M Street, Chester and F Street before the widening across the River and possibly before Hageman Flyover can be completed. However, these projects are driven primarily by the impact of the HSR station at F Street, and a way to get connecting busses and carpools to the station during peak congested periods is critical for the success of the HSR system.

Letter 29: Ryan Hinds, 7-2-26

Comment 29-1:
I would like to comment in support of Project IDs KER08RTP006, KER08RTP017 andKER08RTP024. As someone who travels up to Mammoth Lakes on this route multiple times a year, this portion of CA-14 is unsafe as it is only one lane in each direction and there is poor visibility to allow for passing. For this reason, available state and local funds should prioritize turning this 12 mile stretch of CA-14 into a 4 lane expressway.

If mitigation measures are needed, I would propose increasing bus service in coordination with Los Angeles, Inyo and Mono counties and their respective transit authorities to provide an alternative for Southern Californians to get to the Bishop and Mammoth Lakes area to remove single occupancy vehicles from the road.

Response 29-1:
Thank you for your comment.

Email 36: Tanita Grey, 8-5-26 (this comment was received after the public comment period)

Comment 36-1:
I missed the deadline if July 2nd to comment any concerns about Rosamond Roads. I would like to propose a paved road in the Hidden Valley section. There is a major artery road that all residents, waste management and postal delivery trucks take on a daily basis, unearthing rock and weathering creates diches in the road. The name of the road is Dawn Rd. It is also a major exit on the 14 as well. I am proposing either pavement from East to West entering at the 14 exit of Dawn Road to 40th st W.

Response 36-1:
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. The 2026 RTP includes pavement rehabilitation projects in Rosamond (Draft RTP p. 5-4). These projects may be eligible for Transportation Impact Fee funding, which the County of Kern prioritizes among competing needs.

Comment 36-2:
Pavement along Beaudette/Gillman Ave from West to East entering from Mojave Tropico. Beaudette is the "smoother" road we take into the valley, however the same issues with safety and damage to car under carriage is there, but its a shorter distance.

Either action would benefit the residents back here and allow for a variety of vehicles to safely drive and make deliveries. At the moment, 4wd and lifted trucks have clearance, but low set vehicles struggle, especially energy efficient cars that people would like to get, but are afraid of the road damage. It would relieve a lot of stress on the car shocks as well.

Response 36-2:
Kern COG will forward these comments to the responsible agencies including the County of Kern and Caltrans as appropriate. Kern COG will continue to provide support to, and coordinate with the state and local agencies that are directly responsible for implementing solutions to the issues noted. The 2026 RTP includes pavement rehabilitation projects in Rosamond (Draft RTP p. 5-4). These projects may be eligible for Transportation Impact Fee funding, which the County of Kern prioritizes among competing needs.

Public Hearing Comments and Responses

Tehachapi City Council Meeting: Draft 2026 RTP Public Hearing #1

Transcript of Public Comments

June 1, 2026

No Public Comments Received

TPPC and Kern COG Board Meeting: Draft 2026 RTP Public Hearing #2

Transcript of Public Comments (English and Spanish)

June 18, 2026

Comment 30: Abby Power, Leadership Council for Justice and Accountability

Okay. Hello, good evening to you, the Kern Council of Governments. My name is Abby Power and I'm a policy advocate with Leadership Council for Justice and Accountability. I'm here with a few residents of Fuller Acres and Shirley Lane communities and we would like to share 3 requests to be included in the RTP.

The first is to include a complete streets project for the community of Fuller Acres. A sidewalk should be constructed from Dublin Lane all the way through Lamont to connect residents. And residents are also interested in exploring options for a sidewalk, sidewalks, speed bumps and street paving within their neighborhoods. The conditions for pedestrians along this section of Weedpatch Highway is currently very unsafe. There have been fatalities.

There's also a Kern Transit bus stop and a Lamont elementary school bus stop that's between Fuller Drive and Allen Way. And sometimes. So residents, including elementary students, who sometimes walk alone to get to the bus, have to walk along the shoulder of the highway to get to and from those bus stops. In addition, there's a convenience store and market which residents walk to. The speed limit on this section of the road is 50 mph, and some vehicles travel faster than this.

The highway's also frequented by trucks including semi-trucks and trailers, which increases the risk for pedestrian fatalities, which I mentioned have occurred on this highway. So, the 1st – that would be the first project – would be the complete streets project for Fuller Acres.

Due to these safety issues and the nature of a complete streets project requiring more time for planning, funding and construction, we also request that the RTP can include a shorter-term solution to at least prevent pedestrian fatalities and try to improve some of the safety issues on Weedpatch Highway in the shorter term. This could maybe look like a gravel or asphalt walking path. Maybe a protected bike lane, a speed beacon, or other safety infrastructure that residents recommend.

And 3rd, we would also like to come to, the RTP to include a complete street project for the community of Shirley Lane. In Shirley Lane, there are also many students who are walking to school without sidewalks. And there are a lot of high school students who are driving along the road that younger students are walking on to get to school. These are people who just learned how to drive, are driving really fast right by kids who are walking to school. So, we would like this complete streets project included in the RTP as well.

And these projects are directly aligned with policies. The first two, at least, are directly aligned with policies 16 and 33 in the RTP, and the third project also aligned with policy 33. So, policy 16.1 agrees to continue to improve safety on state routes. It includes State Route 184. Policy 33.6 directs allocating discretionary funding, such as Regional Surface Transportation Program, to meet the maintenance needs of existing communities first. This funding could be used for these projects, as the lack of safe pedestrian infrastructure is a need in existing disadvantaged, unincorporated communities. And we believe that these projects are also in alignment with Caltrans' commitment to reverse harm made to the communities impacted by the State Highway System.

We asked Kern COG, Kern County and Caltrans to please consider our request and incorporate these projects into the final RTP. Thank you for your time and consideration.

Response to Comment 30:
See Responses 17-4, 17-5, 17-6, 17-7, & 17-8. Note that Regional Surface Transportation Program (RSTP) funds are limited and applied for by the local jurisdictions. Some of the projects mentioned are eligible for RSTP funding, however it is up to the local jurisdiction to prioritize and apply for those funds. RSTP funds are programed in the RTP as grouped funding.

Comment 31 Nikador-Julian, Resident (Spanish)

Buenas tardes. Mi nombre es Nikador-Julian. Vivo en Fuller Acres por 29 años. Les pido al consilio de gobierno del condado de Kern algo que nos son beneficie para la nuestra communidad, sobren banquetas, sobre las calles 184 Highway y tambien banquetas en las calles de mi communidad, Fuller Acres.

Necesitamos tambien drenaje, es muy necesario tambien. Pido que arreglan las calles, la calle Panama Lane entre Fairfax y Cottonwood. Necesitamos topes en las calles de Fuller Acres. Por las necesidades de nuestra communidad, se miraria su trabajo que andan reglado en 184 Highway muy bien si nos se pusieron banquetas frente a nuestra comunidad.

Hagan algo por nosotros la comunidad, porque tantos años pagando taxes y no tenemos nada. Nos tienen olvidados. Queremos luces relampagientes para poder cruzar la calle 184 Highway. Todo esto, los estamos pidiendo por varios años atras tiempo de hoy. Gracias.

Comment 31 (English Translation):

Good afternoon. My name is Nikador-Julian. I've lived in Fuller Acres for 29 years. I'm requesting that the Kern Council of Governments include in the RTP sidewalks on Weedpatch Hwy, on State Route 184, and also sidewalks in the streets within my community of Fuller Acres.

Fuller Acres also needs a drainage system. A drainage system is also a necessity within the community. I would also like to request that Panama Lane be fixed, between Fairfax and Cottonwood. We also need speed bumps within the streets of Fuller Acres. And these projects are important to the community of Fuller Acres because it would solve a lot of the problems within my community, and also that if you put sidewalks along 184 Highway and within the streets of my community, everyone would view more positively the work that is being done right now on 184 Highway.

Do something for us, the community, because we've been paying taxes for many years and we don't have anything from it. We have been forgotten. We would really like to have lights and crosswalks to be able to cross 184 Highway. We have been asking for these projects for many years prior to this. Thank you.

Response to Comment 31:
See responses to 17-4, 17-5, 17-6, 17-7, & 17-9.

Comment 32: Laura Felix, Resident (Spanish)

Hola, buenas tardes, mi nombre es Laura Felix. Estoy aqui para pedir las banquetas una vez mas. Ya hemos pedido dame las banquetas en la junta de los supervisors. Las banquetas van a bien importantes porque los ninos no tienen nuestra banqueta. Caminan por la calle.
Los carros no quieren dejar pasar los ninos y se van peliando en el camino. Gracias a Dios no occurio ningun accidente. Creenme que yo no estaria aqui poque me da a mucho nervios adelante tanta gente importante pero ustedes son los unicos que nos pueden ayudar. Entonces, aqui estamos, piendoles su ayuda, porque yo les dije son tres callesitas, no mas. Y yo les dije arraglan las banquetas de medio si el valle no alcalzan para las calles asi, pues no importa. Verdad, si no van a poner las cerca mi casa, no me importa, pero pongan por la calle principal que se llama Marion. Y pues es que estando pidiendo. Occupamos muchas cosas, pero esto podria salvar la vida de los ninos, y eso es lo que mas importante. Pero dijieron que no lo los ponen porque no temenos drenaje. Entonces puesta mi y pongale un drenaje. Verdad? Para ponerles este banquetas. Por favor, les pido realmente pongan atencion porque los ninos no ponen atencion, creame lo. Ellos estan chiquitos, ellos son en elementary. Van ayi, abriendo la boca, y a veces los chamacos de high school van muy rezio, no ponen atencion. Sus papa les prestan los carros y tampoco tienen cuidado al lo major les dicen hijo maneja despacio, pero crean me lo maneja matandose. Entonces, no creemos pues que pasan un accidente por favor. Pues ponganos atencion y les puedemos de corazone que, que nos ayudan miren a yo se a aveces dicen pongan a, nos dieron una tarjita verdad, la supervisora, para la pusieron las quejas pero mis vecinos y yo somos un pocos ignorantes y quisas demaciados y no saben a usado el internet y todo eso. No saben es a poner a eso para poner al esa queja verdad. Ahi usted a la miren, entonces pues venimos aqui, verdad, por favor nos pongan atencion y les agradacemos mucho. Y le agradezco al senor David, porque el nos puso un Stop, verdad, el otra vez fuimos al occupado el Stop y el puso y yo le agradezco. Aunque el puso cuidado y nos ayudado mucho. Gracias por su atencion y pues por favor hagan nos caso. No van a gastar tante del valles, no creo que nos … al millon. Okay, gracias.

Comment 32 (English Translation):

Hello, good afternoon. My name is Laura Felix. I am here to ask for sidewalks once again. We have already requested sidewalks at the Board of Supervisors meeting. Sidewalks are very important because the children [who walk to school] don't have any sidewalks of their own. They have to walk in the street. Cars don't want to let the children pass, and there are conflicts along the way. Thank God no accidents have happened yet. Believe me, I wouldn't be here — I get very nervous in front of so many important people — but you are the only ones who can help us. So, here we are, asking for your help. As I said, it's just three small streets. Even if you can't do the side streets — if the budget doesn't stretch that far — that doesn't matter. If you don't put them right near my house, I don't care, but please put them on the main street, Marion [Drive]. We need many things, but this could save the children's lives, and that is what matters most. They said they wouldn't install them because we don't have proper drainage. Well, then put in drainage so you can install the sidewalks, right? Please, I really ask you to pay attention, because the children don't pay attention, believe me. They are little, they are in elementary school. They walk along distracted, and sometimes high school kids drive very fast and aren't paying attention. Their parents give them cars, and they aren't careful either. Maybe they tell their son to drive slowly, but believe me, they drive recklessly. We don't want an accident to happen, please. So please listen to us, we ask from the bottom of our hearts for your help. I know, sometimes they give us a card — the supervisor gave us one to file complaints — but my neighbors and I are a bit ignorant, maybe too much so, and we don't know how to use the internet or things like that. We don't know how to submit our complaints. So, we're here asking you to please pay attention to us. We'd really appreciate it. I also want to thank Mr. David. He was the one who installed the stop sign for us. We really needed it, and he made it happen, so I'm grateful. He really looked out for us and helped a lot. Thank you for your attention, and please, we ask that you heed our request. It won't cost that much, I don't think it'll break the bank. Okay, thank you.

Note: Abby Power and Raquel Pacheco provided live translation during the Public Hearing summarizing this comment.

Response to Comment 32:
See responses to *17-4, 17-5, 17-6, 17-7, &* 17-9.

Comment 33: Olivia Muñoz, Resident (Read by Abby Power)

I'm going to read a comment on behalf of **Olivia Muñoz.** So my name is Olivia Muñoz. I lived on Weedpatch Hwy for 40 years. I had a request that Kern Council of Governments include the following in the RTP: pathways for children, a sidewalk to go to schools, a bike route, signs for a bus stop, and also a sign with a blinking light. Like a sign that would say that "kids are crossing" when the bus is there. And this is a necessary project because there have been incidents of close cars almost hitting us when we're walking on the side of the highway where I have dropped to my knees to save myself.

And when we go to take our garbage out, my brother-in-law was hit in his mobile car by a car. The roads in Weedpatch Highway, the cars and trucks go really fast and it's difficult to cross the road and there have been people killed in front of my house.

Response to Comment 33:See responses to 17-4, 17-5, 17-6, & 17-7. Signage requests are being forwarded to the County and Caltrans.

Comment 34: Jose Muñoz, Resident (Read by Abby Power)

I'm going to read **Jose Muñoz's** comment now. My name is Jose Muñoz. I lived on Weedpatch Highway for eight years. This project is necessary because we walk on the side of State Route 184 which is full of dirt and it also is difficult for us who are handicapped individuals. And we're in need of sidewalks or blacktop to be able to go to the local store. We urge you to help us for our safety and our fear of walking on Weedpatch Highway, as well as for our needs for groceries and at the bus stop. The bus stop, they miss us to go to the doctors — And in this he's referring to, there's no signage, there's not very good signage for the bus stop. — And we need lights as well. There are lots of elderly and handicapped older people in our community afraid to walk on Weedpatch Highway because there are no lights to cross the road to go to the store.

Response to Comment 34:
See responses to 17-4, 17-5, 17-6, & 17-7. Signage requests are being forwarded to the County and Caltrans.

Comment 35: Marianne Helika Trujillo de Julian, Resident (Read by Abby Power)

Okay, and I'm going to read one more comment from **Marianne Helika Trujillo de Julian.** So I have – My name is Marianne Helika. I have lived in Fuller Acres for 22 years. I'm requesting Kern Council of Governments to include the following in their Regional Transportation Plan. Sidewalks and drainage on 184 in Fuller Acres. And also we are, we are also lacking sewer and we suffer a lot from the smells of the septic tanks. And it's very important because we are suffering a lot, especially when the septic tank is full and also whenever one of our neighbors is emptying theirs, the smell also reaches us. And this is an important project because overall — she wanted to mention — that we are getting sick a lot, due to the refinery and proximity to the refinery.

This is all of the comments. I thank you all for listening.

Response to Comment 35:
See responses to 17-4, 17-5, 17-6, 17-7, & 17-9. Signage requests are being forwarded to the County and Caltrans.

Emails and Letters Received

Email 1

June 20, 2026

Jay Schlosser, Executive Director

Kern Council of Governments

1401 19th Street, Suite 300

Bakersfield, CA 93301

Ben Raymond, Planning Director

braymond@kerncog.org

Re: Public Comment — Draft 2026 Regional Transportation Plan and Draft 2027 Federal Transportation Improvement Program

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Dear Mr. Schlosser and Mr. Raymond,

My name is Kelly Carden. I am a third-generation Rosamond resident and Chairman of the Rosamond Municipal Advisory Council. I am submitting these comments in my personal capacity as a resident of unincorporated Kern County.

I have lived in Rosamond my entire life. My family has been in this region longer than California has been a state. I have watched this community grow without the infrastructure to match that growth. I have watched a grade separation project sit in your unconstrained list since 2008 while construction costs compounded and the community kept waiting. I have watched a freeway interchange receive landscaping while comparable communities on SR-14 received capital investment. And I have watched my neighbors navigate unmaintained dirt roads when a train blocks the only paved crossing in town.

I am not writing to complain. I am writing because this comment period is one of the few formal mechanisms available to a resident of an unincorporated community to put their needs on the record where they are required to be addressed. Rosamond does not have a city council. It does not have a seat on your board. What it has is this comment period, and I intend to use it.

The Rosamond Boulevard grade separation at the Union Pacific Railroad — project KER08RTP133, sixty-nine million dollars, unconstrained since 2008 — needs a Project Study Report initiated in the 2027 FTIP cycle and a credible path to the

1-1

Email 1

constrained program. Sixteen years is long enough. If it is never going to be funded, the plan should say so honestly. If it is going to be funded, it needs a timeline.

The Rosamond Boulevard SR-14 interchange needs to be in the funded pipeline. It is the only community interchange on SR-14 for more than twenty thousand residents. It has received landscaping. That is not investment. 1-2

While the grade separation works toward funding, I am asking Kern COG to study two near-term surface alternatives. First, develop the Sierra Highway and Patterson Road intersection, extend Patterson through to 10th Street West, and connect back to Rosamond Boulevard. Right now when a train stops and emergency vehicles reroute, they are on unmaintained dirt roads. Paving those connections would give first responders a road they can actually use and give the rest of the community an alternate route on any given day. 1-3 Second, extend Holiday Avenue from 30th Street West to the SR-14 frontage road. The west side of Rosamond has grown significantly. A frontage road connection gives those residents direct southbound freeway access and a critical alternate route when Rosamond Boulevard is unavailable. 1-4

Finally, Sierra Highway needs a bicounty widening study coordinated with the Los Angeles County Metropolitan Transportation Authority. It is Rosamond's primary surface connection to Lancaster and the Antelope Valley. The county line should not be the reason this study never happens. 1-5

I am not asking for money that does not exist. I am asking for Rosamond's needs to be visible in the process that determines where money goes when it does become available. Projects in this document have a path to funding. Projects that are not in this document do not. Rosamond is ready. The infrastructure is not. I am asking Kern COG to help close that gap.

Respectfully submitted,

Kelly Carden

[redacted]

Email 2

Outlook

FW: new paving project

From Ben Raymond <BRaymond@kerncog.org>
Date Mon 6/22/2026 12:43 PM
To RTP 2026 <RTP2026@kerncog.org>

Report This Email

From: Heather Benes [redacted]
Sent: Monday, June 22, 2026 11:57 AM
To: Ben Raymond <BRaymond@kerncog.org>
Subject: new paving project

Hello,
I am writing to suggest paving projects for roads in east Kern County. I live in Ancient Valley. Several families connect with Backus Road and the 14 freeway by 20th Street West and 25th Street West. Pavement between Backus Road and Gibbs, Avenue on either one or both of those roads would be appreciated. Those roads are a muddy quagmire when they are not producing dust. 2-1
Thank you for your attention.
Heather Benes, resident
[redacted]

Letter 3

Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, California 93301

Re: 2026 Regional Transportation Plan Comments

My name is Patti Kumazawa. I am a life-long resident of East Kern: born and raised in Boron; bought my first house in Rosamond; and now I live on 10 acres in Mojave off Backus Road. Additionally, I have worked as a contractor on Edwards Air Force Base for almost 35 years. 25 of those years I worked in Environmental Management on the base where I edited and wrote environmental planning documents. I am aware some of these ideas are in planning stages already.

These are my ideas to improve transportation within the area I live and commute:

1. In Mojave, **change the middle west-bound Business 58 lane at the intersection of Business 58 and 14 to a combination left/right turn lane**: 3-1



The traffic turning left from the 58 to the southbound 14 backs up to the entrance of the Mojave Airport almost every workday afternoon (0.8 miles).



2. In Rosamond, **extend the pavement on 30th Street West south from Rosamond Boulevard to Avenue A (4 miles)**. The Board of Supervisors keeps approving new housing subdivisions on the west side of Rosamond, but ALL the traffic from these new homes to Highway 14 have to use Rosamond Boulevard. Commuters have to pass Rosamond High School at the same time school starts in the morning. Couple 3-2

this with the congestion between Sierra Highway and 30th Street West that makes Edwards commuters from Rosamond and Los Angeles County late and the congestion puts school children in danger trying to cross Rosamond Boulevard to get to Rosamond Elementary School.



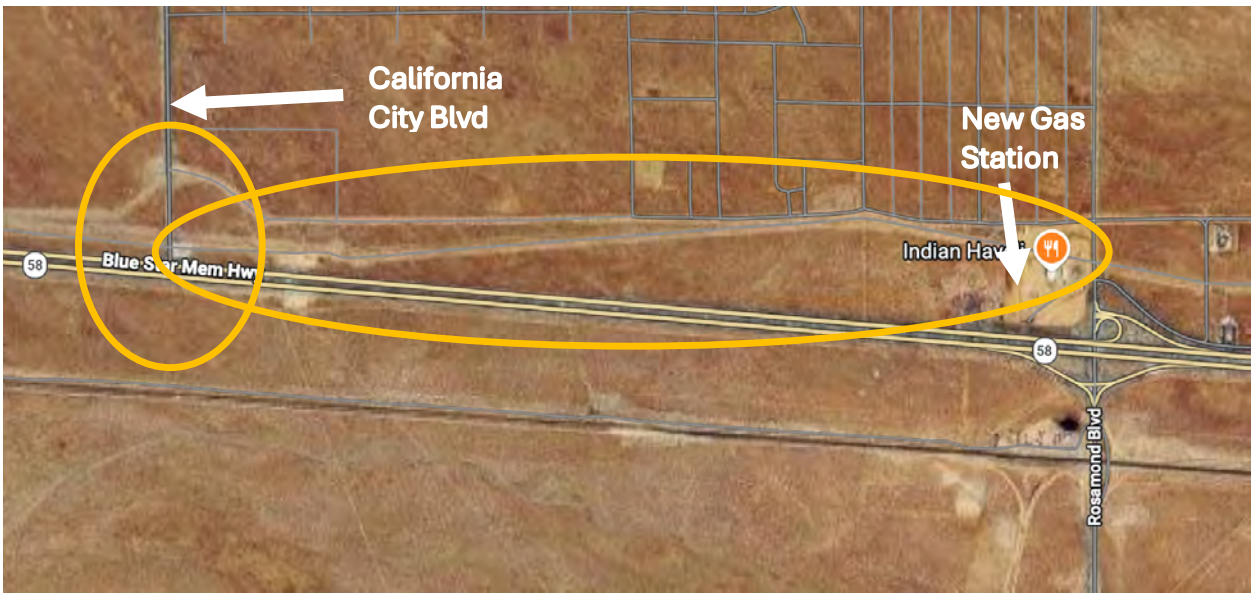
3. **Pave Dawn Road from the Highway 14 interchange east to Sierra Highway (0.8 miles).** With the new steel recycling plant being built on Sopp Road, heavy tractor trailer traffic on Rosamond Boulevard, Sierra Highway and Backus Road will damage those roadways. The future Willow Rock Energy Storage Center is slated for construction on the northwest corner of the intersection. Easier access to Sierra Highway from the south will drive growth in what could become an important industrial area/job creator between Mojave and Rosamond. 3-3

Letter 3



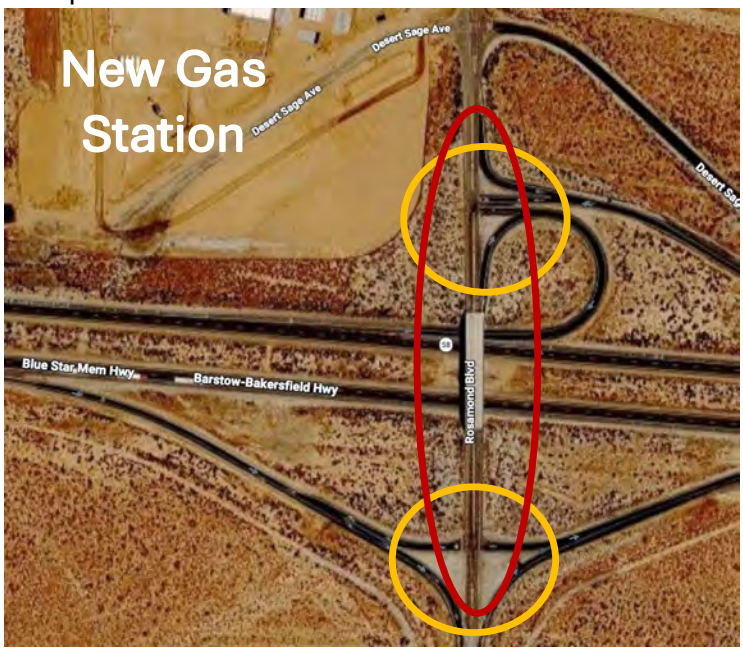
4. California City exit on Highway 58
    a. Expedite creation of an **overpass from California City Boulevard over Highway 58** to enable safer commuting from California City. Those commuters are now taking risks trying to cross the west bound lanes, turn left and accelerate to 70 miles per hour before fast lane traffic smashes into them to get to their work at Edwards. 3-4a
    b. Alternatively, **build a frontage road from California City Boulevard to Muroc Road/Rosamond Boulevard or realign California City Boulevard** from the curve at 35.101886, -117.917598 to run southeast to 140th Street/Muroc Road. Then the Edwards off ramp on the 58 could also serve California City. 3-4b

Either of these will get us one step closer to Highway 58 joining Interstate 40.



Letter 3

5. Muroc Road/Rosamond Boulevard overpass at Highway 58
    a. **Add signals or new on-ramps on the overpass (yellow below).** With the new gas station at the Edwards exit, tractor trailers are backed up across the bridge frequently while they try to turn LEFT onto the east-bound 58. It is especially bad when base commuters are leaving in the afternoon. 3-5a
    b. **Rebuild and reinforce the existing pavement on the overpass (red below).** The new tractor truck traffic has pulverized the old asphalt, creating dangerous potholes. 3-5b



6. **Build truck turn-outs on Tehachapi-Willow Springs Road.** This would increase safety in the short term. Currently overweight(?) trucks trying to avoid the weigh station in the Tehachapi Pass on the 58 take this short cut. When the trucks slow down to 3 miles per hour going up the summit, drivers try to pass the trucks in areas where there is no passing lane. 3-6

Thank you for the opportunity to comment on the plan.

CalTrans/Kern County: Please consider these for a project sooner rather than later.

[redacted]

Patti Kumazawa
Mojave Resident/Edwards Commuter

[redacted]

Cc: CalTrans District 9, Kern County Public Works

Email 4

Ben Raymond

From: A.J. [redacted]
Sent: Sunday, June 21, 2026 9:35 PM
To: Ben Raymond
Subject: Turning lane request

Follow Up Flag: Follow up
Flag Status: Flagged

Caution: External [redacted]

First-Time Sender Details

RIVAL MSP MANAGED SERVICES

Safe Spam Phish More... FAQ Protection by Rival MSP

Everyday I come home from work at Edwards AFB, I have people riding my ass when I make a right turn onto 40th street going westbound on Rosamond blvd..

It makes no sense to me why they have one (turn lane) on the opposite side of the street with vacant land and can't put one where we have just as much traffic going to Guido's and residential housing. 4-1

It's a safety issue as people will cut around me in the middle of oncoming traffic because they don't want to slow down. There has been at least one accident there already. Do we need to have a fatality before something is done?

Sincerely,

A.J. McGehean
[redacted]

Yahoo Mail: Search, Organize, Conquer

Email 5

Ben Raymond

From: Angel Medina [redacted]
Sent: Saturday, June 20, 2026 7:26 AM
To: Ben Raymond

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Caution: External [redacted]

First-Time Sender Details

RIVAL MSP MANAGED SERVICES

Safe Spam Phish More... FAQ Protection by Rival MSP

Morning!

I was told to email this email address with comments about the roads in Mojave. I'd say the left lane on the 14 southbound has a ton of pot holes in it. Between the end of the bridge and before the left turn leading into Purdue Ave. 5-1

Thanks!

Email 6

Ben Raymond

From: Barry Swenson [redacted]
Sent: Friday, June 19, 2026 2:14 PM
To: Ben Raymond
Subject: 2026 Regional Transportation Plan

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Caution: External [redacted]

First-Time Sender Details

RIVAL MSP MANAGED SERVICES

Safe Spam Phish More... FAQ Protection by Rival MSP

Hello,

My name is Barry Swenson and live near 40th and Orange St. in Rosamond.

We have lived here since 2003 and have seen a lot of residential units being built since then, but little to no improvements as it relates to traffic.

To get to the SR14, we must travel East on Rosamond Blvd and endure the significant amounts of traffic there during morning and afternoon school hours as well as the routine rush hour traffic or we could take 60th W to Ave A and attempt that route, but it's significantly longer. 6-1

Are there any plans to develop and pave any of the numerous "roads" between 20th W and 40th W that run from Rosamond Blvd to Ave. A? This would relieve a significant amount of traffic and eliminate the necessity of having to endure the traffic and relieve congestion at the same time. It gets so stupid crazy during morning school and work commute time that people will drive in the right lane for the SR14 on-ramp and then at the last minute attempt to cut in to the line going over the over-pass. When they can't get in, they're stopping those who just want to get on the SR14. West bound gets 2 lanes on the over-pass, but East bound is a single lane. We need another lane.

The Acacia St and Rosamond Blvd street light timing is an abomination. Traffic sitting at 20th W and Rosamond Blvd see a green light turn red for a single car coming off the SR14 long before it even has to stop. The light subsequently turns red for E-W traffic, but the single car gets to cruise right on through with barely a pause. 10s of cars who just got their green are now stopping again for 1? Please make it make sense, but most importantly, please fix it. Allow the backups past 20th W to clear a bit before releasing a few cars that just arrived at the light.

There should be alternate RR crossings from E-W instead of the single one at Rosamond Blvd. When that guy got hit by the train a while back, and the train stopped across Rosamond Blvd for hours, the resulting chaos was insane. Anyone on the East side is trapped and that is inexcusable. Finish 15th St down to another E-W road and put in a crossing or go down to Ave. A. Either way, something needs done about this. 6-2

Thanks for your time and attention to these concerns.

Respectfully,
Barry Swenson

Email 7

Ben Raymond

From: bill murray [redacted]
Sent: Friday, June 19, 2026 12:32 PM
To: Ben Raymond
Subject: Rosamond Road concerns

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Caution: External [redacted]

First-Time Sender Details

RIVAL MSP MANAGED SERVICES

Safe Spam Phish More... FAQ Protection by Rival MSP

Good Morning,
I have raised Concern about having Fog lines painted on 20th st west between Rosamond Blvd. and Ave A here in Rosamond a couple of times

My issue is this night driving is dangerous due to the bright lights from oncoming vehicle's headlights so when you try to avoid the light by looking at the edge of the road Yiu can't see the difference between the edge of the street and the little cannel between the street and the sidewalk 7-1

20th street west was repaved just last year I just don't understand why there were no fog lines painted while they had the stripe painters there at that time the work was being done

I also have an ongoing issue on Rosamond Blvd. and B street Freeway off ramp We need some sort of solid barrier, just the other night I witnessed a car cutting straight across from the right turn freeway off ramp cut right across the blvd to make a left turn onto B street, almost hitting the car in front of me 7-2

The present alleged barriers are pretty much useless and are constantly being replaced I feel there is a better solution

I will post a follow up email upon receipt of this email with Photo's included

Thank You

Bill Murray

Email 8

Ben Raymond

From: Deana Mullins [redacted]
Sent: Friday, June 19, 2026 12:18 PM
To: Ben Raymond
Subject: Rosamond Roads

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Caution: External [redacted]

First-Time Sender Details

RIVAL MSP MANAGED SERVICES

Safe Spam Phish More... FAQ Protection by Rival MSP

Hello, my name is Deana Mullins and I have lived in Rosamond many years.
I saw a post on Facebook Rosamond Residents to speak of my concerns on our roads.
I know Avenue A needs repaved. Sometimes potholes are being filled in every other week. From Sierra Hwy to 60th St West. 8-1
Your attention in this matter will be greatly appreciated.

Sent from my iPhone

Email 9

Ben Raymond

From: Gustavo Ruiz [redacted]
Sent: Saturday, June 20, 2026 9:07 AM
To: Ben Raymond
Subject: Fixing our neighborhood

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Caution: External [redacted]

First-Time Sender Details

RIVAL MSP MANAGED SERVICES

Safe Spam Phish More... FAQ Protection by Rival MSP

Sent from my iPhone
Hello Shana Downs,
I appreciate the look out to fix our local streets. I have been living here for over 20 years and it would be a blessing to get my neighborhood and at least one of the two streets Lee and Martin Ave to get fixed. 9-1
Thank you for your help and support.

Gustavo Ruiz

Email 10

Ben Raymond

From: Jenn [redacted]
Sent: Friday, June 19, 2026 12:08 PM
To: Ben Raymond
Subject: Rosamond Roads

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Caution: External [redacted]

First-Time Sender Details

RIVAL MSP MANAGED SERVICES

Safe Spam Phish More... FAQ Protection by Rival MSP

Hey I live in rosamond, and would like to see Knox Ave paved all the way to 35st West. It's a short run but it makes no sense that it is dirt when on either side it's paved. Would like see option when this is done, and buried power and utilities. 10-1

I would also like to see eagle way that crosses rosamond Blvd to no longer be allowed to cross straight or make a left from eagle onto Rosamond Blvd. Too many people are making that crossing extremely dangerous especially during rush hour. It's too close to become a light. It just needs to stop being a thoroughfare. 10-2

I would like to see Rosamond high school pickup line moved off Rosamond Blvd, and a pedestrian walkway over Rosamond instead of the ground crossing at Eagle Way. This is probably unlikely, but crossings need to be at lights, period. 10-3

I would also like to see bump out curbs for turning onto Rosamond Blvd to slow people trying to roll red lights on right turns. 10-4

Email 11

Ben Raymond

From: John M [redacted]
Sent: Friday, June 19, 2026 12:08 PM
To: Ben Raymond
Subject: Rosamond road concerns

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Caution: External [redacted]

First-Time Sender Details

RIVAL MSP MANAGED SERVICES

Safe Spam Phish More... FAQ Protection by Rival MSP

Hello, my name is John Mildern. 8 own a home at 3117 Desert Cloud Ave, Rosamond, CA 93560. I work on Edwards AFB and have a child who goes to school there.

Rosamond blvd is a nightmare during the Edwards commute. It is the only way to cross the 14. Having several schools located on Rosamond blvd is less than ideal as well. Any time there is any accident or construction or delay at all, the traffic is extremely hampered or outright stopped.

11-1

I am requesting that Holiday Ave be paved running East/West from 30th St all the way to Sierra hwy (in all the places it's not currently paved) and create an overpass over the 14. This will create an alternative route to pull some traffic off of Rosamond blvd as well as making the school crossings safer for kids in the mornings and afternoons.

The second request is to pave 30th Street all the way down to Avenue A. This would create an alternate route and means to get on the 14 for those on the West side of the 14 in Rosamond without having to use that bottleneck. The unpaved stance between Holiday Ave and Ave A is approximately 2 miles and there is already an on and off ramp at Ave A. With a new large development about to be built on Rosamond blvd and 30th St (including Tesla superchargers), the amount of traffic in this area will increase exponentially. Especially with the superchargers pulling through traffic off of the 14. This would further help alleviate congestion on Rosamond blvd.

11-2

Thank you for any assistance with pushing this.

John Mildern
[redacted]

Email 12

Ben Raymond

From: Kim Castaneda [redacted]
Sent: Saturday, June 20, 2026 10:59 AM
To: Ben Raymond
Subject: Ave A in Rosamond

Follow Up Flag: Follow up
Flag Status: Flagged

Caution: External [redacted]

First-Time Sender Details

RIVAL MSP MANAGED SERVICES

Safe Spam Phish More... FAQ Protection by Rival MSP

Hi. I'm not sure who was in charge of getting Ave. A fixed between Sierra Hwy. and the freeway, but it looks like a patchwork quilt, and the patches are falling apart. That entire section needs to be redone and done right. Thank you. 12-1

Email 13

Ben Raymond

From: Sarah K Fields [redacted]
Sent: Friday, June 19, 2026 4:26 PM
To: Ben Raymond
Subject: Public Comments for the 2026 regional transportation plan

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Caution: External [redacted]

First-Time Sender Details

RIVAL MSP MANAGED SERVICES

Safe Spam Phish More... FAQ Protection by Rival MSP

I would like to submit comments towards the Kern 2026 regional transportation plan. I saw this contact email posted by the Rosamond Municipal Advisory Council requesting comments by July 2.

My name is Sarah Fields and I live in the Rosamond Community Service District.

My comments:

-Metrolink expansion from Lancaster to Rosamond plan is great and would be very beneficial for connecting Southeastern Kern residents to the Greater LA metro area (travel to airports, events, etc) 13-1

-Pave 30th or 25th West from Holiday Ave south to Avenue A. This would provide an additional route for west side Rosamond residents to access the freeway. This will aid in the event of an evacuation in the area or just general congestion reduction during school hours that conflicts with commuter traffic. Rosamond Blvd can frequently back up from the SR14 overpass to 30th West during high traffic times, and there are no alternate routes. More development (housing, shopping centers) is going on in the westside Rosamond area so this issue will continue to get worse. 13-2

-Pave either Orange St or Holiday St between 30th West and 25th West. This will allow commuter traffic to avoid the school drop off area on Rosamond blvd potentially reducing the volume of cars that interact with crossing guards and children at 30th West and Rosamond Blvd and generally allowing residents who live south of Rosamond blvd and west of Hwy 14 alternate travel paths to local businesses reducing congestion on Rosamond blvd. 13-3

-Fix the pedestrian crossing at Rosamond Blvd and Eagle Way. Either add stop signs or traffic lights or remove the pedestrian crossing option or add traffic calming features to slow people down. It is difficult to see when the pedestrian lights are active and I witnessed several close calls with pedestrians there. 13-4

-No longer allow unprotected lefts for traffic turning from Eagle Way onto Rosamond Blvd (via curbs or other options) (or add stop signs or a traffic light). I have witnessed several accidents and many close 13-5

calls from vehicles on Eagle Way attempting to make a left onto Rosamond Blvd. This is for traffic coming from both north and south sides of Eagle Way.

-Pave Silver Queen road between Sierra Hwy and United st and add a railroad crossing to improve access to the Mojave Landfill for area residents. 13-6

-Pie in the sky request: add a 2nd SR 14 overpass for Rosamond and appropriate paved feeder road over the railroad tracks at Sierra Hwy to allow traffic to/from Edwards AFB an alternate route to SR 14 vs just Rosamond Blvd. Somewhere between the Ave A and Rosamond Blvd exit on SR14. Traffic frequently backs up on Rosamond blvd from Edwards AFB commuters who have no alternative routes prior to the Sierra Hwy railroad crossing and few alternate routes after Sierra Hwy. 13-7

Thank you for taking my comments.

Sarah Fields



Email 14

Outlook

RE: Draft 2026 RTP/SCS, Draft EIR, Draft 2027 FTIP, and Draft Conformity Analysis

From Raquel Pacheco <RPacheco@kerncog.org>
Date Mon 6/29/2026 10:26 AM
To Brandon Rodriguez <brodriguez@cityofdelano.org>
Cc RTP 2026 <RTP2026@kerncog.org>

Report This Email

Good day Brandon:
Received. Thank you for the comment.

Thanks,
Raquel

From: Brandon Rodriguez <brodriguez@cityofdelano.org>
Sent: Monday, June 29, 2026 10:21 AM
To: Raquel Pacheco <RPacheco@kerncog.org>
Subject: Re: Draft 2026 RTP/SCS, Draft EIR, Draft 2027 FTIP, and Draft Conformity Analysis

Hi Raquel-

Only comments are similar to previous. It appears our High Street Flyover project is mislabeled as a "Height Street overpass" on pdf page 199 and 668. If this can be revised to "High Street Flyover/Overpass" , that would be ideal. Thanks! 14-1

Thank you,

Brandon Rodriguez, PE
City Engineer | Engineering Department | City of Delano
1015 11th Ave. Delano, CA 93215
661-720-2219
brodriguez@cityofdelano.org

Please note City offices are closed Friday through Sunday.

Email 15

Outlook

FW: Requesting paved road in Rosamond

From Ben Raymond <BRaymond@kerncog.org>
Date Mon 6/29/2026 10:11 AM
To RTP 2026 <RTP2026@kerncog.org>

Report This Email

Sent from my mobile device

-------- Original message --------
From: Leslie Pie [redacted]
Date: 6/26/26 8:54 PM (GMT-08:00)
To: Ben Raymond <BRaymond@kerncog.org>
Subject: Requesting paved road in Rosamond

Hi, I'm requesting for someone to consider paving Jackson Ave, between 60th and 58th :) the dirt sometimes gets extremely uneven (like it is now) and especially during heavy rains is not the safest! 15-1

If budget does not allow, perhaps the city can invest in touching up the dirt instead, making it smoother and more driveable.

Thank you for your consideration!

Leslie Pie

Email 16

Outlook

Re: Providing input on the Kern COG regional transportation plan

From Ellen Morris <ellen.morris@kccd.edu>
Date Thu 7/2/2026 3:37 PM
To Rochelle Invina-Jayasiri <RInvina@kerncog.org>; Rob Ball <RBall@kerncog.org>; RTP 2026 <RTP2026@kerncog.org>
Cc David Teasdale <david.teasdale@kccd.edu>; Sara Sullivan <sara.sullivan@kccd.edu>

1 attachment (903 KB)
Kern CCD Comments on the Kern COG Regional Transportation Plan.docx;

External (ellen.morris@kccd.edu)

RIVAL MSP MANAGED SERVICES

Graymail Spam Phish More... FAQ Protection by Rival MSP

Dear Rochelle,

Please see attached our comments on the Kern COG Regional transportation plan for 2026.

Let me know if you have any questions or need more information.

Happy 4th of July!
Ellen

Ellen Morris, Ph.D.
Managing Director
California Renewable Energy Laboratory (CREL)
Kern Community College District
2100 Chester Avenue, Bakersfield, CA 93301
917.667.1587

CALIFORNIA RENEWABLE ENERGY LABORATORY CREL KERN COMMUNITY COLLEGE DISTRICT

Email 16

Comments on the 2026 Kern COG Regional Transportation Plan

We are pleased to offer the following suggestions for incorporation in the draft Kern COG Regional Transportation Plan. The two success stories could be incorporated into Appendix E, and they would be referenced in the list on Page 4-58A.

16-1

Page 4-58 A Great Start: Sustainable Community Success Stories (See Appendix E)

Please consider adding two strategies that are initiatives of the Kern Community College District:

1. 21st Century Energy Center
2. California Renewable Energy Laboratory

Appendix E: Success Stories

PROJECT TITLE: 21st Century Energy Center

PROJECT SPONSOR: Kern Community College District

PROJECT DESCRIPTION:

The 21st Century Energy Center at the Kern Community College District (KernCCD) provides customized training for careers in clean energy and advanced transportation to meet regional employers' needs. The workforce training in the electric vehicle industry and in alternative fuels such as hydrogen are crucial to ensuring California can equitably, sustainably, and competitively meet its carbon neutrality goals by 2045. The unique approach addresses regional economic development, supports technical career certifications from local community colleges in Kern County and union apprenticeships to strengthen the workforce ecosystem, create and sustain career pathways, and develop best practices to showcase how economic growth across California can be consistent with a carbon neutral economy and transportation sector.

PROJECT BENEFITS:

The 21st Century Energy Center training aligns with the State Community College Chancellor's Vision 2030 Equity in Access goal by focusing outreach efforts to attract and recruit residents of disadvantaged communities and women to participate in these training

programs. The 21st Center energy infrastructure training aligns with the Vision 2030 Equity in Success goal by providing industry relevant training connected to employment and by focusing on workforce outcomes which maximize the opportunity for students to participate in the growth of energy infrastructure jobs.

COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS:

YEAR OF CONSTRUCTION: Ongoing program

STATUS: In Progress

Reference: https://www.kccd.edu/workforce-and-economic-development/workforce-and-talent-development/21st-century-energy-center/index.html





PROJECT TITLE: California Renewable Energy Laboratory Center of Excellence on Advanced Transportation

PROJECT SPONSOR: Kern Community College District

PROJECT DESCRIPTION:

California Renewable Energy Laboratory (CREL), an initiative of Kern Community College District (Kern CCD), serves as a pivotal hub that connects industry, local and national governmental agencies, and workers with the most up-to-date information and approaches regarding innovations that shaping the regional and statewide energy economy for decades to come. Launched in 2022 as a $50 million state-funded initiative, CREL builds on a decade of Kern County innovation to support applied research, hands-on training, faculty and curriculum development, industry partnerships, and community engagement. The CREL advanced transportation Center of Excellence focuses on education and workforce training in electric vehicles, operations and alternative fuels alongside industry partners. CREL supports training and certifications for EV technicians, truck drives and logistics workers furthering the safe and effect transition to clean transportation.

PROJECT BENEFITS:

Kern CCD has ongoing engagement with disadvantaged communities regarding climate change, climate resilience, and related workforce impacts. As the primary catalyst for workforce development in the Southern San Joaquin Valley, Kern CCD is proud to be a supportive liaison between industry, labor unions, community-based organizations, environmental justice groups, and government officials. Kern CCD and CREL are committed to developing career pathways that provide economic mobility to residents from disinvested communities across Kern County while serving as a model for counties across California.

COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: $50M initiative

YEAR OF CONSTRUCTION: Program launched in 2022

STATUS: In Progress

Reference: CREL Impact Report (in preparation)





Letter 17

LEADERSHIP COUNSEL FOR JUSTICE & ACCOUNTABILITY

July 2, 2026

Sent Via Email to RBall@kerncog.org, RTP2026@kerncog.org

Kern Council of Governments
1401 19th St. Ste. 300
Bakersfield, CA, 93301

Re: Comments on the Draft 2026 Regional Transportation Plan

Dear Kern Council of Governments,

Leadership Counsel for Justice and Accountability ("LCJA") respectfully submits this letter regarding the Draft 2026 Regional Transportation Plan/Sustainable Communities Strategy ("RTP"). The following comments are submitted with the input of residents from three disadvantaged unincorporated communities ("DUCs"): Fuller Acres, Unidos por el Agua, and Shirley Lane.

1. Introduction

Fuller Acres is a DUC located along the east side of SR 184 from Farmers Lane to East Panama Lane. Unidos por el Agua is a DUC located just north of Fuller Acres on State Route 184 (also known as "Weedpatch Highway"), from Dublin Lane to East Fairview Road. This community was previously referred to as Athal because they are customers of Athal Mutual Water Co. However, residents call their community Unidos por el Agua and are therefore referred to as such in this letter. The environmental conditions in Fuller Acres and Unidos por el Agua are similar as they are both located within the same 1-mile stretch of SR 184. CalEnviroScreen 5.0 demonstrates that these communities face more pollution than 91.71% of census tracts in California.[1] Caltrans Transportation Equity Index shows Fuller Acres to have a Crash Exposure Percentile of 0.43 and a Traffic Proximity and Volume Percentile of 0.61.[2] These communities are also located in proximity to industrial and agricultural facilities, including Kern Energy and Grimmway Farms.

Shirley Lane is a DUC located along the east side of Fairfax Rd from Shirley Ln to Redbank Rd. This community faces a pollution burden higher than 92.07% of census tracts in California, according to CalEnviroScreen 5.0.[3] Shirley Lane has a Traffic Proximity and Volume Percentile of 0.50 and Crash Exposure Percentile ranging from 0.22 to 0.43.[4] The community is located near the Fairfax Rd exit of the SR 58 freeway and situated between agricultural land uses to the South and industrial land uses on Brundage Lane to the North.

[1] CalEnviroScreen 5.0 (Draft), Results for Census Tract 6029006201
[2] Caltrans Transportation Equity Index (EQI) Version 1.0 Web Map, Results for Census Block 060290062011005
[3] CalEnviroScreen 5.0 (Draft), Results for Census Tract 6029002401
[4] Caltrans Transportation Equity Index (EQI) Version 1.0 Web Map, Results for Census Blocks 060290024011007, 060290024011015, 060290024011016

All three of these communities lack complete pedestrian infrastructure including sidewalks, curb, and gutter. Due to the location of Fuller Acres and Unidos por el Agua along SR 184, residents of these communities have consistently been asked to absorb the impacts of regional goods movement without comprehensive investments in their safety. We urge Kern COG to ensure that the benefits of active transportation and pedestrian safety improvements are prioritized throughout the RTP. This would be consistent with the RTP's stated goals around Reliability/Safety, Equity, Sustainability, and Livability/Quality of Life.[5] Communities like Fuller Acres and Unidos por el Agua should not be asked to bear a disproportionate share of freight impacts while receiving little to no investments towards safe and reliable multimodal transportation options, as has occurred historically.

Comment 17-1

Kern COG also has a responsibility to uphold its civil rights obligations. Under Title VI of the Civil Rights Act of 1964 and related environmental justice requirements, Kern COG must not cause further harm to disadvantaged communities or communities of color through its planning decisions. We are glad to see that Policy 33 in the RTP is included to "Proactively implement Federal Title VI and Environmental Justice requirements to ensure equity."[6]

Comment 17-2

Sub policies 33.1, 33.2, and 33.3 provide ways to ensure that freight and other industry-related projects do not result in adverse impacts on disadvantaged communities. We ask Kern COG to confirm their commitment to ensuring all projects in the RTP adhere to these policies as written:

Comment 17-3

- 33.1: "Avoid, minimize, and/or mitigate disproportionately high and adverse human health or environmental effects, including social and economic impacts, on traditionally disadvantaged communities, especially racial minority and low income communities."
- 33.2: "Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process."
- 33.3: "Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations."[7]

2. Complete Streets Projects for Pedestrian Safety

2.1 SR 184 Corridor: Fuller Acres and Unidos por el Agua

Comment 17-4

Figures 1 and 2 show maps of Fuller Acres and Unidos por el Agua communities, respectively.

Residents of Fuller Acres and Unidos por el Agua face significant pedestrian safety risks in their communities. This section of SR 184 is frequented by vehicle traffic traveling at or above 50mph, including semi-trucks and trailers. It is also an area that is utilized by pedestrians, including elementary school students walking to and from the school bus stops. There are multiple hazards that force pedestrians to walk near or on the paved shoulder where vehicles cannot pass them at a safe distance. Further, there is a lack of visibility at night and pedestrians walking north cannot walk in the opposite direction of traffic. These conditions are described in more detail below:

[5] Kern Council of Governments, Draft 2026 Regional Transportation Plan p. 2-2
[6] Kern Council of Governments, Draft 2026 Regional Transportation Plan p. 2-30
[7] Kern Council of Governments, Draft 2026 Regional Transportation Plan p. 2-30

- There is both a Kern Transit bus stop (Route 140) and a Lamont Elementary School bus stop on Weedpatch Highway between Fuller Drive and Allen Way. Residents, including elementary students who walk alone at times, must walk along the shoulder of the highway to get to and from the buses. In addition, there is a convenience store and market which residents from this community walk to on Weedpatch Highway.
- The speed limit along this section of the highway is 50 mph, and some vehicles travel faster than the speed limit. This highway is also designated as a Terminal Access STAA truck route and is frequented by trucks, including semi-trucks and trailers, that are traveling to and from agricultural and industrial sources nearby.[8] According to data from Caltrans' Traffic Census Program, approximately 647 trucks drive on the section of SR 184 that is between the intersections with SR 58 and SR 223, where Fuller Acres and Unidos por el Agua are located.[9]
- The risk of being hit by a vehicle is greater if pedestrians are walking on the paved shoulder of the highway, where drivers could pass with just a few feet of distance between the pedestrian and the vehicle traveling at 50mph. California law requires that drivers pass bicycles with at least 3 feet between the vehicle and the cyclist or their bicycle.[10] However, the state does not have a law that requires a minimum passing distance when passing pedestrians on a road's shoulder. This leaves them especially vulnerable, as decisions regarding passing distance are made by individual drivers. During periods of rain, this area experiences ponding which can extend up to residential property lines and fences (shown by Figure 3). The flooding therefore causes pedestrians to walk closer to the highway in order to avoid walking through the standing water.
- Visibility is limited on this section of Weedpatch Highway outside of daylight hours. The area does not have sufficient street lighting to illuminate pedestrians who are walking in the evenings or early mornings. Kern Transit Route 140 does operate during early morning and evening hours, and therefore pedestrians may be walking to and from the bus stop in the dark, making them not visible to drivers.[11]
- Pedestrians walking north are walking in the same direction as traffic. Widely adopted pedestrian safety protocols state that pedestrians should walk in the opposite direction of traffic when they are not on a sidewalk.[12] However, this is not practical and would pose additional safety concerns in Fuller Acres. The one crosswalk in the community is located at Panama Lane. Residents would therefore have to cross Weedpatch Highway at least once in order to walk north in the opposite direction of traffic. This poses additional safety concerns due to the requirement of crossing without a crosswalk.
- There are residents from these communities who have disabilities and use mobility assistance devices like wheelchairs. For these residents, there are additional safety concerns and challenges to move around due to the lack of sidewalks. Jose Muñoz lives on the west side of Weedpatch Highway and has a disability. He was once almost hit by a car when taking his trash bins out to the street, as was stated in a comment at the July 18 RTP Hearing at the Kern COG Board Meeting.

[8] Caltrans CA Truck Network: https://dot.ca.gov/programs/traffic-operations/legal-truck-access/truck-network-map
[9] Caltrans Traffic Census Program Annual Average Daily Truck Traffic 2024: https://dot.ca.gov/programs/traffic-operations/census
[10] California Vehicle Code 21760
[11] Kern Transit Route 140 Schedule: https://kerntransit.org/routes/route-140/
[12] CA Vehicle Code § 21956 (2025)

When adopting SB 960, a bill which requires Caltrans to prioritize pedestrian, bicycle, and transit infrastructure on projects in the SHOPP funding program, the California Legislature found and declared that: "Underserved communities, including low-income communities and communities of color, lack safe streets, bicycle lanes, and sidewalks. In many cases, underserved communities also lack access to private vehicles, are dependent on shared rides or public transit, or simply lack any reliable transportation options. As a result, these communities experience higher rates of traffic fatalities and serious injuries and chronic diseases related to air pollution and the lack of safe physical activity."[13] The Federal Highway Administration has also concluded that roadways without sidewalks are more than twice as likely to have pedestrian crashes as sites with sidewalks on both sides of the street.[14]

Given these conditions, LCJA and residents of Fuller Acres and Unidos por el Agua request the following projects be included comprehensively in the RTP:

- Priority 1: A Complete Streets project encompassing this section of SR 184 as well as the interior community streets of Fuller Acres and Unidos por el Agua. This should include sidewalks, curb and gutter, and traffic-calming measures such as speed bumps, in addition to other elements. We ask Kern COG and Caltrans to determine the specific infrastructure needs through consultation and planning with residents of both communities. Caltrans has stated that this project would require the construction of a drainage basin along SR 184. Moreover, Kern County has also documented the need for a drainage basin and has conducted preliminary studies for site identification and acquisition. The selection and acquisition of this site should be planned early on in the process so that it does not cause further delays in the construction of sidewalks along SR 184 in Fuller Acres and Unidos por el Agua.
- Priority 2: In the interim, a short-term safety project to address pedestrian safety issues due to a lack of infrastructure until the Complete Streets project is completed. We also ask Kern COG and Caltrans to work with residents to identify the appropriate infrastructure. Ideas that have been shared so far include speed radar signs, flashing pedestrian beacons, protected bike lanes, and a gravel walking path. This infrastructure should ensure that residents who live on both the East and West sides of SR 184 can walk and cross this road safely.

The RTP currently includes a project in this corridor, identified as: County/Lamont/Caltrans Corridor Improvement SR 184/Weedpatch Highway (Brundage Ln to E Bear Mountain Blvd), KER26RTP025. The current rehabilitation efforts do not include sidewalks along SR 184 in Fuller Acres and Unidos por el Agua. For this reason, we urge Kern COG to ensure that this project remains in the RTP, even after the current rehabilitation efforts conclude, with the explicit goal of securing design, engineering, and construction funding to execute a Complete Streets project for these communities. If this project is not the appropriate way to achieve this, then the RTP should instead include a separate near-term project that does include this aim.

Comment 17-5

Comment 17-6

We would like to highlight that Appendix E of the RTP describes this "SR 184 Lamont Bike and Pedestrian Improvements" project as one that "will provide a safer route for pedestrians, and bike traffic

[13] Senate Bill No. 960 Chapter 630
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB960
[14] U.S. DOT Federal Highway Administration, Safety Benefits of Walkways, Sidewalks, and Paved Shoulders:
https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/walkways_brochure.pdf

along residential, commercial, and institutional frontages and close a major bike and pedestrian facility gap in these disadvantaged communities."[15] However, Kern COG cannot fulfill this statement unless sidewalks are constructed along SR 184 from Dublin Ln to E Panama Ln. This request is also consistent with the RTP's Policy 16.1, which directs Kern COG to work with Caltrans to improve safety on SR 184 among other state routes.[16]

In addition to pedestrian safety, active transportation projects like sidewalks can have significant benefits for disadvantaged communities. Fuller Acres and Unidos por el Agua are part of the Arvin/Lamont AB 617 community, which was selected due to local air pollution levels exceeding the majority of communities in California. Vehicles account for 49.2% of NOx emissions within this 617 boundary, with light and medium-duty vehicles contributing to 16.9% and heavy-duty diesel trucks contributing to 32.3% of the overall NOx inventory.[17] Adding sidewalks along the east side of Weedpatch Highway can help to reduce single-occupancy vehicle trips in this area, especially as the sidewalks would provide a safe route to the Kern Transit bus stop.

Comment 17-7

Lastly, residents of Fuller Acres and Unidos por el Agua have expressed the need for better signage of locations and times of the Kern Transit buses that run on SR 184. We ask Kern COG to coordinate with Kern Transit, as increased utilization of public transportation will help residents get to their destinations and reduce emissions from single-occupancy vehicles.

Comment 17-8

[15] Kern Council of Governments, Draft 2026 Regional Transportation Plan Sustainable Communities Strategy p. E-12
[16] Kern Council of Governments, Draft 2026 Regional Transportation Plan p. 2-11
[17] Arvin/Lamont Community Emissions Reduction Program, p. 25: https://community.valleyair.org/media/4014/6-final_arvinlamont-cerp_610.pdf



Figure 1: Map of Fuller Acres (Google Maps)



Figure 2: Map of Unidos por el Agua (Google Maps)

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Figure 3: Google Street View, looking North from Allen Road & Weedpatch Highway (SR 184).

2.2 Shirley Lane

Shirley Lane residents also face unsafe walking conditions. Similar to the communities of Fuller Acres and Unidos por el Agua, they lack sidewalks and traffic calming measures such as speed bumps. Residents who have advocated for these improvements have been told by the Kern County Board of Supervisors that prior steps will need to be taken first. In order to install speed bumps, they must have sidewalks. To construct sidewalks, they have been told that sewer lines must be placed first.

Residents, including students going to Shirley Lane Elementary School, currently walk on the shoulder of the roads in their community. The shoulder often becomes overgrown with vegetation and community volunteers are the ones who currently maintain it. When flooding occurs, they are forced to walk near traffic to avoid pooled water. This raises significant safety concerns for pedestrians, as shown in Figure 4. Elementary school students also walk alone at times to get to their school. In a comment to the Kern COG Board at the July 18 RTP Hearing, Shirley Lane resident Laura Felix explained how elementary school students walk on roads at the same time as high school students are driving to Mira Monte High School. She mentioned that some of the high school students, who are new drivers, drive recklessly and increase the danger for elementary school students who are walking on the roads without sidewalks.

For these reasons, the community of Shirley Lane needs a Complete Streets and Safe Routes to School project included in the RTP. We urge Kern COG to both include this project in the RTP and to work with the necessary state and county agencies to install sewer lines so that the project can move forward. In the interim, we also ask that Kern COG work with residents of Shirley Lane on traffic calming measures, drainage improvements, and maintenance of vegetation in order to increase the safety of residents and elementary school students.

Comment 17-9

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Figure 4: Photo of the corner of Shirley Ln and Marion Dr, taken by resident Laura Felix.

2.3 Doney Street

West of SR 184, from approximately postmile Ker .5.738 to Ker. 5.648, sits the community of Doney Street, as residents refer to their 30 dwelling residential community. The community is characterized by one street, Doney Street, west of SR 184, about six residential properties along SR 184, and about ten residential properties facing south towards a Kern Delta Water District canal (shown by Figure 5 below). The canal bank is an access road for residents who live in front of the canal. During heavy rain, residents have a hard time entering and leaving the way, as flooding occurs on the west side of SR 184 and the canal bank becomes muddy creating corrugations throughout the road. In addition, emergency services and special needs service providers are unable to access residents living in front of the canal due to the poor condition of the road. Homes along the canal bank have existed here for many years, some dating back to 1996. Nevertheless, none of the relevant agencies such as Kern Delta Water District, Kern County, or Caltrans have raised safety concerns related to the lack of a formal and public way into the community. Residents request Kern COG's and the County of Kern's support with addressing this issue with the ultimate goal of making the thoroughfare into a paved, public street. We recommend incorporating a policy to: "Program access road improvement projects in rural communities for safe and reliable transportation" and "Identify easements, right of ways, and private roads used as a public road to convert to public roads as necessary and feasible, and to implement safety improvement projects". Moreover, we recommend Kern COG and the County of Kern to include a project to address safety concerns on the canal bank in the community of Doney Street, including flood prevention and mitigation on SR 184, determining easements and releasing a portion of the way for public domain, and adding pavement.

Comment 17-10

Comment 17-11



Figure 5: Aerial view of the "Doney Street" Community (Google Maps). Ingress and egress points identified with text. Canal bank access road depicted in red.

3. The RTP should not create projects that increase truck traffic through these communities.

LCJA urges Kern COG not to advance projects that would widen SR 184 to four lanes or otherwise increase truck traffic through Fuller Acres and Unidos por el Agua. Policy 22.2 in the RTP is to "Program safety related infrastructure improvements such as safety widening of Pond Rd, 7th Standard Rd, Wheeler Ridge Rd, SR 43, SR 46, SR 184 and other high volume truck routes in response to freight movement activities in these areas."[18] Any widening project in this section of the SR 184 corridor should be designed to improve safety for existing road users, not to promote an increase in truck traffic. Comment 17-12

We ask for clarification on the scope of the RTP project "County/Lamont-Fuller Acres Route 184 from Panama Road to Route 58: Safety widening and traffic flow improvements" (KER08RTP100, Comment 17-13

[18] Kern Council of Governments, Draft 2026 Regional Transportation Plan p. 2-15

programmed for 2036).[19] We are concerned that this project would be designed to widen SR 184 to four lanes and specifically request that it does not increase the number of lanes on SR 184 for two reasons. First, many residents of Fuller Acres and Unidos por el Agua have expressed concern about the air quality and public health impacts associated with living next to a four-lane highway, and therefore do not support increasing the capacity of SR 184. Second, widening this road to four lanes could encroach on necessary pedestrian or bicycle infrastructure. We bring up this specific request because the KARGO Phase 1 Final Report includes the following as Policy 22.3: "Widen SR 184 to four lanes to respond to increasing agriculture trucking activity."[20] We urge Kern COG to ensure that project KER08RTP100 does not fulfill this policy and that no other project attempts to fulfill it either.

In addition, the RTP includes a project from the KARGO Phase 3 to construct the Lamont/Arvin Greenpass, encompassed by projects KER26RTP160, KER26RTP164, and KER26RTP165. As written in the KARGO Phase 3, this project may increase truck traffic on Panama Lane, impacting Fuller Acres residents who live on this road. While we agree with this project's goal to remove truck traffic from Weedpatch Highway in the Fuller Acres/Lamont corridor, we request that Kern COG ensure that truck traffic does not increase on Panama Lane, limiting it to trucks from existing facilities that require use of this road, such as Kern Energy, to help reduce truck related emission exposure in residential communities. Comment 17-14

According to a Health Risk Assessment conducted by the City of Fresno for the South Fresno AB 617 Community, people living within 1,000 feet of a truck route have a higher chance of experiencing adverse pregnancy outcomes such as preterm births, and a higher risk for emergency room visits or hospitalization due to asthma, or diseases related to the blood vessels of the heart and brain.[21] Residents who live on or near Panama Lane, such as Fuller Acres could be significantly impacted if truck traffic increases on this road. Therefore, before moving into planning for the Lamont/Arvin Greenpass, Kern COG should work with Fuller Acres residents who live near Panama Lane to implement comprehensive mitigation measures to ensure that the project does not inadvertently cause health-related impacts from truck emissions. This should include a Health Risk Assessment and a plan to limit truck traffic to a specific volume on Panama Lane, determined through a community-informed process.

Lastly, we must note that policies which encourage capacity increasing projects are inconsistent with the Climate Action Plan for Transportation Improvements 2.0 ("CAPTI") and the California Transportation Plan 2050 which aim to reduce vehicle miles traveled. In adherence with Executive Order N-79-20, CAPTI 2.0 provides transportation agencies an investment framework towards reducing emissions from the transportation sector and moving towards multi-modal transportation options in low-income disadvantaged communities. CAPTI prioritizes investing in projects that reduce public health harms and maximizing benefits for communities, infrastructure for pedestrians and cyclists, and projects that do not increase vehicle miles traveled.[22] Kern COG, the County of Kern, and Caltrans must assess alternative strategies to address safety related improvements in a manner which does not increase capacity on SR 184 Comment 17-15

[19] Kern Council of Governments, Draft 2026 Regional Transportation Plan p. 5-41
[20] Kern Council of Governments, KARGO Phase 1 Final Report p. 15
[21] Fresno Community Environmental Health Impact Assessment p. 10: https://www.fresno.gov/wp-content/uploads/2024/10/Fresno-Community-Environmental-Health-Impact-Assessment-10w166.pdf
[22] Climate Action Plan for Transportation Infrastructure 2.0: https://calsta.ca.gov/-/media/calsta-media/documents/capti-2025-a11y.pdf

and does not lead to more environmental and public health impacts. Moreover, the CTP 2050 identifies various strategies to address safety related issues which should be considered by all relevant agencies. We urge Kern COG to revise RTP and KARGO policies that are inconsistent with state policies and undermine climate goals.

4. RTP Policies

LCJA would like to offer the following comments on specific policies in the RTP:

- Policy 21: In this policy, Kern COG commits to coordinating planning efforts so that goods movement is efficient, economical, and environmentally sound while "mitigating impacts to all communities."[23] We are glad to see the goal of mitigating the impact of goods movements on communities, however the sub-policies do not include directions to coordinate directly with residents to do so. Proper community engagement is crucial to ensure that mitigation measures are successful and are set up to reduce harm to residents, especially in disadvantaged communities who have historically faced significant pollution burden due to goods movement and been left out of planning conversations. LCJA urges Kern COG to include a sub-policy to Policy 21 that describes how they will coordinate directly with communities to ensure mitigation measures are properly designed and implemented. Comment 17-16
- Policy 30.5: This policy states that "Kern COG, through its Environmental Review Program/Intergovernmental Review process will facilitate and encourage implementing and local agencies to use CEQA streamlining and/or tiering from the RTP/SCS environmental document as appropriate."[24] LCJA asks Kern COG to clarify how this tiering process will be structured so that it does not allow individual freight or roadway projects in disadvantaged communities to avoid the community-level review needed to identify and mitigate localized impacts. Comment 17-17 EIR Comment 5-1
- Policy 33.6: Policy 33.6 currently directs Kern COG to allocate discretionary funding to meet the maintenance needs of existing communities first.[25] We recommend this policy be revised to also explicitly include "infrastructure deficiencies" as well, so that communities like Fuller Acres, Unidos por el Agua, and Shirley Lane that currently lack basic pedestrian infrastructure are not excluded from this funding priority. Comment 17-18

5. Conclusion

The RTP is an opportunity to advance equity and public health alongside mobility and goods movement. For the residents of Fuller Acres, Unidos por el Agua, and Shirley Lane, that opportunity should mean Complete Streets and Safe Routes to School where none currently exist and a commitment that freight-related projects in this corridor will not increase truck traffic or compromise pedestrian safety without full mitigation. LCJA and the undersigned residents of these communities urge Kern COG to incorporate the recommendations above into the final 2026 Regional Transportation Plan and Sustainable Communities Strategy. Thank you for your consideration of these comments.

[23] Kern Council of Governments, Draft 2026 Regional Transportation Plan p. 2-13
[24] Kern Council of Governments, Draft 2026 Regional Transportation Plan p. 2-25
[25] Kern Council of Governments, Draft 2026 Regional Transportation Plan p. 2-31

Sincerely,

Abby Power
Land Use and Transportation Policy Advocate
Leadership Counsel for Justice and Accountability

Nicanor Guillen
Fuller Acres Resident

Maria Angelica Trujillo de Guillen
Fuller Acres Resident

Olivia Muñoz
Fuller Acres Resident

Jose Muñoz
Fuller Acres Resident

Maria Martinez
Fuller Acres Resident

Jennifer Martinez-Medina
Fuller Acres Resident

Irene Sanchez
Unidos por el Agua Resident

Bryan Alejandro
Unidos por el Agua Resident

Alicia Hernández
Unidos por el Agua Resident

Angel Hernández
Unidos por el Agua Resident

Laura Felix
Shirley Lane Resident

Elizabeth Pardo
Shirley Lane Resident

Judith Paz
Shirley Lane Resident

Cirilo Gonzalez
Shirley Lane Resident

Lorena Cuevas
Shirley Lane Resident

Victorio Ramirez
Shirley Lane Resident

Rosario Torres
Shirley Lane Resident

Brenda Canales
Shirley Lane Resident

Ricardo Araiza
Shirley Lane Resident

Mercedes Solis
Shirley Lane Resident

Fatima Sarabia
Shirley Lane Resident

Jesus Rodriguez
Shirley Lane Resident

David Durham
Shirley Lane Resident

Karin Rodaik
Shirley Lane Resident

Basilio Mora
Shirley Lane Resident

Alicia Delgadillo
Shirley Lane Resident

Vicky Mayfair Alta
Shirley Lane Resident

Libia Morales
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Shirley Lane Resident

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Leonardo Sanchez
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Ivan Apodaca
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Angelica Tellez
Shirley Lane Resident

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DISTRICT 6 OFFICE
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July 2, 2026

Draft 2026 RTP/SCS
Draft 2026 Program EIR
Draft 2027 FTIP
Draft Conformity Analysis for 2027 FTIP & 2026 RTP
REVIEW LETTER

SENT VIA EMAIL

Mr. Jay Schlosser
Executive Director
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

Dear Mr. Schlosser:

We appreciate the opportunity to review the Kern Council of Governments (KCOG) Draft 2026 Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS), Draft 2026 Regional Transportation Plan/Sustainable Community Strategy Program Environmental Impact Report (EIR), Draft 2027 Federal Transportation Improvement Program (FTIP), and Draft Conformity Analysis for the 2027 FTIP and the 2026 RTP. District 6, along with District 9 and Caltrans HQ, have reviewed the Draft documents and jointly offer the following comments.

OFFICE OF MULTIMODAL TRANSPORTATION PLANNING-DISTRICT 6

REGIONAL PLANNING Comment 18-1

Through collaboration with their member agencies, KCOG demonstrates significant commitment to meeting state objectives. The organization emphasizes both innovative approaches and ongoing practices designed to positively impact disadvantaged communities throughout Kern County.

KCOG has actively promoted public involvement throughout each phase of the planning process. The organization maintains ongoing collaboration with federal, state, and local partners, as well as stakeholders, working closely with the community to clarify challenges, explore alternatives, and identify solutions. Meaningful community engagement and outreach serve as the cornerstone for developing the 2026 RTP/SCS.

SYSTEM PLANNING-FREIGHT

In the Freight Movement Action Element section (page 5-50) under Chapter 5: Strategic Investment, Caltrans and statewide plans/study are not referred to. Comment 18-2

It is recommended that the RTP narrative include references to key state plans and studies. Specifically, the 2023 California Freight Mobility Plan, which is currently being updated for 2027—and the 2022 California Statewide Truck Parking Study, which provides valuable information regarding current and future truck parking needs, should be added. Additionally, the Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) ought to be cited in the freight section of this chapter. While TCEP appears elsewhere in the Plan, its mention here would enhance clarity and alignment. Incorporating these state freight resources will support Caltrans' guidance and investment decisions for freight facilities across California.

TRANSIT-DISTRICT 6

The KCOG Draft RTP addresses ongoing funding and service challenges faced by transit agencies in the area. As outlined, transit operations rely on a blend of Transportation Development Act (TDA) funds, State Transit Assistance (STA), federal programs, fare revenues, and local funding sources. While initiatives such as SB 125 have provided temporary relief, it's clear that additional resources will be necessary to meet the region's growing transportation demands. Transit priorities for the region should include strengthening first- and last-mile transit connections, expanding transportation options, and improving mobility for rural and transit-dependent populations. Comment 18-3

Chapter 5 does a great job highlighting how Kern Transit, Golden Empire Transit District (GET), and other local providers help link communities through a mix of bus, rail, and intercity transit services.

Recommended strategies mentioned, such as vanpool expansion, rideshare partnerships, volunteer driver programs, and enhanced coordination with employers and schools have the potential to significantly improve transit accessibility and efficiency.

By maintaining close coordination with Caltrans and identifying transit needs within Caltrans transportation projects, including ongoing efforts like the Centennial Corridor, State Route 99 improvements, and High-Speed Rail this can ensure transit elements are factored into highway projects, foster multimodal connectivity, and identify new funding opportunities.

It is also encouraged Kern County transportation agencies continue to apply to the Sustainable Communities Planning grant program, which can provide funding for studying and addressing transit needs in the Kern County area.

ASSET, PROGRAM AND PROJECT MANAGEMENT-DISTRICT 6

Draft FTIP, Page 150, EA 06-44256, PPNO 3386E Comment 18-4
Reported the final R/W RIP expenditure report at CCA (Expenditures updated from $600k to $749k for RW Support and from $2,750k to $2,936k for RW Capital. No share adjustments).

TRANSPORTATION PLANNING AND ENVIRONMENTAL-DISTRICT 9

Draft RTP/SCS, Page 196, Sub Area 7-County/Mojave-Intermodal hub: Comment 18-5
This project is no longer going ahead. The land was rezoned.

Draft RTP/SCS, Page 624, Ridgecrest/County-class II bike ln-Brady st: Comment 18-6
D9 ATP Regional Transportation Plan (RTP) 20+ Year Expenditure Program Summary By Major Expenditure Categories with Forecast of Existing and Potential New Funding Sources.

Draft RTP/SCS, Page 626, Sub Area 3, 4, 7, 9-County/Ridgecrest: Comment 18-7
D9 traffic flow and widening 26-2029.

Draft RTP/SCS, Page 627, Sub Area 3, 7-Johannesburg-US 395-San Bdo County Line: Comment 18-8
Please clarify how "safety widening" is being defined. There have been shoulder improvement projects throughout this area.

OFFICE OF REGIONAL AND COMMUNITY PLANNING-HEADQUARTERS (HQ)

The KCOG draft 2026 RTP/SCS reflects substantial work and addresses many federal and state requirements well.

The following comments derive from the submitted
Draft 2026 RTP/SCS Appendix A Checklist:

GENERAL (page 386)

Comment 18-9
4-i. Development pattern and housing allocation consistency (Gov. Code § 65584.04(l)(1)). The SCS land use pattern and RHNA discussion are strong, but the plan lacks an explicit consistency statement linking the forecasted development pattern to

the allocation of housing units. Please add a direct consistency finding citing § 65584.04(a)(1).

Comment 18-10

7-b. System Performance Report — comparison to prior reports (23 CFR 450.324(f)). The performance framework and target attainment are well documented, but the report does not clearly compare progress toward targets against performance reported in the previous RTP. Please add a side-by-side or narrative comparison to prior performance.

CONSULTATION/COOPERATION (page 388)

Comment 18-11

2. Disposition of comments (23 CFR 450.316(a)(2)). Outreach results are summarized, but the draft does not include a summary, analysis, and report on the disposition of significant written and oral comments received on the draft RTP. Please add this to the final plan in Appendix H once the comment period closes.

Comment 18-12

4. Federal land management agency involvement (23 CFR 450.316(d)). Given the federal lands within the region (e.g., Edwards AFB, China Lake, BLM/Forest Service lands), the draft does not document consultation with federal land management agencies during plan development. Please add this documentation.

Comment 18-13

5. Consultation with resource and preservation agencies (23 CFR 450.324(g)). Consultation is implied through the policy and environmental discussion, but the plan does not specify where and how agencies responsible for land use, natural resources, environmental protection, conservation, and historic preservation were consulted. Please add a clear citation to that location.

Comment 18-14

6. State Wildlife Action Plan comparison (23 CFR 450.324(g)(1)–(2)). The draft does not include a comparison with the California State Wildlife Action Plan or available inventories of natural and historic resources. Please add this comparison or note where it appears in the EIR.

Comment 18-15

11.Public Transit–Human Services Transportation Plan consistency (23 CFR 450.306(h)). The draft does not clearly state the coordination and consistency with the regional Coordinated Public Transit–Human Services Transportation Plan. Please add a statement and supporting reference.

FINANCIAL (page 392)

Comment 18-16

1. STIP fund estimate consistency (Gov. Code § 65080(b)(4)(A)). The draft does not seem to include a clear consistency statement between the first four years of the RTP fund estimate and the four-year STIP fund estimate. Please add this statement.

Comment 18-17

7. ITIP consistency (2016 STIP Guidelines, Section 33). It is not clear if plan the plan contains a statement on consistency between RTP projects and the Interregional Transportation Improvement Program (ITIP). Please add this consistency statement. Checklist page number 5-50 referenced seems to be incorrect.

Comment 18-18

8. RTIP consistency (2016 STIP Guidelines, Section 19). The monitoring chapter 8, pg 8-2 references the FTIP and RTIP, but a direct, formal consistency statement between RTP projects and the RTIP is not evident. Please add an explicit statement. Checklist page number 5-50 referenced seems to be incorrect.

Comment 18-19

9. Financial strategies for SIP TCMs (23 CFR 450.324(f)(11)(vi)). TCM categories and air quality funding are discussed, but the plan does not clearly describe the specific financial strategies that ensure SIP-identified Transportation Control Measures can be implemented. Please add this for the applicable nonattainment/maintenance designation.

OFFICE OF AIR QUALITY TRANSPORTATION CONFORMITY-HEADQUARTERS (HQ)

KCOG demonstrates considerable effort and thoroughly addresses numerous federal and state requirements.

Comments below are documented in the Transportation Conformity Analysis section, corresponding with items on the Conformity Analysis Documentation checklist in the **Draft Conformity Analysis for the 2027 FTIP and the 2026 RTP Appendix A**.

Comment 18-20

page 13 Extra space on top of page

Comment 18-21

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

Comment 18-22

page 77 §93.106 unable to locate open to traffic dates

Comment 18-23

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

Comment 18-24

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

Comment 18-25

page 79 §93.114 We recommend also referencing Chapter 3

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

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Comment 18-26
page 80 §93.122 (a)(1) unable to locate VMT for non-regionally significant projects
page 82 §93.126, §93.127, §93.128 confirm chapter and page location, found in Chapter 5 not Chapter 2

DIVISION OF AERONAUTICS-HEADQUARTERS (HQ)

KCOG is commended for their efforts to update the Aviation Elements of their draft RTP/SCS. Caltrans recognizes the use of Kern County's regional airport system as the source for guidance related to airport land use planning, and it is principally guided by the California Airport Land Use Planning Handbook.

Comment 18-27
It is recommended that KCOG prepare, when appropriate, to address the following areas of future focus:

- Advanced Air Mobility (AAM) Services
- Wayside equipment for electrified aircraft, and electric aviation in general.
- Sustainable Aviation Fuel (SAF), currently in the testing stages for commercial aircraft, but will eventually trickle down to general aviation.

Funding Resources Comment 18-28

Managing the finances required for airport maintenance can pose significant challenges. While grants are subject to availability, there are resources that can assist the County in securing financial aid through the California Aid to Airports Program (CAAP), with a particular focus on the Airport Improvement Program, Acquisition and Development Program, or Local Airport Loan Program. These avenues may offer valuable support in addressing financial needs related to airport upkeep.

Additional Resources Comment 18-29

Caltrans Aeronautics provides an Airport Land Use Compatibility training program tailored for Airport Land Use Commissions (ALUC) and local planning staff upon request. This program is designed to familiarize participants with the airport land use compatibility process, criteria, and to address any specific questions or concerns that Commissioners or planning staff may have. Feel free to contact aeronautics-planning@dot.ca.gov for any inquiries or to express interest in scheduling a training session.

California Department of Transportation State Dollars for Your Airport: https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/-/media/dot-media/programs/aeronautics/documents/1016-state-dollars-for-your-airport-october-2019-a11y.pdf

Caltrans Local Airport Loan Program: Airport Loans | Caltrans

DIVISION OF FREIGHT-HEADQUARTERS (HQ)

KCOG has done an excellent job with freight planning. The plan recognizes freight as an important element of regional mobility and includes a dedicated Freight Movement Action Element with numerous policies and actions. The KARGO goods movement studies, the Inland Port Strategic Plan, and the significant work on inland port development demonstrate a strong commitment to addressing freight mobility in the region, and these efforts are commendable.

While the plan offers a solid foundation for freight planning, there are opportunities for improvement within its performance-based planning and programming framework. Adding clear objectives that link the goals to performance measures and targets could enhance the plan's effectiveness, making it easier to demonstrate the intended outcomes and the ways in which the chosen performance measures and targets support those goals.

The plan currently combines policies and actions under a single "Policy/Action" category, which can lead to some confusion. Although there is overlap, policies provide guidance and direction, while actions outline specific steps to achieve those goals. Keeping them separate would help clarify their distinct roles and make it easier to track progress and accountability.

Comment 18-30

From a freight perspective, rail projects are well identified, but truck freight—which plays a vital role in moving goods—could benefit from having more clearly defined goals and targets. Kern County's leadership in agriculture also suggests the plan could highlight cold chain and refrigerated transport, which are essential for perishable goods.

To further strengthen the plan, freight suggests the following improvements to the **Draft 2026 RTP/SCS:**

- Add clear objectives that connect goals with performance measures.
- Clearly differentiate policies from actions.
- Improve cross-referencing so reviewers and funders can easily see which projects support specific goals and targets, including those related to truck travel time reliability, safety, and mobility.

Comment 18-31

Draft RTP/SCS, Appendix D (page 440), the statement that Title VI "not only bars intentional discrimination but also prohibits unjustified disparate impact discrimination" should be updated. On December 10, 2025, the U.S. Department of Justice amended

its Title VI regulations to eliminate disparate impact liability (2025-22448.pdf). Section D-3 should also recognize that Article 1, Section 31 of the California Constitution prohibits granting preferential treatment based on race, sex, color, ethnicity, or national origin.

Comment 18-32

We appreciate your attention to our feedback and look forward to its inclusion in the Final KCOG documents. The RTP is a great opportunity to document the planning process and provide the public with a clear overview of anticipated growth and development. KCOG is encouraged to reference the 2024 RTP guidelines and include complete streets information to strengthen its strategies and address challenges.

Please provide an updated RTP Checklist and a copy of the final RTP, including appendices, the environmental document, and a digital version of all materials.

If you have any questions, please call or email andrea.nason@dot.ca.gov at (559) 401-9872.

Sincerely,

Lorena Mendibles

Lorena Mendibles, Branch Chief
Regional Planning

Copy via email:
Caltrans D6 – Philip Vallejo, Braden Duran
Caltrans D9 - Ben Downward
Caltrans HQ – Brenda Caruso, Camilo Juarez

Letter 19

CENTER ON RACE, POVERTY & THE ENVIRONMENT

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

WWW.CRPE-EJ.ORG

July 2, 2026

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

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

Dear Regional Transportation Plan Team:

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

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

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

I. Regional Transportation Plan

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

important opportunities to ensure that communities are protected from the expansion of freight and instead receive direct transportation benefits in the form of safer and more walkable streets.

Comment 19-1

a. Greenpass Projects

We appreciate the careful analysis in the KARGO studies of the four Greenpass projects proposed by community leaders in Arvin, Lamont, Shafter, and Delano. However, we are concerned that besides portions of the Shafter project, the Greenpasses are not prioritized in the Draft RTP, despite the Arvin Greenpass being ranked as #1 by the KARGO III study.[1] The de-prioritization of most of the Greenpass projects paired with the enormous expansion of freight infrastructure envisioned by the RTP will result in more truck traffic next to homes, parks, schools, and other sensitive receptors, including in environmental justice communities.

This is especially concerning because in some cases the only projects proposed for near-term investments in environmental justice communities are widening projects. For example, in the Capital Investment Plan Priority Regional Projects in Arvin/Lamont, none of the projects listed as "major roadway projects" would support shifting truck traffic away from Arvin or Lamont.[2] The only project proposed in Lamont would be a widening of Panama Rd, which could facilitate increased traffic along that section. Similarly, the RTP as part of Policy 22.2 proposes the "safety" widening of Pond Rd., 7th Standard, SR 43, SR 184, and other high volume truck routes.[3] Where those widenings would induce truck traffic through neighborhoods and sensitive receptors, the RTP risks cementing truck traffic through environmental justice communities in the short-term rather than prohibiting truck traffic through those areas and prioritizing the permanent Greenpasses that would route traffic out of neighborhoods.

In addition to prioritizing the Greenpass projects, the RTP must also ensure these projects are not merely additional routes for truck traffic to relieve congestion. The RTP must describe the policies that would need to be in place to prevent heavy truck traffic along routes with a concentration of sensitive receptors. Where it is not possible to divert heavy truck traffic away from sensitive receptors using a Greenpass project, strong mitigation measures must be put in place, such as vegetative/concrete barriers or operational restrictions.

This prioritization is also consistent with the obligations that local governments in Kern will have to update their General Plans with truck routes pursuant to AB 98.

For these reasons **we ask that the RTP discuss strategies and actions that will move the Greenpasses forward in the short-term**, with Shafter and the Arvin Greenpasses as the first priorities due to the benefit such a re-routing would have to nearby sensitive receptors.

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[1] Kern Area Regional Goods-Movement Operations (KARGO), Community Prosperity and Protection Study Phase III, Kern Council of Governments (June 2026) 83.
[2] Draft May 2026 Regional Transportation Plan and Sustainable Communities Strategy, Kern Council of Governments (2026) Appendix C, p. 11. [hereinafter "Draft 2026 RTP"]
[3] Draft 2026 RTP, at 2-15.

b. *Protections for Environmental Justice Communities from Freight Pollution*

Comment 19-2

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

c. Over-reliance on Mode Shift

Comment 19-3

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

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

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

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

Comment 19-4

d. Local Infrastructure Investments

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

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

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

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

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

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

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

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

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

e. <u>Warehouse Road Fees</u>

Comment 19-5

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

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

f. Managed Transition from Fossil Fuels Comment 19-6

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

II. Draft Programmatic Environmental Impact Report EIR 4-1

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

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

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

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

a. Inadequate Air Quality Analysis

Comment 19-7
EIR 4-2

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

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

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

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

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

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

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

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

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

Some of the inadequacies of the air quality analysis include:

- Inadequate discussion around methodology and assumptions through which the EIR found there would be air quality benefits under the RTP 2026 scenario or how air emissions would go down by 2049.[46] EIR 4-3
- The heavy reliance in on improved emissions control technology and regulations is not sufficient to explain the conclusion that PM emissions from vehicles in general and near sensitive receptors would decrease.[47] Improvements in technology may reduce emissions overall, but those improvements are speculative, especially in light of the loss of CARB regulations around truck and rail electrification. Furthermore, CEQA requires a consideration of the impacts on sensitive receptors and disproportionately impacted communities. If technology alone were sufficient to protect environmental justice communities, our communities would already be breathing cleaner air and living longer lives. EIR 4-4
- Lack of discussion of health impacts. Lead agencies are obligated to provide detailed disclosure of the health effects related to air contaminants generated by the project, including the concentrations at which such pollution would trigger symptoms, such that the public can understand the health consequences of the proposed project.[48] A mere finding of a significant impact does not relieve a lead agency of the responsibility to analyze a project's impact on health.[49] Not only does the Draft EIR omit accurate air pollution levels as a result of the incomplete air quality analysis, but it also fails to provide required health effect disclosures based on the disclosure air pollution. The County should recirculate the Project EIR with a detailed discussion of the full air quality impact on health. EIR 4-5
- The Cumulative Impact discussion does not sufficiently analyze the cumulative impacts overall or on environmental justice communities.[50] EIR 4-6
- Fails to evaluate the impact of climate change on TACs.[51] EIR 4-7
- Fails to evaluate emission from transport refrigeration units (TRUs), despite many proposed warehouses and industrial parks including refrigerated warehouse space. TRUs contribute to off-road mobile sources of diesel PM emissions. EIR 4-8

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

a. <u>Failure to Analyze the Wonderful Inland Port and other Reasonably Foreseeable Projects</u> Comment 19-8

EIR 4-9

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

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

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

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

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

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

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

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

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

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

b. Discussion of Rail Impacts on Air Quality

Comment 19-9
EIR 4-10

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

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

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

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

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

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

c. Evaluation of Greenpass Projects

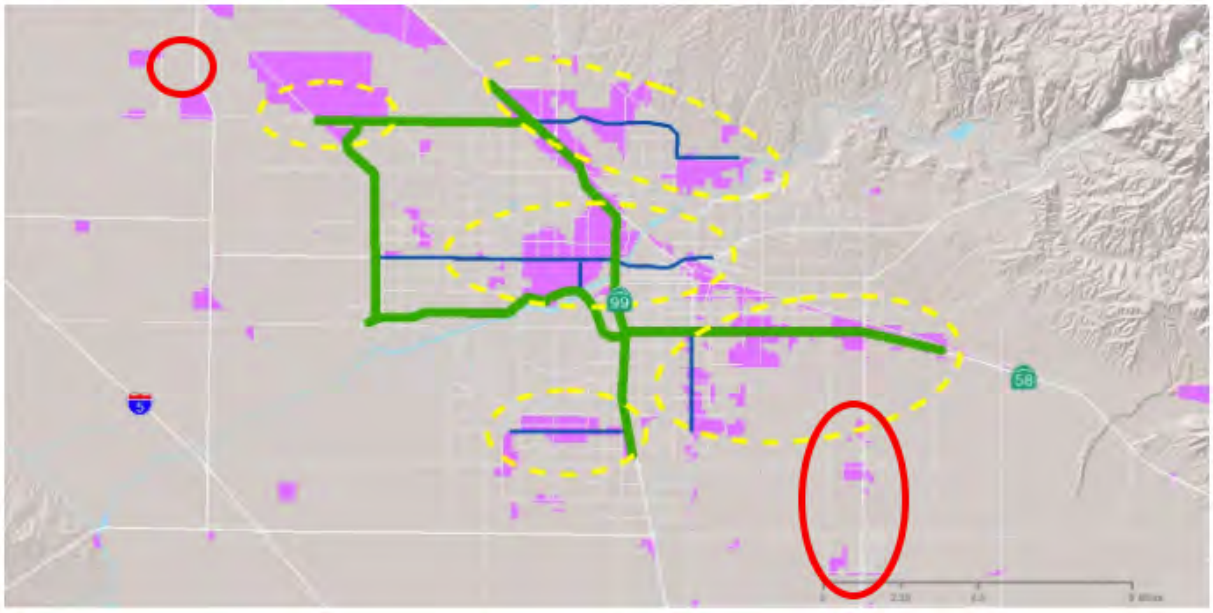
Comment 19-10
EIR 4-11

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

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

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

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



Comment 19-11
EIR 4-12

d. Mitigation measures

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

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

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

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

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

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

Comment 19-12

III. Conformity Analysis

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

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

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

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[68] *Communities for a Better Environment v. City of Richmond* (2010) 184 Cal.App.4th 70, 93 ("Fundamentally, the development of mitigation measures, as envisioned by CEQA, is not meant to be a bilateral negotiation between a project proponent and the lead agency after project approval, but rather, an open process that also involves other interested agencies and the public.").
[69] Pub. Res. Code § 21002; see also, CEQA Guidelines § 15002(a)(3) (agencies must prevent avoidable damage "whenever it finds measures to be feasible").
[70] Draft 2026 RTP PEIR, at p. 2.0-14 to 17.

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

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

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

Conclusion

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

Sincerely,

Natalia Ospina
Center on Race, Poverty & the Environment

Estela Escoto
Committee for a Better Arvin

Anabel Marquez
Committee for a Better Shafter

Diana Mireles
Comité Progreso de Lamont

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

Yolanda Vega
Delano Guardians

Cc:

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

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

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

Letter 21

June 26, 2026

Sent via email

Ben Raymond

Kern County Council of Governments

1401 19th Street, Suite 300

Bakersfield, CA 93301

Subject: Comments on Draft 2026 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS)

Mr. Raymond:

The Mojave Air & Space Port (MASP) appreciates the opportunity to review and comment on the Draft 2026 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS).

MASP supports Kern COG's efforts to develop a long-range transportation strategy that advances regional mobility, economic development, goods movement, transportation system resiliency, and quality of life throughout Kern County.

Comment 21-1

1. Recognition of Mojave Air & Space Port as a Strategic Regional Transportation Asset

The RTP recognizes aerospace, aviation, logistics, manufacturing, military activities, and goods movement as important components of Kern County's economy. MASP requests that the Final RTP further acknowledge the unique role of Mojave Air & Space Port as a federally licensed commercial spaceport, nationally recognized aerospace testing and development center, major industrial employment center, transportation and logistics hub supporting aerospace manufacturing, research, testing, and operations, and an important contributor to regional economic development and innovation.

2. Transportation Access to Aerospace and Industrial Employment Centers Comment 21-2

MASP encourages continued prioritization of transportation investments that improve access to major employment centers in eastern Kern County.

3. Freight Mobility and Oversized Cargo Movement Comment 21-3

MASP encourages Kern COG to continue supporting investments that preserve and improve freight mobility, regional connectivity, and access to major transportation corridors serving eastern Kern County.

Letter 21

4. Transportation System Resiliency and Emergency Access Comment 21-4

Future transportation planning efforts should continue to consider the importance of resilient transportation infrastructure serving remote and strategically important employment centers.

5. Emerging Aviation Technologies Comment 21-5

MASP is actively involved in advanced aerospace activities, including commercial spaceflight, flight testing, advanced aircraft development, and future mobility technologies.

6. Continued Coordination Comment 21-6

MASP requests continued engagement with airport operators, aerospace stakeholders, industrial employers, and logistics providers during future RTP updates and transportation planning efforts.

Conclusion Comment 21-7

The RTP recognizes aerospace, logistics, military operations, renewable energy, manufacturing, and goods movement as defining components of the Kern County economy. The RTP also identifies aviation as a critical component of the regional transportation system.

MASP requests that the final RTP further acknowledge the role of Mojave Air & Space Port as a nationally significant aerospace test and development center, a licensed commercial spaceport, a hub for advanced aviation technologies, a major industrial employment center in eastern Kern County, and a transportation asset supporting aerospace manufacturing, research, testing, logistics, and future mobility technologies. MASP further requests that future transportation planning efforts consider access improvements serving aerospace and industrial employers; freight mobility supporting oversized and specialized aerospace cargo; workforce transportation needs associated with aerospace employment centers; transportation resiliency supporting emergency response and continuity of operations; and coordination between transportation planning and airport/spaceport operational requirements.

The Mojave Air & Space Port and its Board of Directors appreciate Kern COG's efforts to prepare a comprehensive long-range transportation strategy for Kern County and supports the overall goals of improving mobility, economic opportunity, transportation safety, and infrastructure resiliency throughout the region.

Sincerely,

David G. Smith
Chief Executive Officer / General Manager
Mojave Air & Space Port

Letter 22

July 2, 2026

Ben Raymond
Kern Council of Governments
1401 19th Street, Suite #300
Bakersfield, CA 93301

Project: Draft Program Environmental Impact Report for the 2026 Regional Transportation Plan/Sustainable Communities Strategy

District CEQA Reference No: 20260597

Dear Mr. Raymond:

The San Joaquin Valley Air Pollution Control District (District) has reviewed the Draft Program Environmental Impact Report (DPEIR) from the Kern Council of Governments (KCOG) for the 2026 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) project. Per the DPEIR, the project consists of a long-range regional transportation plan that provides a blueprint to help achieve a coordinated regional transportation system by creating a vision for transportation investment throughout the region and identifying regional transportation and land use strategies to address mobility needs (Project). The Project is located within Kern County including incorporated cities (Arvin, Bakersfield, California City, Delano, Maricopa, McFarland, Ridgecrest, Shafter, Taft, Tehachapi, and Wasco), all in California. EIR 2-1

The District offers the following comments at this time regarding the Project:

1) Land Use Planning/Project Siting

The RTP/SCS is used to guide development in order to plan the construction of regional transportation projects that require partnership with its member agencies. Nearly all development projects within the San Joaquin Valley Air Basin, from RTP/SCS to individual projects have the potential to generate air pollutants, making it more difficult to attain state and federal ambient air quality standards. Land use decisions are critical to improving air quality within the San Joaquin Valley Air Basin because land use patterns greatly influence transportation needs, and motor vehicle emissions are the largest source of air pollution in the Valley. Land use decisions and project design elements such as preventing urban sprawl, encouraging mix-use development, and project design elements that reduce vehicle miles traveled (VMT) EIR 2-2

Comment 22-1

have proven to be beneficial for air quality. The District recommends that future development incorporate strategies that reduce VMTs and require the cleanest available heavy-duty trucks, vehicles, and off-road equipment, including zero and near-zero technologies. VMTs can be reduced through encouragement of mix-use development, walkable communities, etc. Additional design element options can be found at: https://ww2.valleyair.org/media/ob0pweru/clean-air-measures.pdf

In addition, the District recommends that future development incorporate strategies that will advance implementation of the best practices listed in Tables 5 and 6 of California Air Resource Board's (CARB's) Freight Handbook Concept Paper, to the extent feasible. This document compiles best practices designed to address air pollution impacts as "practices" which may apply to the siting, design, construction, and operation of freight facilities to minimize health impacts on nearby communities. The concept paper is available at: https://ww2.arb.ca.gov/sites/default/files/2020-03/2019.12.12%20-%20Concept%20Paper%20for%20the%20Freight%20Handbook_1.pdf

Comment 22-2
EIR 2-3

2) Project Related Emissions

Comment 22-3
EIR 2-4

The District recommends that the DPEIR stipulate that future development projects within the RTP/SCS identify and characterize project construction and operational air emissions. The District recommends the air emissions be compared to the District significance thresholds as identified in the District's Guidance for Assessing and Mitigating Air Quality Impacts: https://ww2.valleyair.org/media/g4nl3p0g/gamaqi.pdf. The District recommends that future projects be mitigated to the extent feasible, and that future projects with air emissions above the aforementioned thresholds be mitigated to below these thresholds.

Comment 22-4

The District understands that the RTP/SCS is a program-level project where future individual project-specific data may not be available at this time. As such, future development projects within the RTP/SCS should include a discussion of policies, which when implemented, will require assessment and characterization of project-level emissions, and subsequently require mitigation of air quality impacts to the extent feasible at the individual project-specific level. Future development environmental reviews of potential impacts on air quality should incorporate the following items:

2a) Construction Emissions

The District recommends, to reduce impacts from construction-related diesel exhaust emissions, future development projects should utilize the cleanest available off-road construction equipment.

2b) Operational Emissions

Future development projects operational (ongoing) air emissions from mobile sources and stationary sources should be analyzed separately. For reference, the District's significance thresholds are identified in the District's Guidance for Assessing and Mitigating Air Quality Impacts: https://ww2.valleyair.org/media/g4nl3p0g/gamaqi.pdf.

Recommended Mitigation Measure: At a minimum, project related impacts on air quality should be reduced to levels below the District's significance thresholds through incorporation of design elements such as the use of cleaner Heavy Heavy-Duty (HHD) trucks and vehicles, measures that reduce Vehicle Miles Traveled (VMTs), and measures that increase energy efficiency. More information on transportation mitigation measures can be found at: https://ww2.valleyair.org/media/ob0pweru/clean-air-measures.pdf

2c) Recommended Model for Quantifying Air Emissions

Future development project-related criteria pollutant emissions from construction and operational sources should be identified and quantified. Emissions analysis should be performed using the California Emission Estimator Model (CalEEMod), which uses the most recent CARB-approved version of relevant emissions models and emission factors. CalEEMod is available to the public and can be downloaded from the CalEEMod website at: www.caleemod.com.

3) Health Risk Screening/Assessment Comment 22-5
EIR 2-5

Per Mitigation Measure MM AIR-4 in the DPEIR, specifically at the project level, implementing agencies and local agencies require project sponsors to evaluate the risk associated with future development projects for sensitive receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) in the area should be evaluated to mitigate any potentially significant risk to help limit exposure of sensitive receptors to emissions.

To determine potential health impacts on surrounding receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) a Prioritization and/or a Health Risk Assessment (HRA) should be performed for future development projects that may be approved under implementation of the Project. These health risk determinations should quantify and characterize potential Toxic Air Contaminants (TACs) identified by the Office of Environmental Health Hazard Assessment/California Air Resources Board (OEHHA/CARB) that pose a present or potential hazard to human health.

Health risk analyses should include all potential air emissions from the project, which include emissions from construction of the project, including multi-year construction, as well as ongoing operational activities of the project. Note, two common sources of TACs can be attributed to diesel exhaust emitted from heavy-duty off-road earth moving equipment during construction, and from ongoing operation of heavy-duty on-road trucks. EIR 2-6

Comment 22-6
EIR 2-7

Prioritization (Screening Health Risk Assessment):
A "Prioritization" is the recommended method for a conservative screening-level health risk assessment. The Prioritization should be performed using the California Air Pollution Control Officers Association's (CAPCOA) methodology. Please contact the District for assistance with performing a Prioritization analysis.

The District recommends that a more refined analysis, in the form of an HRA, be performed for any project resulting in a Prioritization score of 10 or greater. This is because the prioritization results are a conservative health risk representation, while the detailed HRA provides a more accurate health risk evaluation.

Comment 22-7
EIR 2-8

Health Risk Assessment:
Prior to performing an HRA, it is strongly recommended that land use agencies/ project proponents develop and submit for District review a health risk modeling protocol that outlines the sources and methodologies that will be used to perform the HRA.

A development project would be considered to have a potentially significant health risk if the HRA demonstrates that the health impacts would exceed the District's established risk thresholds, which can be found here: https://ww2.valleyair.org/permitting/ceqa/.

A project with a significant health risk would trigger all feasible mitigation measures. The District strongly recommends that development projects that result in a significant health risk not be approved by the land use agency.

The District is available to review HRA protocols and analyses. For HRA submittals please provide the following information electronically to the District for review:

- HRA (AERMOD) modeling files
- HARP2 files
- Summary of emissions source locations, emissions rates, and emission factor calculations and methodologies.

For assistance, please contact the District's Technical Services Department by:

- E-Mailing inquiries to: hramodeler@valleyair.org
- Calling (559) 230-5900

Recommended Measure: Development projects resulting in TAC emissions should be located an adequate distance from residential areas and other sensitive receptors to prevent the creation of a significant health risk in accordance to CARB's Air Quality and Land Use Handbook: A Community Health Perspective located at https://ww2.arb.ca.gov/our-work/programs/resource-center/strategy-development/land-use-resources.

4) Ambient Air Quality Analysis

Comment 22-8
EIR 2-9

An Ambient Air Quality Analysis (AAQA) uses air dispersion modeling to determine if emissions increases from a project will cause or contribute to a violation of State or National Ambient Air Quality Standards. The District recommends an AAQA be performed for any future development projects that may be approved under implementation of the Project with emissions that exceed 100 pounds per day of any pollutant.

An AAQA uses air dispersion modeling to determine if emission increase from a project will cause or contribute to a violation of State or National Ambien Air Quality Standards. An acceptable analysis would include emissions from both project-specific permitted and non-permitted equipment and activities. The District recommends consultation with District staff to determine the appropriate model and input data to use in the analysis.

Specific information for assessing significance, including screening tools and modeling guidance, is available online at the District's website: https://ww2.valleyair.org/permitting/ceqa/.

5) Recommended Emission Reduction Strategies to Reduce Emissions from Future Projects within the RTP/SCS

5a) Voluntary Emission Reduction Agreement

Comment 22-9
EIR 2-10

Future development projects could have a significant impact on air quality. The District recommends the DPEIR include a feasibility discussion on implementing a Voluntary Emission Reduction Agreement (VERA) as a mitigation measure for future development projects that may be approved under implementation of the Project that are determined to exceed the District's CEQA significance thresholds.

A VERA is a mitigation measure by which the project proponent provides pound-for-pound mitigation of emissions increases through a process that develops, funds, and implements emission reduction projects, with the District serving a role of administrator of the emissions reduction projects and verifier of the successful mitigation effort. To implement a VERA, the project proponent and the District enter into a contractual agreement in which the project proponent agrees to mitigate project specific emissions by providing funds for the District's incentives programs. The funds are disbursed by the District in the form of grants for projects that achieve emission reductions. Thus, project-related impacts on air quality can be mitigated. Types of emission reduction projects that have been funded in the past include electrification of stationary internal combustion engines (such as agricultural irrigation pumps), replacing old heavy-duty trucks with new, cleaner, more efficient heavy-duty trucks, and replacement of agricultural equipment with the latest generation technologies.

In implementing a VERA, the District verifies the actual emission reductions that have been achieved as a result of completed grant contracts, monitors the emission reduction projects, and ensures the enforceability of achieved reductions. After the project is mitigated, the District certifies to the Lead Agency that the mitigation is completed, providing the Lead Agency with an enforceable mitigation measure demonstrating that project-related emissions have been mitigated. To assist the Lead Agency and project proponent in ensuring that the environmental document is compliant with CEQA, the District recommends the environmental document includes an assessment of the feasibility of implementing a VERA.

5b) Truck Routing Comment 22-10
EIR 2-11

Truck routing involves the assessment of which roads Heavy Heavy-Duty (HHD) trucks take to and from their destination, and the emissions impact that the HHD trucks may have on residential communities and sensitive receptors.

The District recommends HHD truck routing patterns for future development projects be evaluated, with the aim of limiting exposure of residential communities and sensitive receptors to emissions. This evaluation would consider the current truck routes, the quantity and type of each truck (e.g., Medium Heavy-Duty, HHD, etc.), the destination and origin of each trip, traffic volume correlation with the time of day or the day of the week, overall Vehicle Miles Traveled (VMT), and associated exhaust emissions. The truck routing evaluation would also identify alternative truck routes and their impacts on VMT and air quality.

5c) Electric Infrastructure Comment 22-11
EIR 2-12

To support and accelerate the installation of electric vehicle charging equipment and development of required infrastructure, the District offers incentives to public agencies, businesses, and property owners of multi-unit dwellings to install electric charging infrastructure (Level 2 and 3 chargers). The purpose of the District's Charge Up! Incentive program is to promote clean air alternative-fuel technologies and the use of low or zero-emission vehicles. The District recommends that the future development project proponents consider the installation of electric vehicle chargers at project sites, and at strategic locations.

Please visit https://ww2.valleyair.org/grants/charge-up for more information.

5d) Locomotives, and Railcar Movers/Switchers Comment 22-12

Per Mitigation Measure MM AIR-2, a proposed new transportation-related State Implementation Plan measure includes "Accelerated Introduction of Cleaner Line-Haul Locomotives." Replacing older locomotives is important to reduce the public's exposure to diesel emissions, including PM2.5 in the form of diesel particulate and NOx. These pollutants negatively impact human health, especially for sensitive populations such as children and the elderly. New, clean-technology locomotives generate significantly lower emissions than older, uncontrolled diesel locomotives.

The District offers the following incentive program for locomotive fleets interested in transitioning to newer, clean technology:

- Heavy-Duty Program – https://ww2.valleyair.org/grants/locomotive-program/. Locomotive replacements, including switcher locomotives and railcar movers can be funded as an eligible project category under the District's utilizing funding provided to support AB 617. These projects are administered according to the Carl Moyer Program guidelines.

5e) District's Bikeway Incentive Program Comment 22-13

Incorporating design elements (e.g., installing bikeways) that enhance walkability and connectivity can result in an overall reduction of VMT and improve air quality within the area. Since future development projects approved under implementation of the Project may install bikeways, they may be eligible for funding through the District's Bikeway Incentive Program. The Bikeway Incentive Program provides funding for eligible Class 1 (Bicycle Path Construction), Class II (Bicycle Lane Striping), or Class III (Bicycle Route) projects. These incentives are designed to support the construction of new

bikeway projects to promote clean air through the development of a widespread, interconnected network of bike paths, lanes, or routes and improving the general safety conditions for commuter bicyclists. Only municipalities, government agencies, or public educational institutions are eligible to apply. More information on the grant program can be found at: https://ww2.valleyair.org/grants/bike-paths/

Guidelines and Project Eligibility for the grant program can be found at: https://ww2.valleyair.org/media/drpijuw1/bikeway-program-guidelines-62515.pdf

6) District Rules and Regulations

The District issues permits for many types of air pollution sources, and regulates some activities that do not require permits. A project subject to District rules and regulations would reduce its impacts on air quality through compliance with the District's regulatory framework. In general, a regulation is a collection of individual rules, each of which deals with a specific topic. As an example, Regulation II (Permits) includes District Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 2520 (Federally Mandated Operating Permits), and several other rules pertaining to District permitting requirements and processes.

The list of rules below is neither exhaustive nor exclusive. Current District rules can be found online at: https://ww2.valleyair.org/rules-and-planning/current-district-rules-and-regulations. To identify other District rules or regulations that apply to future projects, or to obtain information about District permit requirements, the project proponents are strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (661) 392-5665.

6a) District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources

Comment 22-14

Stationary Source emissions include any building, structure, facility, or installation which emits or may emit any affected pollutant directly or as a fugitive emission. District Rule 2010 (Permits Required) requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to Operate (PTO) from the District. District Rule 2201 (New and Modified Stationary Source Review) requires that new and modified stationary sources of emissions mitigate their emissions using Best Available Control Technology (BACT).

Future development projects may be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and may require District permits. Prior to construction, project proponents shall obtain an ATC permit from the District for equipment/activities subject to District permitting requirements. For further information or assistance, project proponents may contact the District's SBA Office at (661) 392-5665.

6b) District Rule 9510 - Indirect Source Review (ISR) Comment 22-15

The purpose of District Rule 9510 is to reduce the growth in both NOx and PM emissions associated with development and transportation projects from mobile and area sources; specifically, the emissions associated with the construction and subsequent operation of development projects. The ISR Rule requires developers to mitigate their NOx and PM emissions by incorporating clean air design elements into their projects. Should the proposed development project clean air design elements be insufficient to meet the required emission reductions, developers must pay a fee that ultimately funds incentive projects to achieve off-site emissions reductions.

Accordingly, future development projects may be subject to District Rule 9510 if upon full buildout, the project would equal or exceed any of the following applicability thresholds, depending on the type of development and public agency approval mechanism:

Table 1: ISR Applicability Thresholds

Development Type	Discretionary Approval Threshold	Ministerial Approval / Allowed Use / By Right Thresholds
Residential	50 dwelling units	250 dwelling units
Commercial	2,000 square feet	10,000 square feet
Light Industrial	25,000 square feet	125,000 square feet
Heavy Industrial	100,000 square feet	500,000 square feet
Medical Office	20,000 square feet	100,000 square feet
General Office	39,000 square feet	195,000 square feet
Educational Office	9,000 square feet	45,000 square feet
Government	10,00 square feet	50,000 square feet
Recreational	20,000 square feet	100,000 square feet
Other	9,000 square feet	45,000 square feet

District Rule 9510 also applies to any transportation or transit development projects where construction exhaust emissions equal or exceed two tons of NOx or two tons of PM.

In the case the future development project is subject to District Rule 9510, per Section 5.0 of the rule, an Air Impact Assessment (AIA) application is required to be submitted no later than applying for project-level approval from a public agency so that proper mitigation and clean air design under ISR can be incorporated into the public agency's analysis.

Information about how to comply with District Rule 9510 can be found online at: https://ww2.valleyair.org/permitting/indirect-source-review-rule-overview

The AIA application form can be found online at: https://ww2.valleyair.org/permitting/indirect-source-review-rule-overview/forms-and-applications/

District staff is available to provide assistance with determining if future development projects will be subject to Rule 9510, and can be reached by phone at (559) 230-5900 or by email at ISR@valleyair.org.

6c) District Rule 9410 (Employer Based Trip Reduction) Comment 22-16

Future development projects may be subject to District Rule 9410 (Employer Based Trip Reduction) if the project would result in employment of 100 or more "eligible" employees. District Rule 9410 requires employers with 100 or more "eligible" employees at a worksite to establish an Employer Trip Reduction Implementation Plan (eTRIP) that encourages employees to reduce single-occupancy vehicle trips, thus reducing pollutant emissions associated with work commutes. Under an eTRIP plan, employers have the flexibility to select the options that work best for their worksites and their employees.

Information about District Rule 9410 can be found online at: https://ww2.valleyair.org/compliance/rule-9410-employer-based-trip-reduction/.

For additional information, you can contact the District by phone at 559-230-6000 or by e-mail at etrip@valleyair.org

6d) Other District Rules and Regulations Comment 22-17

Future development projects may also be subject to the following District rules: Rule 4102 (Nuisance) and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).

7) District Comment Letter Comment 22-18 EIR 2-13

The District recommends that a copy of the District's comments be provided to the Project proponent.

Letter 22

If you have any questions or require further information, please contact Ryan Grossman by e-mail at ryan.grossman@valleyair.org or by phone at (559) 230-6569.

Sincerely,

Mark Montelongo
Director of Policy and Government Affairs



Daniel Martinez
Program Manager

Email 24

Outlook

FW: 2026 Regional Transportation Plan

From Ben Raymond <BRaymond@kerncog.org>
Date Mon 7/6/2026 9:51 AM
To RTP 2026 <RTP2026@kerncog.org>

Report This Email

From: Nelson Walker [redacted]
Sent: Wednesday, July 1, 2026 6:10 PM
To: Ben Raymond <BRaymond@kerncog.org>
Subject: 2026 Regional Transportation Plan

Hi,

I'm writing to provide requests for the Regional Transportation Plan that affects Rosamond, CA. I am a resident of the Westpark neighborhood, I work on Edwards AFB, and I elementary school-aged children. I believe the biggest challenges that our community faces with streets are the traffic patterns between Rosamond High School and the railroad tracks in east Rosamond. The mix of school traffic, morning commuters, and railroad traffic can make Rosamond Blvd a pain in the morning and evening. My suggestions

Comment 24-1

Comment 24-2 -Begin plans for Rosamond Blvd to go over or under the rail lines. That will reduce periodic slowdowns doing the morning and evening commutes due to rail traffic.

Comment 24-3 -Continue fine tuning the traffic signal timing at Rosamond Blvd and Acacia St (often the SR14 South offramp). This regularly causes delays for Rosamond Blvd travelers.

Comment 24-4 -Pave or improve the grading of Holiday Ave between 30th St and Clark St. Right now it is barely passable. This will greatly improve those bringing their children to school at Westpark from the small neighborhood on the west side of SR14 on the south end of Rosamond.

Comment 24-5 -Pave Dawn Rd (north of Rosamond) between Sierra Hwy and SR14. This creates a viable alternate route from East Rosamond to West Rosamond in case of a bad accident close to the bridge over SR14 on Rosamond Blvd.

Comment 24-6 -Consider expanding Rosamond Blvd from 5 lanes to 7 lanes between Rosamond High School and the railroad tracks to allow dedicated turning lanes to/from SR14 on/offramps and turning lanes onto side streets between SR14 and the railroad tracks.

I'm happy to discuss these ideas further.

Best,
Nelson Walker

Email 25

Outlook

FW: Public Comment,Draft2026RTP, Rosamond resident

From Ben Raymond <BRaymond@kerncog.org>
Date Mon 7/6/2026 9:51 AM
To RTP 2026 <RTP2026@kerncog.org>

Report This Email

From: Gayle L. Davis-Kaye [redacted]
Sent: Wednesday, July 1, 2026 4:47 PM
To: Ben Raymond <BRaymond@kerncog.org>
Subject: Public Comment,Draft2026RTP, Rosamond resident

Comment 25-1

To: Mr Raymond,

I am a senior Rosamond resident, of 14 years. I live on an unmarked dirt road 57th St south of Astoria. We need road improvements desperately. I understand that Kern COG can fund The Rosamond Boulevard grade separation at the railroad, improve the SR 14 interchange, study near term road Alternatives that give our emergency vehicles a paved route*, giveWestRosamond direct freeway access and DEFINITELY widen Sierra Highway!** It has been brought to my attention these needs have been in the planning documents for too long without action. It is time to move them forward. NOW!

Comment 25-2

*A little of my life in Rosamond
* An accident between a car and a dirt bike happened between 60th and 55th on a dirt road. When calling 911 we were unable to give direct location. Responders came to the area and drove around looking for the accident. We were driving trying to catch them and show them where we were. We were finally able to give the closest address to the accident which then helped them. Their intentions were honorable, but it took over 20 minutes for them arrive on scene. Gratefully there were no life threatening injuries.

*Few years earlier my husband needed an ambulance in the night. I had to leave his side to go outside and flag it down. I set up car traffic safety lights. Had my car on the property with flashers and horn on. The ambulance did not come down any roads as it was dark and no moon. It ended up driving through a field to get to us. Crazy! Fortunately they were able to get him to the hospital after following me down the correct horrible dirt road. But they could not administer any help to him till we were on asphalt.
*There is another young neighbor with heart problems on unpaved 55th St. When it rains all the dirt roads are not passable for heavy emergency vehicles. I have 4W drive and I can barely make it home and have been stuck many times.
* 2 years ago with the heavy rains, I counted 17 vehicles of all sizes and weights having to be towed off the dirt 55th street within 200 feet south of the asphalt.
I wrote and begged for 2 years asking for the ground asphalt that was dumped on Sierra Hwy north of Rosamond Blvd. If they brought it, we could spread it. We have spent thousands of dollars over the years having dirt dumped fill dirt. And yet we still have to pay taxes for the pavement and lights.

Without Road name signs off of 60th West, between A and Rosamond, North of Holiday (which took 20 years to get) there is no way for responders to make reasonable responses.

Comment 25-3

Recently with 2 Fire evacuations in 8 days, several roads were blocked surrounding us not letting help in, or me to get out. Many others were faced with the same predicament. Would have loved to evacuate, but couldn't. That needs to be addressed too.

Comment 25-4

** Sierra Highway
Often I have to haul horses on Sierra Highway. I follow the speed limit rules for hauling a trailer. People are not kind and have often tried to run me off the road. Honked relentlessly, p[ulled in front of me and then slammed on their brakes to "teach me a lesson" I guess. If Sierra Hwy was widened we could have slow lane for the Big Rigs and people with trailers, and people who want to follow the speed law. Too many people who do not follow the rules out there.

My husband feels the same.

Thank you for your time in reading this.

Gayle and Peter Kaye

Email 26

Outlook

FW: Road improvements

From Ben Raymond <BRaymond@kerncog.org>
Date Mon 7/6/2026 11:01 AM
To RTP 2026 <RTP2026@kerncog.org>

Report This Email

From: Craig Roberts [redacted]
Sent: Wednesday, July 1, 2026 10:50 AM
To: Ben Raymond <BRaymond@kerncog.org>
Subject: Road improvements

Comment 26-1

This email is in regards of road improvements to be done on 35th street west south of Rosamond blvd!
The community would like to see a sidewalk's finished on both sides of 35th street west south of Rosamond blvd.
There is already part sidewalks from the new track homes that were completed in 2020 and 2026 but it doesn't continue all the way to Rosamond blvd where there is a single light and Dollar General store.
35th Street West is a heavy traffic road and with sections of the sidewalks not completed on both sides of the road this forces the pedestrians that are walking with strollers, riding bikes and pedestrians walking to and from the Dollar General store walking out into the street.
This is a big concern for the safety of all pedestrians and cyclists using 35th Street west where the traffic is driving fast and school buses used to commute to and from Westpark Elementary School.
Hopefully this issue gets resolved soon!
Thank you
Pamela Roberts
[redacted]

Email 27

Outlook

FW: Improving Ave A

From Ben Raymond <BRaymond@kerncog.org>
Date Mon 7/6/2026 9:59 AM
To RTP 2026 <RTP2026@kerncog.org>

Report This Email

From: ginny davis [redacted]
Sent: Saturday, July 4, 2026 4:55 PM
To: Ben Raymond <BRaymond@kerncog.org>
Subject: Improving Ave A

Comment 27-1

I am so sorry for being late in sending this to you. We would like to have Ave A in Rosamond repaved. It starts at the 14 freeway going west to 90th St W. The road keeps getting patched up and it is getting worse. It would be nice to have the stripe going down the street repainted. Thank you for reading this.

Ginny Reeser
[redacted]

Letter 28

CALIFORNIA
High-Speed Rail Authority
Central Valley Regional Office

Gavin Newsom
GOVERNOR
Toks Omishakin
SECRETARY OF TRANSPORTATION
Ian Choudri
CHIEF EXECUTIVE OFFICER

July 31, 2026

Jay Schlosser, Executive Director
Kern Council of Governments
1401 19th Street
Bakersfield, CA 93301
RTP2026@kerncog.org

Subject: Draft May 2026 Regional Transportation Plan (RTP) and Sustainable Community Strategy (SCS), and 2026 RTP/SCS – Program Environmental Impact Report

Dear Jay,

Thank you for the opportunity to comment on the Draft 2026 Regional Transportation Plan and Sustainable Community Strategy documents. The California High Speed Rail Authority's program represents a bold vision to transform the state's future by delivering fast, reliable, zero-emission train service. The benefits of high-speed rail extend beyond mobility; it is a catalyst for economic growth, environmental sustainability, and social equity to meet the needs of a growing population. By linking communities across the state, high-speed rail will expand access to jobs, education, and affordable housing, while reducing greenhouse gas emissions and providing an alternative to congested highways and airports. This vision is consistent with the Kern Council of Government's 2026 Regional Transportation Plan (RTP) Sustainable Community Strategy and 2026 RTP/SCS – Program Environmental Impact Report. Comment 28-1

The Authority's provides the following comments with regard to the Draft 2026 RTP/SCS document:

Bakersfield Rail Station Comment 28-2
The Authority notes the *2026 Business Plan* and *Capital Cost Basis of Estimate Report*, the Business Plan's Technical Supporting Document, identifies a potential interim station location north of 7th Standard Road.

As Kern COG is aware, the Authority continues to engage with Kern County, the City of Bakersfield, and other regional stakeholders regarding potential interim service concepts and station options that could support early passenger operations while maintaining flexibility for future system development and integration with long-term regional transportation objectives.

These discussions remain ongoing and the Authority has not made any final decisions regarding station location, interim station concepts, or future phasing strategies as it relates to Kern County. Accordingly, the

RTP/SCS could reflect that station planning and related operational considerations remain under evaluation.

F Street and SR 204 Comment 28-3

The Authority continues to support the transformation of SR 204 at F Street into an at-grade boulevard at the entrance to the future Bakersfield HSR station which would provide multi-modal site access, including safe access for bicyclists and pedestrians.

Comment 28-4

Projected Growth and Induced Demand

The RTP's planning assumptions include projected growth that appears to exceed growth trends in comparable cities in California. As a result, the Authority remains concerned about planned Transportation Improvement Projects (TIP), including the widening of SR 204, that would increase highway capacity and induced demand in a system that is already crowded. Furthermore, the highway widening would exacerbate the transition from highway to local road and would affect station access and parking. The SR204 project should not be advanced until the projected capacity increases are built.

Thank you for considering these comments which are intended to ensure consistency between the Kern Council of Government's RTP/SCS and the Authority's 2026 Business Plan and current status of work on the high speed rail project. The Authority looks forward to continued collaboration on issues of shared interest, including station area planning that will leverage the state's, Kern County's, and City of Bakersfield's investments in multi-modal transit infrastructure.

Please reach out if you have any questions.

Sincerely,

Benjamin Lichty

Ben Lichty, AICP
Principal Transportation Planner
Planning & Sustainability
Ben.Lichty@hsr.ca.gov

cc: Allison Rodriguez, Central Valley Deputy Regional Director

Email 29

Outlook

FW: Comment on 2027 FTIP

From Ceasar Valle <cvalle@kerncog.org>
Date Mon 8/17/2026 9:48 AM
To Rochelle Invina-Jayasiri <RInvina@kerncog.org>

Report This Email

Good morning, Rochelle-

Below is the RTP/FTIP comment.

Ceasar Valle | Regional Planner
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301
Main: (661)635-2917 | Fax: (661)324-8215

"*Better Planning. Better Transportation.*"

From: Ceasar Valle
Sent: Thursday, July 2, 2026 9:06 AM
To: RTP 2026 <RTP2026@kerncog.org>
Subject: FW: Comment on 2027 FTIP

Good morning-

Please see RTP comment below.

Ceasar Valle | Regional Planner
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301
Main: (661)635-2917 | Fax: (661)324-8215

"*Better Planning. Better Transportation.*"

From: Ceasar Valle
Sent: Thursday, July 2, 2026 9:04 AM
To: 'Ryan Hinds' [redacted]
Subject: RE: Comment on 2027 FTIP

Good morning, Ryan-

Thank you for taking the time to review and provide your comments on the Draft 2026 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) and Draft 2027 Federal Transportation Improvement Program.

Email 29

Your feedback is valuable and will be considered as part of the approval and adoption process.

Ceasar Valle | Regional Planner
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301
Main: (661)635-2917 | Fax: (661)324-8215

"*Better Planning. Better Transportation.*"

From: Ryan Hinds [redacted]
Sent: Wednesday, July 1, 2026 9:40 PM
To: Ceasar Valle <cvalle@kerncog.org>
Subject: Comment on 2027 FTIP

Comment 29-1

I would like to comment in support of Project IDs KER08RTP006, KER08RTP017 and KER08RTP024. As someone who travels up to Mammoth Lakes on this route multiple times a year, this portion of CA-14 is unsafe as it is only one lane in each direction and there is poor visibility to allow for passing. For this reason, available state and local funds should prioritize turning this 12 mile stretch of CA-14 into a 4 lane expressway.

If mitigation measures are needed, I would propose increasing bus service in coordination with Los Angeles, Inyo and Mono counties and their respective transit authorities to provide an alternative for Southern Californians to get to the Bishop and Mammoth Lakes area to remove single occupancy vehicles from the road.

Thank you for your consideration.

Ryan Hinds
[redacted]

Email 36

Outlook

FW: Kern Council of Governments "Rosamond Road Planning"

From Ben Raymond <BRaymond@kerncog.org>
Date Thu 8/6/2026 9:22 AM
To RTP 2026 <RTP2026@kerncog.org>

Report This Email

From: TANITA GRAY <web-inquiry@kerncog.org>
Sent: Wednesday, August 5, 2026 10:48 AM
To: Ben Raymond <BRaymond@kerncog.org>
Subject: Kern Council of Governments "Rosamond Road Planning"

From: TANITA GRAY [redacted]
Subject: Rosamond Road Planning

Message Body:
Comment 36-1
Hello Ben, I missed the deadline if July 2nd to comment any concerns about Rosamond Roads. I would like to propose a paved road in the Hidden Valley section. There is a major artery road that all residents, waste management and postal delivery trucks take on a daily basis, unearthing rock and weathering creates diches in the road. The name of the road is Dawn Rd. It is also a major exit on the 14 as well. I am proposing either pavement from East to West entering at the 14 exit of Dawn Road to 40th st W.
OR
Comment 36-2
Pavement along Beaudette/Gillman Ave from West to East entering from Mojave Tropico. Beaudette is the "smoother" road we take into the valley, however the same issues with safety and damage to car under carriage is there, but its a shorter distance.

Either action would benefit the residents back here and allow for a variety of vehicles to safely drive and make deliveries. At the moment, 4wd and lifted trucks have clearance, but low set vehicles struggle, especially energy effecient cars that people would like to get, but are afraid of the road damage. It would relieve a lot of stress on the car shocks as well.

I appreciate your time reading my message and hope this makes it to the upcoming transportation plans for the small town of Rosamond.

Tanita Gray

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This e-mail was sent from a contact form on Kern Council of Governments (http://www.kerncog.org)